

newsletter

BMW Motorcycle Club
BMW Owners Register
of New Zealand



www.bmwor.org.nz

august 2013



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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

Annual Rally



I hear all the units with en suites at Tahunanui Beach Holiday Park have now been booked for the 2014 Annual Rally. There are still, however, units without en suites, bunk rooms and camps sites available at the venue. There are also motels within easy walking distance of the Rally Centre. Accommodation in and around Tahunanui comes under extreme pressure over the Christmas period so, if you don't want to miss out, I would strongly advise you to book your accommodation now if you've not already done so. For more information about the Annual Rally, please contact our Rally Coordinators, Revti and Sue, at nelson@bmwor.org.nz or on (03) 547 9897.

We've negotiated an extension to the Interislander discount arrangement for the club to December 2014 to cater for travellers to the 2014 Annual Rally. You'll find the details elsewhere in this newsletter but I'd like you to note, as happened with Anne and me on our recent trip south, we are now required to produce a current BMWOR Membership card if requested to do so at the time of check-in; otherwise a full retail fare will be charged.

Club Guidelines

Lance Nixon, with some help from other members, has updated our handbook, which provides a snapshot of how our club functions. This is on our website so that those who are browsing, whether just out of curiosity or with a view to becoming a member, are better informed about how our club works. Thank you Lance and those who assisted in updating the handbook.

Executive and volunteer roles

There will be a few changes to the Executive Team and club volunteers over the coming year. As you'll be aware, Garry is stepping down from the Editor's role and we are looking for someone to take on publishing our monthly newsletter, which he has so ably been doing on your behalf. He and Jo will be overseas early next year and the December/January issue will be his last. Garry has kindly offered to coach his replacement in the role so, if you can offer your services, how about picking up the phone and giving him a call on (03) 312 8204, or send him an email at editor@bmwor.org.nz. Not only will you find this role very satisfying, you will ensure our newsletter remains in circulation.

We're also looking for a Vice President. This is a new role created at the last AGM. If you feel you could add value to the future of the Club in filling it, please give me a ring on (06) 378 2242 or email me president@bmwor.org.nz and let's have a talk. Why not take the opportunity to join a team of people who want to see this Club continue to grow and prosper in the future?

After three years at the coal face, David is also ready for some time to himself. I could not have wished for a harder working Secretary. David will vacate his position at the AGM in Nelson. If you feel that you could fill it or want to know a bit more about it, please send David an email at secretary@bmwor.org.nz.

Paul Edlington is still our archivist but would like very much to take a break. Are you in a position where you could volunteer to take up the position of Archivist? Give Paul a ring on (09) 478 3903 or call me on (06) 378 2242 and we'll have a chat about this position.

BMW Motorrad

On 1 July 2013, BMW New Zealand transferred the BMW Motorrad business to an independent importer, Europe Imports Limited. John Glasswell, BMW New Zealand's Area Manager Motorcycles and long time supporter of our club, has also moved to Europe Imports Limited and will carry out much the same role as he's previously done. We're delighted John can still work where his passion lies; with BMW and with motorcycles.

Also, I've heard Jeff Gray BMW Christchurch is no longer a BMW Motorrad agent and Daniel's role as Motorrad Brand Manager has been disestablished. The Canterbury folk are, of course, disappointed with this news and wish Daniel all the very best for the future. Hampton Motorcycles is returning as the BMW dealership in Christchurch, you'll find them at 20 Cameron Road, Hornby.

Lastly, if you've not already done so, please make sure that you have renewed your membership before the end of the month. As always - wheels down, feet up!

Peter

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 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

bmwor area events

Please note that rides start at varying times and/or places. Read the event notices carefully and, if in doubt, contact the Area Rep (details on rear cover) or ride organiser (if noted) for assistance. On most rides there is a rider briefing 5 minutes prior to departure, at which point riders are expected to be ready to go with bikes fuelled and bladders empty.

Every effort is made to ensure that details of events are correct at the time of printing. Please check the website (www.bmwor.org.nz) for current information on events or contact the local Area Rep if you have any questions.

auckland

Monday 12 August - Meeting at the Vintage Car Club from 7:30 pm. Come along to Rob's demonstration of the latest 3D computer. You may be able to make your own crash hat! Great tea, coffee and cakes put on by Sue Sargent. Good company with lots of happy people. Spouses and partners welcome.

Sunday 18 August - Ride to Whangarei Town Basin for lunch. Gravel option. Meet at Starbucks, Westgate 9:30 am for a 10:00 am departure. Spouses and partners welcome. RIC Tony O'Connor.

bay of plenty

Saturday 17 August - Social night at a venue yet to be decided. Details emailed a week prior.

Sunday 18 August - We have been offered the chance to visit the Taupo geothermal power station again. This is limited to 10 people. If you are keen to visit let Peter know asap. It will be a full day out taking in the best sealed roads (no gravel this time) and, of course, subject to weather. Watch out for emails to keep in touch on this with times and meeting venue.

taranaki

Sunday 25 August - Ride to the Fat Pigeon Café, Pio Pio. Leaving Windsor Café, Inglewood at 9:30 am.

Saturday 26 October (Labour Weekend) - Cape Egmont to East Cape Ride. Organised through the ADV Rider website (advertised surprisingly enough as the "Cape to Cape Ride"). Big bike friendly so very suited to the GS bikes. It is not, however, being organised as a BMWOR ride due to a large number of people wanting to attend on all sorts. Posted on the BMWOR Forum and contains a link to the ADV site for those interested.



Southern Rider Escapade 2013

Come ride the southern roads with us...

By successfully touring the "Escapade" Route laid out on your "Escapade Sheet" and returning your completed sheet to the organiser, you will receive your 2013 Southern Rider Escapade Badge. No badge if you don't complete the questions in the sheet.

Having received your entry form and fee, we will send you your Escapade Sheet in the week after entries close. You then have until the 30th November 2013 to return your completed Escapade Sheet to the organiser.

The "Escapade" can be travelled at any time after you receive your Escapade Sheet until the closing date. This allows you to journey in your own time and at your own pace, or to join with others to travel together and make a holiday of it.

We anticipate that the total Escapade will be a distance between 900 - 1200km, but you need to add any distance required to get to and from the Escapade route.

When: From 1st September 2013
until 30th November 2013
Where: South Island New Zealand

Prepaid Entries Only



for more info

www.southernrider.co.nz

Cover: Don't mess with these boys! East Coast members visit the Severinsen's private museum near Onga Onga in Central Hawkes bay, a shrine to 60 years of hunting memories and home to all sorts of medieval weaponry. More on this in the Area Reports.

Annual Rally 2014

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NELSON

Tahunanui Beach - January 17-19

All the motel type accommodation at the camp is booked. This is not a major problem, as we chose this venue for the proximity of other motels if this is the type of accommodation you prefer.

The Arrow Motel (www.arrowmotel.co.nz), the Courtesy Court Motel (www.courtesycourt.co.nz) and the Arcadia Motel (www.arcadianelson.co.nz) all have walkways through to the camp and the Fountain Resort Motel (www.fountainresort.co.nz) is a short walk away with undercover parking.

If you're booking one of these motels, please let them know you are with the BMWOR when you book.

There is still cabin accommodation available at the Tahunanui Beach Holiday Park (www.tahunabeachholidaypark.co.nz) and some units that are very comfortable but do not have bathrooms.

We have a member who is happy to share accