

# newsletter

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BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



june 2013



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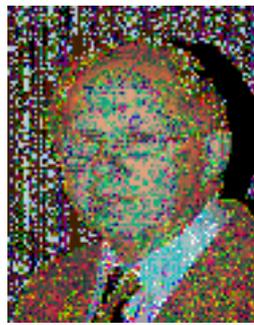
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**please note**

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



Well, as you will have read in our May newsletter, Revti, Sue and the team are working on the 2014 Annual Rally to be held in Nelson. They have launched their planning programme and we can all look forward to reading more in future newsletters as it progresses. The club's 2014 Annual General Meeting will also be held over the weekend of the Rally.

Tahunabeach Holiday Park will be 'Rally Headquarters' and has accommodation to fit pretty much any budget. I urge you to check out their website at [tahunabeachholidaypark.co.nz](http://tahunabeachholidaypark.co.nz) and secure lodgings as soon as possible. Accommodation in Nelson, particularly

at the beach, comes under extreme pressure over January and the golden rule applies here – book early or miss out!

Remember to mention that you are a member of the BMWOR when booking.

Ann and I have booked already and I know we aren't the only ones who have reserved accommodation. I am looking forward to seeing all of you who are able to make it to the 2014 Rally and AGM in Nelson.

Next, I've heard some concerns about the content of the Executive report on the February 2013 meeting, as published in the April newsletter. Once again, it has driven me to think about what makes us strong as a Club and what can make us stronger in the future. Part of doing that has been to read the published histories of other clubs, including a couple in the motorcycling scene. I've seen that despite common interests there are often a diversity of opinions amongst members and that plays out in members' views about the best way forward and how we communicate those things. History shows this diversity of views can lead to frustration and conflict and it can be hard to get the balance right.

I'm pretty sure that most people are like me and don't like conflict - it can be hard going mentally and emotionally, especially when feelings run high. Crikey, this change stuff is hard at times!

So let's be frank. I am sorry if anything printed in the previous Executive report has caused misunderstanding or created a perception that the efforts of previous Executive members are not valued. I really want us to be able to move forward as a national club and it is regretful that we've had stumbles along the way.

I also want to clear up any misunderstanding about the membership of the Executive at the point of the first quarterly meeting in February 2013. Whilst Philip King had withdrawn his nomination at the AGM in October 2012, he continued in the role up to February until Robin Wood was able to step in as his replacement. Given Philip's stewardship of the role up to that point, it was appropriate for him to present the Treasurer's report. Our next quarterly Executive meeting will be held in late May and Robin will present his first report as Treasurer at that point.

Looking forward, our new governance structure means it is vital that the Executive keep our members up to date on the running of the Register and we will do that as objectively as possible. While it is likely there will be disagreements along the way – it's just part of being human - I want to make sure every member's opinion can be heard via the correct forum. For that to work, we all need to remember to do our best in accepting others' opinions, even when they differ from our own. We have a diverse and dedicated range of people in our club: everyone brings a unique perspective to the camaraderie of the Register and our interest in BMW motorcycles – and that's what makes it fun.

As I've mentioned previously, after six years at the helm, Garry has signalled his intention to stand down as Editor at the 2014 AGM. Garry and a group of good friends and keen adventurers are heading offshore for a month from the 2<sup>nd</sup> of January 2014 to follow the Dakar Rally in South America – yes, on bikes - what a trip!

Consequently, the last newsletter Garry will be publishing is the December/January issue at the end of this year. It is critical that we find someone willing to commit to the Editor's role early and to be up to speed for the publication of our February 2014 newsletter.

Garry is more than willing to provide face-to-face coaching for an aspiring Editor and to mentor his successor if required. Feel free to give Garry a call on (03) 312 8204 if you're interested or have any questions.

**Continued on page 4**

## 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

### Continued from page 3

Also, at our last AGM, our Constitution was amended to include a Vice President's position on the Executive. If you feel that your skills could benefit our club in this position, please give me a call on (06) 378 2242.

Now that the drought has well and truly broken, and we have more wet weather riding to look forward to, now is a good time to give the bike a once over. Check out those tyres, lights, brakes, etc. along with your wet weather gear. If all your checks come up with a good result you and your pillion have a better chance of staying safe.

Now it's time to get out and about and ride some of those back roads while there is no dust to be had; only potholes full of water to dodge. One never knows whether a pothole full of water isn't two feet deep. That's why I avoid them - apart from the fact my pillion wouldn't appreciate being catapulted into the air, arriving on the road with a thud!

Well, it's time for me to start the engine and meander through some of those wonderful Wairarapa back roads.

As always - wheels down, feet up!

Peter.

**Cover:** Kevin Sargent on the barge at Lake Titicaca in the Andes on the border of Peru and Bolivia. By volume of water, Lake Titicaca is the largest lake in South America. Kevin shares his story of a 16 day ride from Atacama in Chile to Machu Picchu in Peru from page 10.

### 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 on page 21.

### 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

**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 10 June -** Social get together, bring your spouse/partner along from 7:00 pm to the Normanby Hotel (the old Cardrona Hotel), Normanby Rd, Mt Eden. Great open fire atmosphere, different pub food at reasonable prices. NOTE the different venue, this takes the place of our normal club night at the Vintage Car Club.

**Sunday 16th June -** Ride to Raglan for lunch via the back road. Leaving BP Southern M/Way at 9:00 am This is a great road to ride on and should not be missed. There will be a good gravel option. Further details will be posted on the Forum. RIC; Richard Kuysten.

### bay of plenty

**Saturday 8 June -** Social night from 5:00 pm at the Lyner's home, 329 Plummer's Point Road, Whakamaramara. Drive to 329 then turn down Pat's Lane and look for the "Lyner's" signs. Please bring a plate and drinks. All welcome to enjoy the evening.

**Sunday 16 June -** Club ride around the Rotorua Lakes taking in as many gravel roads as possible. Meet at the Pyes Pa School car park at 10:00 am. This ride will be mainly gravel roads - for a change.

### taranaki

**Sunday 16 June -** Ride to Te Kuiti leaving at 9:00 am. Meet at Windsor Café, Inglewood.

### east coast

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

**Sunday 9 June -** Ride to Waihi Falls. Meet at Caltex Omaha 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

# Annual Rally 2014

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



NELSON

## Tahunanui Beach - January 17-19

### June update

Planning is well underway for the 2014 Rally and Nelson riders are looking forward to showcasing some of the best rides in the country.

The date is later in January due to the availability of the venue but you will enjoy the Tahuna Beach Holiday Park.

There is a fantastic range of accommodation including motel units, cabins, studios and of course campsites.

We are anticipating being the main group over the weekend so the Holiday Park grounds will primarily be ours to enjoy.

As you can imagine, this is the Park's peak season so early booking is very important and will help our relationship with Park management.

The Function Centre at the Holiday Park will be Rally HQ. It is well resourced and the catering has a great reputation. John and his team even make their own bread!

We are planning to organise rides for older bikes so, if you have an old beauty that will make it over the Whangamoia, consider joining others with the same passion for early BMW two wheelers.

There will be gymkhana that will suit all models. So start honing your skills, especially your slow-mo riding.

We suggest you order a packed lunch if you plan on joining one of the gravel rides. This is also an option for other riders who prefer to picnic.

We will keep you updated throughout the year.

So make those Holiday Park bookings ASAP! [www.tahunabeachholidaypark.co.nz](http://www.tahunabeachholidaypark.co.nz)

Make sure you tell them you are BMWOR members

Revti and Sue

[nelson@bmwor.org.nz](mailto:nelson@bmwor.org.nz)

**Sunday 14 July** – Ride to Severinsen Museum at Ashley-Clinton. There is a charge of \$20 pp, the bulk of which is donated to a worthy cause. This also gets you a cup of tea and some home baking by Angela Severinsen. Leave Caltex Omaha Road at 9:00 am. Further information from John on (06) 844 4751 and he will need final numbers by 1 July. Cars are welcome.

### wellington

**Sunday 9 June** - Ride to Simply Balmy Café, Foxton for lunch via a route that will use as many Manawatu backroads as possible and follow the state highway

system only where necessary! Meet at BP Mana for 10:00 am start. Ride Leader; Brian Zemanek.

### canterbury

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

**Sunday 28 July** - Brunch at Robbie's in Hanmer Springs. Meet at Robbie's (the old Post Office) from 11:00 am.

## welcome

A warm welcome to our new members this month.

Steve Taylor - Auckland

Don Heighway - Auckland

Selwyn and Elizabeth Meaclem - Wellington

Terry O'Dwyer - Hamilton

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 [pauleddlington@xtra.co.nz](mailto:pauleddlington@xtra.co.nz)

# area reports

## auckland

Last Monday night's meeting was a big success with a large crowd of members turning out to welcome home our group of hardy, intrepid riders just returned from riding the wild roads of western South America. Rob and Lynda Hargreaves, Gordon and Jill Evans and Kevin and Karon Sargent all returned in one piece. As advertised, Rob, with a little help from the others, gave an entertaining and informative account of their journey. The helmet-cam movie, combined with the slide show Rob put together, was worthy of a position in the next Cannes Film Festival.

I believe their story is going to be written up for the newsletter.

The Auckland Area continues to attract new members and we are finding our partners are coming along on our monthly Sunday and monthly mid-week rides, and to our happy and social (!! ) monthly meetings.

Our rides and social committees, along with our Treasurer, Monthly Meeting Supper couple and Membership News co-ordinator all have the Auckland Area hopping along quite nicely thank you.

Terry Ellis-Smith

We had a good turnout of BMW bikes and a smattering of other brands gathered at Westgate for the April monthly ride north, the target being Maungatapere. The weather hinted some rain or showers later in the day, the predictions duly eventuating, but nothing of significance arrived until the middle of the day.

With Tony O'Connor guiding us via the Old North Road, SH16 and a pause at Wellsford, the group stayed together until Paparua. The 'roadies' travelled north on Paparua-Oakleigh Road to find the lunch venue; The Office Café on the site of the old dairy factory in Maungatapere. Meanwhile, three GS riders took the 'country' route, including Porter, Birch, Lusk, Mititai, Pikiwahine, Omana and Pukehuia Roads before heading east to lunch with the others. The surface was great gravel, with much of the northern stretch smooth and swept just as if rally cars had been on them recently (these being some of the "Rally of Whangarei" roads).

After a nice meal and chat, it was back on the bikes for the return to Auckland, while the clouds gathered and rain started. Apparently the road riders had a short, sharp rain event on the way to Waipu. We three GS riders were doing great via the high road including the Waipu Caves Road. Here we were, in the bush, when the heavens opened on us and the rain

kept pouring for a good hour at least, drenching us while riding in 1st / 2nd gears with minimal vision! A wee bit more adventure than we were expecting on the day, to be sure. We all got home ok and I, for one, was grateful for a change into warm and dry gear and some recovery time!

After the last two months being rain-affected, we are hoping the May ride may be drier, but the forecast does not bode well at this stage!

Peter Zink (F800GS)

## bay of plenty

April's club ride to Hamilton's Classic Car Museum was well supported with a turnout of 10 bikes and 12 people. As always, I like to find as many interesting roads on route to our destination as I can, so it was off to Matamata and then all the best back roads through to Hamilton that I could find. This recently opened museum is well worth a visit. It incorporates a good café with great food and coffee and I thoroughly recommend it as a destination.

Afterwards, it was off to the Persimmon Café in Pirongia for lunch then home via the usual cluster of great roads. The weather was perfect along with the company. I think I can safely say that a "good time" was had by all.

Our social night last month at Talk of India only managed to attract 6 people as others were either overseas or committed elsewhere, however, the food was good and it was a pleasant evening for those who came.

Peter Lyner

View from the Mangaweka power station



## taranaki

First, I have a bit of local news for you all. Big changes have happened in Inglewood. McFarlane's Café has been renamed Windsor Café. It's all go in Inglewood folks, I tell you that! I give you this priceless information for the simple reason (as most of you will have noticed) it's where our rides start from.

Boy, do I know how to pick the days to schedule a ride! Sunday April 21; yeah – right! I was looking forward to a ride through the autumn colours between Mokau and Te Kuiti but, unfortunately for me, Mother Nature decided we needed a thunderstorm more than I needed a bike ride. Never mind, we will try again next month (weather permitting). Autumn colours will be gone by then sadly but at 9:00 am Sunday 16 June we will go for a ride anyway.

See you all there.

Colin Lister

## rangitikei

Our Sunday 12 May ride was entitled "There and Back Barack" and it took us up the Pohangina Valley to Taihape and beyond (with quite a bit of beyond). We could not have wished for a better day for riding but I think that it was much the same in most places, obliging all those family souls celebrating a great Mothers' Day. The sun was out, there was no wind, autumn colours abounded and the countryside incredibly green!

Nine of us gathered at the Ashhurst gas station at 9:30 to enjoy the journey up the Pohangina Valley, which is a joy at any time but especially so in the conditions and with the remnants of autumn on show.



Above: Rangitikei members at the Mangaweka power station memorial  
 Below: Hansen's Café, Kimbolton. Photos courtesy of Brian Smart.

It was not long before the junction just north of Apiti hove into view and, for sealed road riders, we took the unusual step of turning right towards Rangawahia through the "Marton Block" area on a newly sealed road, which is to be promoted as a local tourist route. This scenic route winds its way down and up two river valleys and across braided rivers with native bush in the background while all the time the Ruahines look down on all comers.

From just north of Rangawahia, we rode towards Mangaweka turning right onto Kawhatau Valley Road just before crossing the river there. About a kilometre along we stopped to have a look at the remains of the Mangaweka Power

Station, which made Mangaweka the first town along the North Island main trunk railway line to have electric power and electric street lighting.

Continuing east along the Kawatau Valley Road, again we could get great views of a river far below in a grand valley, which we were soon to descend into and climb out of. The rugged Taihape hills were all the time watching our progress. Toe Toe Road led us back to SH1 near Utiku from where we closed in on Taihape for an early lunch at Brown Sugar Café.

Before we set out on the afternoon part of our itinerary, Rob G departed for home and family. We headed north on SH1 about 5kms to turn left towards Mataroa but continue on to Rongoiti Junction,



which led to our "turn back" point at Koeke Junction one of many junctions in the Taihape region. Turning back was necessary as the seal ran out although Editor Garry will say it wasn't necessary to turn back. [Yes, that's exactly what he'd say – Ed]

To get to Koeke Junction, the road twisted, climbed, descended and turned seemingly hundreds of times with little or no straight or flat sections. It was a true roadie's delight on well cambered corners. Most of us had a ball and, best of all, we had to do it all again on the way back.

The way back to SH1 then took us north to the "big hill" followed by a right onto Spooners Hill Road back (that word again) into Taihape. Continuing south on SH1 then a change of direction east at Ohingaiti had us negotiating an undulating, curving route through to Pemberton Corner. Then it was south to Kimbolton on some more lovely twisting tarmac treating us to views of Pohangina Valley and the Ruahines.

Hansen's Café at Kimbolton served refreshments at approx 2:30 pm before we split; some to Whanganui; Neil to National Park; and the remainder to Palmerston North.

A fantastic day in fantastic weather! Thank you all for coming and to Peter for being TEC.

Graeme Flyger

## 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 [pauleddington@xtra.co.nz](mailto:pauleddington@xtra.co.nz) or hard copies of photos can be sent to:

Paul Edlington  
 61 Rosedale Rd  
 Browns Bay  
 Auckland 0632

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

## east coast

Five happy travellers set off on Friday 3 May for Taupo; Folker, Pam and John on their F650GSs and Carole and Robert in their Hyundai. First stop; Friends Café in Taupo for some lunch, then via Reporoa to the Lakeside Café in Rotorua.

The Omokoroa Holiday Park was very welcoming. Before long we were all settled into our units. Having travelled all day, it was time to explore the peninsula on foot and, as it was almost dinner time and take aways didn't appeal too much, we signed in at the Omokoroa Boating Club on the waterfront for dinner. The Fork 'N View restaurant had a good choice of meals, the bar was open and it was no problem filling our tums. We walked back at a good pace in time for a quick splash in the spa pool.

The next day we were grateful for the use of Carole and Robert's car as it didn't look too good for motorcycling. We had a look at downtown Tauranga, including the impressive art gallery, and managed to find somewhere for lunch. As an added bonus, the parking building was free!

Back at the camp it was time for another swim, then around 6:30 pm when we left for our dinner at the Molo Restaurant where Peter and Catherine Lyner joined us for a wonderful evening of dining, wining and good fellowship.

We were delighted to have made the decision to do this trip and look forward to doing it again next year, although we still have many fond memories of our earlier Hot August Nights there.

John Wuts



At the Molo Restaurant

## nelson

Our April ride was a fitting finale to the end of the summer riding. After a mixed bag of weather, the Saturday morning was a little overcast as Nigel, Graham, Tony, Gretchen, William, Laurie and Yvonne, Matthias and Silke and Sue and I gathered at the QE2 lay-by.

The weather did not get any better as we proceeded through the Whangamoia. We had a short coffee break in Havelock and met up with Peter from Ngakuta Bay.

We enjoyed great scenery all the way to Kekerengu where we stopped for lunch before heading to Ohau to check out the seal nursery. Then we were back on the bikes to ride to our destination, the Peketa Holiday Park, south of Kaikoura.

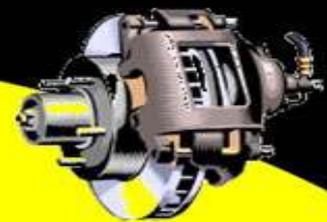
This is a great little camp right on the beach with clean, comfortable cabins. The facilities are excellent and you can hire kitchen utensils and bedding. Try the camp next time you are on the coast.

The gravel riders had parted company in Blenheim and caught up with us in Kaikoura at dinnertime as we sat munching on take-aways. Then it was back to camp in the dark as daylight savings had ended the previous weekend.

Nigel had scored the best cabin so we gathered to share a bottle of pinot noir, chocolate, tea, and the usual assortment of biker's munchies.

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Top left: Nelson members at the beginning  
 Top right: German wisdom?  
 Right: Early morning at Peketa

The three gravel riders had an early start at 8:00 am heading towards Springs Junction. The rest of us checked out after 9.00 m, heading out on Inland Kaikoura Road. The weather was a big improvement; sunshine and no wind although it was a tad on the cold side.

The group seemed to fragment with only 5 of the 11 riders staying together. Another coffee break at Mount Lyford Lodge proved a decent choice with mountain scenery and cheerful waitresses who had been spending their time “putting the world to rights.”

Having made the decision to by-pass Hanmer, we reluctantly put our gear back on and headed towards State Highway 7 to Springs Junction.

Only about 5 km past the Hanmer intersection, my R1100 coughed and spluttered and refused to go any faster than 80 kph. Our fellow riders pulled up and Graham stayed on as we waited until the Hanmer AA mechanic arrived and arranged to follow me into to Hanmer.

It took only 50 minutes from the time I rang before we were on the way to Nelson in a rental car, with transportation of the bike arranged back to Nelson. In all honesty it was a great place to break down, as cell coverage is dodgy through SH7. It was sunny, warm and we had the company of Graham.

We are amazed with the service provided by the AA. The cost all up was over the \$800 limit so we have had some expense but the speed and efficiency was great.

Sue, my pillion, was very disappointed not to be riding through the Lewis so the windows were wound down, however, we resisted the urge to wear our helmets!

As we neared Springs Junction, we found ourselves behind our three gravel riders and pulled in to tell them our news. The others were well gone!



After a week off the road, a new fuel filter and \$500, the R1100 is running well and ready for the May ride to Marahau.

The gravel riders will have a story of their own to tell.

Revti Verma

## canterbury

Sadly, I have the liners back in my riding gear after losing them sometime last November. There's a bit of rain about now and it's really starting to cool down at night here in North Canterbury. It'll be the shortest day before we know it!

Jo and I enjoyed a great ride over to Methven for the Canterbury brunch on the last weekend of April. It was great to catch up with everyone and Daniel from Jeff Grey BMW Motorrad kindly lent Geoff his new 2013 1200GS for people to have a ride on, should it take their fancy. Not one to miss such an opportunity, I took it for a spin. Quite nice it was too!

Earlier in April, Daniel and the team at Jeff Grey put on drinks and nibbles down at the Manchester Street showroom to launch this ‘wasser boxer’. A good turn out it was too, well over 40!

On Friday 10 May, Daniel again treated a few people to beer and pizza for the launch of the S1000RR HP4. What a stunning motorcycle! The owner must indeed be a very happy fellow. God forbid I should get one, I treasure my licence!

Unfortunately, we missed the May weekend away curling in Naseby. Hopefully everyone had a great time and look forward to hearing about that at some stage.

Garry Williams

## otago/southland

Our last ride-in for the “season” was held on Saturday 11 May and was to one of our favourite locations, the Wild Walnut Café in Lawrence. This is always popular, partly because it is reasonably central for most



Top left: Daniel in 'welcome' mode at the Christchurch launch of the 2013 R1200GS

Top right: The covers are off

Photos courtesy of Ella Star, Jeff Grey BMW



Left: Ooh aah! Lost for words!

Right: Beautifully milled levers on the HP4

Photos courtesy of Peter Bath

of our members. Eddie and I left Alexandra and had a great ride down to Lawrence where we met up with John, Alison, Michael and Andy from Dunedin, and we were joined shortly after by Backpacker Bob and Errol from Te Anau - a long ride for those boys in the cooler weather. We had just sat down to eat when Ross, June and Peter arrived from Invercargill, so we ended up with a pretty representative group. We would have had more people but some got a little bit confused by having a Saturday rather than a Sunday ride as usual - yes, they did wonder where we were!

There were still great autumn colours to be seen because we haven't had any nasty weather yet - it usually arrives around Queen's Birthday for the Brass Monkey Rally, which most of us will attend but not as a group ride. That will mark the end of our rides for a couple of months and we will resume in September when spring arrives and the black ice disappears.

Barry Richardson

Otago/Southland members gather at the Wild Walnut Café in Lawrence



# three amigos in south america

words/photos: Kevin Sargent



Group photo up the Sacred Valley, Peru

Last August, our newsletter contained an article by Joe Vella on a Compass Expeditions' trip in South America. As our wives so enjoyed the article, BMWOR members Rob Hargreaves, Gordon Evans and I went about booking a 16-day ride from Atacama in Chile to Machu Picchu in Peru.

Sorting out travel insurance, vaccinations and riding gear occupied our pre-trip time then we left Auckland on 4 April for Santiago, Chile.

In Santiago we had a free day sight-seeing before meeting up with the other riders for dinner; an Australian, an American and a British and Australia couple.

We took an early flight to Iquique (pronounced "Ikeekie") and picked up our bikes, either F650 or F700 GSs. We three Kiwis had our wives on the back and the couple from Victoria we're 2-up also.

A short ride up a local hill helped to check that everything was OK then we set off down the Chilean coast for 200 kilometres on the Pan American Highway. It's a very good road and the coastal scenery is great. We then turned east up onto the Atacama Desert. What a place! Not a blade of grass, weed, bush or tree in sight. The stark sand/rock terrain made it feel like you were on another planet. The road was good and we travelled along at 120 kph but after a while Gordon gave his F700 a quick squirt up to 160 (100 mph) and we just had to match him. We stayed the night at San Pedro de Atacama and it was a shock to see mud walled houses and streets after the Holiday Inn in Iquique.

The next day was a rest day and some of us chose to visit a lunar type landscape, complete with a swim in a Dead Sea type pool.

We left the next day for Ollaque ("Olargy") along a rough, rocky track. Our lunch stop took place by a lagoon with ice on the top and a smoking volcano nearby. We were at 2500 metres and we started taking our altitude tablets. The scenery was amazing and changed constantly. The rough roads made progress slow and we entered Ollaque in the dark. Our accommodation was basic but warm and friendly.

Next morning it was -8 degrees and we set off early for the Chile/Bolivian border. The border crossing took 3 hours due to many manual forms being used. Off then

on the desert road to Uyuni. Our American lady rider had an 'off' in the deep sand and the bike had to be loaded on the back-up vehicle trailer. More time was lost when our guide could not find the road, despite having a GPS!

After 15 kilometres of slow sand riding, it was decided to return to the border and take a known secondary road that would ensure we would make our destination. The alternative road turned out to be quite rough and had sand drifts in places. Rob had a couple of surprises and our overall progress was so slow that we arrived at Uyuni in the dark. While lost in the desert, a local family with a child between mum and dad and a baby on mum's back passed us on a 350 Jawa with road tyres. They rode across the desert and we found out later that they had beaten us to a town called San Cristobel. Local knowledge helps!

Next day a 4x4 trip has been organised on the Salar (salt plains). We first visited a train graveyard and a local market then watched our guide demonstrate how they produced salt by hand before speeding 100 kilometres across the plains. It was hard to take in this huge spectacle. We stopped at a cactus covered island for lunch then returned to Uyuni and a hotel made completely from salt.

Uyuni to Potosi was a great run on a near new toll road. There are weird rock formations everywhere. We started to come across some crazy drivers that were to become the norm in Bolivia. Russian roulette on wheels! Arriving in Potosi was frantic, with narrow cobbled streets up to our hotel.

The next day was another rest day and some of the team visited a local silver mine. They returned uneasy at the harsh working conditions.

San Pedro to Ollaque





Gordon and Jill doing the ton across the Atacama

Potosi to La Paz started off on well made roads and rose to 5200 metres across the Alto Plano (high plains). It was great riding with spectacular Andean vistas. Our tour leader and an Australian got a speeding ticket! The 800 Boliviano fine slowly got reduced to 200 and we were on our way again. Things soon turned to custard though as the last 100 kilometres to La Paz was full of new constructions and deviations; another late arrival in the dark. We locked up the bikes on the outer suburbs and were bussed into the central

city. It was too late for dinner and we felt like we had ridden the Death Road; hairy Bolivian drivers, buses overtaking trucks on double yellow lines, total chaos. We looked forward to a day off in La Paz to take in a city tour.

We left La Paz the next day early by being bussed back to our bikes, refuelling and then following a local guide out of the city. It was magic riding towards Lake Titicaca. It was curious to see gum trees along the route. We had to take a barge across a

part of the lake and the barges were pretty rumpy. Deck boards were missing and the bikes had to be pushed off backwards because they could not be turned around. Rob fell victim to the altitude at this stage and his bike was loaded on the trailer.

The perfect riding along the shores of Lake Titicaca felt great, only to be ruined by a 5 hour border crossing into Peru. The border people just didn't like us and made every effort to halt our progress. Our Brazilian guide was heard raising his voice on several occasions and we are not sure if money changed hands, but we finally set off for Puno. The Police then stopped us to check our licences, just one of those days. We arrived again in the dark at 9:00pm and locked the bikes up in the Municipal bus park.

The next day we all took a tour to the reed island villages on the lake, a pretty special and interesting place.

Puno to Cusco started off well, but the curse prevailed and we were held up by a local protest that had blocked the



## pillion's point of view - words/photo: Jill Evans

"Okay, we have 280 kilometres to go on roads that vary from hard packed dirt (good), to gravel ridges (not good), to continuous corrugated mud (my most hated), to sand (nobody's favourite)." That is what I wrote in my diary on the third evening.

And the next evening I wrote, "Another intrepid day. The riding was all on hard rock, or sand, or stones, or mostly corrugated rudders - bone and teeth shaking. I have learned to put one hand on my helmet to lift it off my head while holding on with the other. We set off at 8:00 am and finally made it to the border town of Ollague at 7:30 pm."

BUT - it was the most amazing scenery and landscape you could imagine, and it changed every hour or so. We went through the Andes twice; steep, twisty roads surrounded by three or four snow capped peaks. Then there was the rolling plain of the Pampas with llamas feeding on the tussock. Not forgetting

vistas of yellow shrubs and, every now and then, an oasis of water with one or two flamingos.

The next day was full of mishaps - like my passport disappearing for 20 minutes at the Border and roads that were initially harder to ride. There was the hour on the wrong road, all sand, which we had to turn around and ride again. The Border guards did not tell us the road was closed. Luckily the roads did improve as we neared our destination at Uyuni.

And that was it as far as off-road riding goes. As a pillion rider, I was much happier. While riding along on the sealed roads, I worked out that I had taken my helmet and gloves off at least five times each day and if I multiply that by 14 riding days - hmmm mmmmm!

And how intrepid was it when we could look forward to a 3 or 4 star hotel with a hot shower, dinner cooked for us and time with like minded people to discuss the day's highlights at the end of each riding day and the next day's breakfast all laid out for us?

Our ride took us through spectacular scenery and rock formations. It was all so vast, huge, towering and devoid of any sign of human intervention; no power lines, curbs, fences - or toilets! Over 22 days of travelling the open country side we only saw two Bandos (toilets) and one of them was locked! Rob was brave enough, or desperate enough, to try the open one. He paid his 20c (equivalent) for one square of paper, in he went - and was pleasantly surprised.

It was a well balanced trip - often we had the second day at a new place for sightseeing or just chilling out. I have learned a few tips from the more experienced riders:

- ◆ take a small brush with you to get the dust off your riding gear
- ◆ take 'Wet Wipes' to clean your helmet visor
- ◆ walk around the town in your boots and a shoe shine will be offered to you - (\$1)

highway, buses, trucks and all other traffic backed up for over a kilometre. Our guide negotiated with the protesters for the bikes to pass and after about 90 minutes we set off again for Cusco. The backup vehicle remained locked in the blockade. We arrived in Cusco and locked up the bikes with our luggage arriving at 8.00pm and the backup vehicle covered in slogans.

The next day in Cusco was spent exploring the historic sites. Examples of Inca stonework had to be seen to be believed, so exacting.

The next day we set off early and stopped at some highpoints for photos. We stopped at a local market before visiting an animal rescue sanctuary. They had Pumas, a South American hairless dog, llamas and, best of all, three Condors that had been poisoned by farmers. It was a very special place.

Kevin and Karon at the train graveyard



We rode further on up the Sacred Valley to have lunch in a small town. We parked up the bikes and boarded the Inca Rail train to Machu Picchu where we over-nighted, leaving at 6:00 am to bus up to the actual site. It is hard to describe this historic wonder; our guide was very knowledgeable on the history though. We bussed back down the mountain at midday and returned by train to the bikes.

With the tour all but over, it was a gentle cruise 80 kilometres back to Cusco. The bikes were checked over for damage and the day finished with a farewell dinner with a great bunch of people.

Compass delivered a great adventure, the bikes performed faultlessly despite some hard riding over rough terrain. The hotels and meals were the best available and the backup service provided with our two guides' ability to translate provided a very professionally run tour.

The Salar



Highlights:

- ◆ The Pan American Highway along the Chilean Coast.
- ◆ The Atacama Desert, another planet.
- ◆ Incredible, changing scenery.
- ◆ Solar, Salt Plains of Bolivia.
- ◆ Riding the Alto Plano at over 5000 metres.
- ◆ Lake Titicaca, the Lake and the people
- ◆ Cusco, Inca history.
- ◆ Peru animal sanctuary.
- ◆ Sacred Valley and Machu Picchu.

The only lowlights were the stray dogs and rubbish.

Machu Picchu



- ◆ have your camera on a sturdy lanyard so you can take photos while riding
- ◆ if you lose anything – check with Rob first!
- ◆ make sure you have all the pills and ointment that the travel doctor suggests (I had to borrow Kevin and Karon's antibiotic pills as my grazed hand became red and angry)

I must finish with an acknowledgement to our riders. I know there were times when they looked with envy at the 'pillion-less' riders standing up over the bumps and potholes at a speed that was impossible for us. Their riding on those 'tough'days was brave and staunch. I'm not sure how we survived the night entries into the big cities – but we did!

Well done amigos!



On the barge at Lake Titicaca

# nelson - kaikoura overnighter (gravel option)

words: Matthias Otto/photos: Nigel Heath, Silke Wendt, Matthias Otto



Sunny breakfast stop south of Kaikoura

We don't do too many overnight rides as a Nelson group, maybe two a year. Our April trip went via Blenheim to Kaikoura for the night and back via the Lewis Pass. Full of anticipation, everyone met up at our usual meeting place but at our first stop, Heidi's Treats in Havelock, the G-word came up and volunteers recruited. After last month's gruelling gravel ride, which turned into a bit of an endurance and rescue mission, enthusiasm had understandably waned somewhat. As I had precious cargo with me, I said I'd only join this deranged bunch if it didn't involve any "Tony specials".

Aforementioned Tony outright denied that his plans were in any way sinister, so unwavering leader Tony Haddon, photographer Nigel Heath, your's faithfully and beloved and rare visitor to these shores, Silke Wendt, set off on three bikes; two generations of F650s and a GS boxer that has seen better days! Tony's re-assuring words shortly before departure were along the lines of, "Between here and Kaikoura there's nothing really interesting, so I thought we would go over ....."

Taylor's Pass? Not extraordinarily challenging for gravel riders of any persuasion. It is a remote and scenic alternative to SH1 south of Blenheim, however, the quality of the access route can vary depending on the skill and local knowledge of the lead rider. Last time, returning from the Rainbow adventure in January, I won praise for (mis)leading the group into an unrepeatable urban journey. This time we were skilfully lead off SH6 shortly past Renwick, by-passing much of Blenheim and, curiously, also passed one of our tarseal riders (what on earth is he doing here?) engaged in an intense conversation with the local sheriff. Turned out that William only stopped to let the constable know that it was time to get his speed camera re-calibrated.

On we went with no such worries, as the most you can do on the gravel pass is about 40 kph. The weather looked dodgy at times but we never copped more than a few spits, and spirits were high.

After a little while we were back on the main road, doing mundane things like refuelling but mostly clowning around. Our esteemed leader mentioned a turn-off between Ward and our arranged lunch spot at Kekerengu, to a place that I cannot recall but it had to do with an isolated hill. Yeah, after several kilometres on SH1 all we wanted were isolated hills! We found the entrance to this obscure road, which was very rideable, sidling along a river (probably called the Isolated River, but don't take my word for it) until we hit an alpaca farm, where the road ends in a ford across the river, then turns into a track. That's where we stopped and explored the fossils, as one does, and took more photos. By this time we had eliminated all chance that the rest of the group were still waiting on us for lunch. For the record, after retracing our steps on a map, we took the Ure Road inland off SH1, approx. 10 kilometres south of Ward, along the Waima River.

Our photographer announced that he has now planned a number of spots for us to pass and be photographed and that we

should be patient with him. And patient we were; we stopped and shot, and clowned around, while the tarseal lot were probably already at the Peketa campground and cracking open the first cool one.

We arrived at the Kekerengu Store, where nobody waited for us, except for some waiters. Some of us were cold and the food and the warmth of the café was welcome. Tony, out of his small saddlebags, produced an enormous woolly jumper that was much appreciated by my freezing pillion.

Once we'd finished, and to our surprise it was still daylight, our leader had another gem up his sleeve. There's a spot along the coast near the famous seal colony before you get to Kaikoura where DOC has provided a track up the river to a place where, supposedly, baby seals hang out.

What we encountered took us by surprise, to put it mildly. After we'd parked up and walked just 10 metres, we came across a dozen or so baby seals in this tiny pool, ducking and diving and

Spectacular view of the Southern Alps as Matthias, Silke and Tony descend Lowry Peaks Range (Spotswood-Culverden)



splashing around, in the middle of the native bush. This was clearly freshwater and no discernable food source for seals. Along the track, around every corner another pool would open up and groups of seal pups were seen travelling upstream. The track ended next to a big pool under a waterfall teeming with frolicking pups while their parents were catching fish along the shore, a kilometre away or so. According to the DOC signs along the way, the young return to their mothers when they're hungry, as you do, I suppose.

I would probably have sped past the rest of the group if Silke hadn't pointed out some of our lot hanging around a popular fish and chip shop at the entrance to Kaikoura. We stopped for food and a chat about the day's events. Silke and I decided to hit the town and explore the nightlife, after all this was Saturday night in Kaikoura!

After the band in one of the hang-outs got too noisy even for us, we headed for our accommodation at Peketa. Arriving in total darkness there were no clues as to which way to turn in this maze of tracks that defines NZ holiday parks. Then, out of absolutely nowhere, Revti emerged and waved us in like a landing aeroplane, aiding our taxi to our cabin. Much appreciated, thanks Revti!

The gravel team had loosely arranged an 8:00 am start in the morning. Now this is a challenge for me, as some may know. Then Revti told me that they, which was apparently everybody else, were not leaving before 9:00. Now that's more like it! It turned out that the gravel team had a greater distance to travel than the others and therefore needed to start earlier. What? I thought this was it! We'd done



Tony, Matthias and Silke at the end of Ure Road, an interesting fossil hunting area

our thing, saw a few neat sights, and tomorrow would be a relaxed high country highway return to Nelson!

Anyway, on a slightly chilly but beautiful Sunday morning, we were away an hour before the main group, just to have a leisurely breakfast at one of the most spectacular spots NZ has to offer. Twenty minutes south of Kaikoura there's a place that has "Zee Coffee" in big letters on their signs. I think it's called "Paua Rock" and it's right by the coast. The sun was out and it was just glorious, and even under Silke's eyes (a trained nutritionist), Nigel enjoyed the "big breakfast with everything" in the morning sun.

Tony was taking us inland away from SH1 towards Culverden, through some unspeakable places, and the turnoff was near a place that reminded me of stained timber. As any good leader would, Tony stayed behind when it came to the obscure turn-off in order to watch whether we'd understood his instructions. Sure enough, some of us failed the test and overshot the turn-off. When I read the tiny 'Spotswood' sign I wondered if that's what he meant.

Anyway, we managed to recover and were rewarded with a charming gravel road winding its way through picture-book farmland, up higher and higher, to a section where the road reminded me of



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Nigel tackling the 'Great Wall', side trip off the Spotswood-Culverden route

The gravel team, Matthias, Silke, Nigel and Tony, enjoying lunch at Culverden, the southern-most point of their journey

the Great Wall of China. Needless to say we stopped a lot, took pictures, and celebrated the fact that we were privileged to cross this country on a day like this. 360 degrees of blue skies! It made up for the somewhat dodgy day before.

The road wound its way through rocky valleys and one or two harmless creek crossings, which lead to further photo stops and clowning around, then crossed

the Lowry Peaks Range to descend into the township of Culverden on SH7 between Christchurch and Hanmer Springs. This was the southernmost point of our journey, and the team enjoyed a hearty lunch at the Red Post Café before hitting the tarmac for the trip home.

I handed over the reins to my pillion and Silke rode the boxer all the way to Springs Junction. After about 80 kilometres of open country and wide, braided river

valleys with sweeping fast corners, the road suddenly turns into a narrow mountain pass, meandering through the rainforest, passing the "hotspots" of Sylvia Flats and Maruia Springs before flattening out at "Springs". This was only meant as a re-grouping spot for the gravel team, but little did we expect Revti and Sue, who left Nelson on two wheels the day before, arriving on four! Their trusty boxer had decided to stay in Hanmer Springs, probably because of the nice weather and beautiful scenery.

On top of the world - side trip off the Spotswood-Culverden route



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Tony and Nigel decided to head straight home; no more "specials". What a shame! There was still sunlight so Silke and I decided to venture up the Maruia Saddle. The track is easy, also two-up, and crossing the Glenroy and Maitaki Rivers is just magic! While a "shortcut" in terms of distance, it takes more time to Murchison but it's well worth it, if you are so inclined.

So our little (approximately 700 kilometre) roundtrip (Nelson-Kaikoura-Culverden-Springs Junction-Nelson) can be done in two days, including side trips and light gravel detours. The company was most pleasant and I'd do it again any time. See you on the road!

[Ed - there's a slideshow of Matthias' trip at <http://photopeach.com/album/bjcyg5?invitecode=8aed4a075c>]

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## motorrad news



The release of this F 800 GS Adventurer was announced in Europe in early May.

Like the existing R 1200 GS Adventure, the F 800 GSA is fitted with a host of equipment to optimise long distance, off road adventures. With a large capacity fuel tank (25L) and fuel range exceeding 500km it's promising to be a big seller in the local market.

Standard features include:

- Comfort package; onboard computer, heated grips, centre stand
- LED auxiliary lights.
- LED turn indicators.
- Off-road tyres.

Optional equipment includes:

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Should be here in New Zealand for spring, pricing is yet to be set.



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# aftermarket screen - F 700 GS

words/photos: David Thomson

I sold my R 1200 ST recently and replaced it with a new F 700 GS. The new bike is a great, it's many kilograms lighter and is much easier to handle about town. The only disappointment with the new bike has been the original screen. It was okay, but in foul weather provided no protection at all.

I thought, "okay, no problem I'll just get an F800/650GS large screen" because, prior to making the purchase, my dealer of choice said it would fit. But it doesn't!

A search of the web found Cee Bailey in the USA had started making its own screens for the F 700 GS, at about NZ\$400. None of the regular providers (Touratech, etc) or BMW themselves, had yet started. BMW's solution is to buy a fitting from them that allows for a Givi screen but, for this to work, some of the fairing must be permanently removed. Not likely!

After more searching, I found MotorradGarage in Perth ([motorradgarage.com.au](http://motorradgarage.com.au)) supplied a Madstad screen system for the F 700 GS at a lesser cost. I liked the variable screen settings that the Madstad system incorporates.

I've now fitted a Mastad screen to my bike and, for the first time for many years, I can ride without ear plugs. I am an inveterate ear plug wearer, so you can guess I am pretty pleased with the new screen.

For the F 700 GS, the Madstad system is made up of three parts:

- ◆ a steel sheet, similar in size and shape as the original screen, and attached using the original 4 screen bolts. A perfect fit
- ◆ two brackets that attach to the above-mentioned plate allowing the screen to be raised and lowered 90 mm, and tilted from vertical back 35 degrees. These brackets bring the screen about 60 mm forward of its original position and, in some eyes, the brackets might look cumbersome. But the range of settings they allow, all done without getting off the bike (but not without stopping), I believe overcome any negative cosmetic impact.
- ◆ the screen itself. Options are clear or tinted and a variety of sizes starting at 18 inches (being manufactured in USA!)

I had no problems fitting the new screen. The engineering is of a very high standard and the finish is excellent. The cost was AUD\$122 for the brackets and AUD\$164 for the screen, plus postage. I bought the smallest size (18") clear screen in the range and have it set at close to its minimum height setting. I am still experimenting though and will see what more height does the next time I'm riding in the rain.

While I ended up using MotorradGarage in Perth, I expect you could purchase a screen direct from Madstad in the USA.



Top: Bike with original screen  
Middle: View of the brackets  
Bottom: Bike with new screen fitted



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Bike details same as last year, OR  Please note the following changes:

Use it? Project?

BMW Model: \_\_\_\_\_ Year: \_\_\_\_\_ Reg. No: \_\_\_\_\_ Engine No: \_\_\_\_\_

BMW Model: \_\_\_\_\_ Year: \_\_\_\_\_ Reg. No: \_\_\_\_\_ Engine No: \_\_\_\_\_

BMW Model: \_\_\_\_\_ Year: \_\_\_\_\_ Reg. No: \_\_\_\_\_ Engine No: \_\_\_\_\_

### TOUR GUIDE

A Tour Guide listing services members may wish to provide to other members is issued to all Register members. If you wish to offer any services, please indicate by ticking the appropriate squares. The Tour Guide lists your name, area and contact telephone number. Please indicate below if you do not wish your contact details published.

I **do not** wish my contact details to be listed in the Tour Guide; OR

My Tour Guide details are the same as last year; OR

Please include the following details in the Tour Guide:

- ◆ I / We have a trailer and can collect a broken down bike from (enter distance) \_\_\_\_\_ km
- ◆ I / We have a workshop / tools for emergency repairs..... ws
- ◆ Any club member is welcome to drop in for a coffee and chat (phone first)..... cc
- ◆ I / We have camping space..... cs
- ◆ I / We have sheltered bed roll space..... bs
- ◆ I / We have a spare room..... sr

### OFFICE DATA

Rec'd:

Amt: \$

Posted:

Database:

MemCard:

Please allow reasonable time for reply. Executive members of the BMWOR are unpaid volunteers and have other commitments. The Post Box is cleared at least weekly. Some replies, particularly during holiday periods, may take a couple of weeks.

Date: \_\_\_\_\_ Signed: \_\_\_\_\_

**Subscription:** NZ \$45 per annum + \$4.50 for partner; Overseas \$55 + \$5.50 partner (airmail)

### PAYMENT OPTION 1

Attach your cheque and post this form to:

The Treasurer  
BMWOR of NZ Inc  
P O Box 109-245  
Newmarket  
AUCKLAND 1149

### PAYMENT OPTION 2

- Go to [www.bmwor.org.nz/wordpress](http://www.bmwor.org.nz/wordpress)
- Click on 'Membership' then 'Renew Membership'
- Provide details
- Pay to bank account by internet banking

**Please Note:** No action will be taken on your renewal until payment is received.

# REGISTRATION FORM



Name: ..... Partners Name: .....

Address: .....

Email: ..... BMWOR# .....

Phone: Mobile: .....

Bike: ..... Model: ..... Year: .....

Please tick the box to indicate your interest in gravel rider training

**Please make your accommodation bookings direct with Tahuna Beach Holiday Park. It is essential you book ASAP, as the camp is very busy at this time of year. Mention you are a BMWOR Member [www.tahunabeachholidaypark.co.nz](http://www.tahunabeachholidaypark.co.nz) 03 548 5159 or 0800 500 501 or [tahuna@tahunabeach.co.nz](mailto:tahuna@tahunabeach.co.nz)**

Registration	Number	COST PP	TOTAL
Badge		\$20.00	
		\$10.00	
Pale Blue	Small		
	Medium		
	Large		
	X Large		
Men's Polo		\$46.00	
Women's Polo		\$46.00	
Friday Evening Dinner		\$32.00	
Saturday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
Saturday – Packed Lunch		\$14.50	
Saturday - Rally Dinner		\$45.00	
Sunday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
Sunday – Packed Lunch		\$14.50	
Sunday - BBQ Dinner		\$25.00	
Monday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
<b>TOTAL</b>			

Cheque enclosed

Internet Banking

Payment by Internet Banking to:

General enquiries to:

BMWOR 2014 Rally  
C/- Dave Oldershaw  
34/732 Middleton Road  
Glenside  
Wellington 6037  
04 477 6773  
[Wellington@bmwor.org.nz](mailto:Wellington@bmwor.org.nz)

TSB BMWOR Rally Account:  
15 3973 0032424 00  
Enter your Name and put your BMWOR Membership number in Message/Preference

Rally Coordinator  
Revti & Sue Verma  
03 547 9897  
[revison@bmwor.org.nz](mailto:revison@bmwor.org.nz)  
Registrations close at 5:00  
Saturday 16 November 2013

Disclaimer: This Rally will be run under the BMW Owners Register Risk Management Plan as in the Register's official Newsletter. By registering for this event participants agree to abide by all the conditions of the said Management Plan.

# marketplace

**Marketplace** is a service for members of BMWOR of NZ. Advertisements will be accepted from members, commercial traders and non-members when it is considered in our members' interest to do so. No charge is made for Marketplace advertising. The Editor and Executive reserve the right to reject or modify any advertisement considered inappropriate and take no responsibility for errors or omissions, the quality of items, claims made, or for any transactions that ensue. Advertisements run for 3 months from the date first published unless otherwise arranged with the Editor.

## bikes for sale



**R1200GS** - (2009). Blue, one owner from new, dealer serviced at **s c h e d u l e d** 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) (2)



**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 (2)



**R1200GS** - (2011). Black, one owner, new March 2011, North Canterbury. 10,300 kms, road use only, presents as new.

Spoked alloy wheels, alloy bash plate, large hand protectors, high screen, wide footrests (still in box), heated grips, BMW expandable/removable top box and panniers, BMW OE halogen driving lights, ABS, traction control, new rear tyre, registered to September. \$24,500 ono. Contact Geoff Kelly on 027 315 5200 or email [geoffk@espcservices.com](mailto:geoffk@espcservices.com) (1)



**Heidenau Adventure Motorcycle Tyres** - Full range. BMWOR members receive a 10% discount. Contact Allan or Andrea on (03) 365 3544 or 027 487 6570 or email [info@citymotorcyclere rentals.com](mailto:info@citymotorcyclere rentals.com)

## for sale

**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 (3)

**BMW Comfort Seat** - Hardly used BMW Comfort Seat for sale. It came with my new F700 GS and is beautifully made but it just doesn't suit me. Absolutely unmarked and as new. Fits all F650 GS, F700 GS and F800 GS twins. Asking \$500. Contact Barry on (03) 448 8681 or email [sn.btrichardson@xtra.co.nz](mailto:sn.btrichardson@xtra.co.nz) (1)

**Boot liners** - Heavy plastic sock covers, keeps feet dry and warmer. Found these by chance and wouldn't ride without them in winter. \$10 gets you 4 pairs (will do all winter plus some) and postage Contact Graeme at [Graeme@mccarthy.net.nz](mailto:Graeme@mccarthy.net.nz) or search Trademe. (1)



## 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.

## touring

### MOTORBIKE VENTURES INDOCHINA

Cross border tour Vietnam – Laos from 5<sup>th</sup> - 28<sup>th</sup> October ex Christchurch or Auckland.

22 Days on Classic 650cc Urals (BMW Copies) through Vietnam and Laos

\$6,850pp Twin Share includes airfares, meals, Visa Application, bike, fuel, helmets, 90% meals and more! Discounts for Pillions.

Enquiries to Mac McKercher or Chris de Wagt (BMWOR members) on (03) 577 7238 or email [mv.indochina@xtra.co.nz](mailto:mv.indochina@xtra.co.nz) (1)

# motorrad news

As part of its strategic reorientation, BMW Motorrad will be entering the market segment below 500 cubic centimetres. BMW Motorrad and the TVS Motor Company, one of the largest motorcycle manufacturers in India, announced at an April press conference in Chennai that they have signed a long-term cooperation agreement for this purpose.

The aim is to join forces to develop and produce motorcycles in the market segment below 500 cubic centimetres.

The various stages through to the finished serial production motorcycle will be planned by both partners but implemented with different focus areas on each side leveraging the strengths of both companies. The cooperation agreement involves the two companies each offering their own vehicle derivatives, which will be sold through their own distribution channels in India and across the globe.



On occasion Star Insurance sell parts from insurance wrecks through Trade Me. Take a look at the Star Insurance website [www.starinsurance.co.nz](http://www.starinsurance.co.nz) for details.

# Just right.



BMW Motorrad  
F 800 GS

[bmwmotorrad.co.nz](http://bmwmotorrad.co.nz)



The Ultimate  
Riding Machine

## UNSTOPPABLE

The legend of the GS grows with the new F 800 GS, the most off-road oriented GS ever built. A parallel twin engine, with 85hp and excellent torque, gives it startling speed and acceleration. Throw in a six-speed gear box, switchable ABS, 16 litre underseat fuel tank and you get a machine with amazing handling. If you want all the capabilities of the GS in a light, tight, totally aggressive package, the F 800 GS is just right.

# www.ExperienceBMW.co.nz

Your Authorised BMW Centre



625 New North Road, Kingsland, Auckland

0800 RIDEBMW (0800 743 3265)

Contact Henry on (09) 845 6723 or 0274 330 650 a/hrs

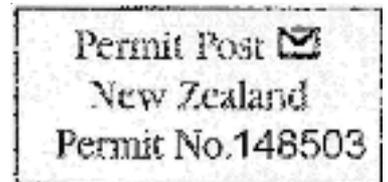


The Ultimate Riding Machine

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



Registered at NZ Post Wellington as a magazine



BMWOR of NZ | P O Box 109-245 | Newmarket | Auckland 1149 | NEW ZEALAND

## area representatives

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### AUCKLAND

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027 223 6649  
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### BAY OF PLENTY

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Co Rep - Kevan O'Brien  
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### TARANAKI

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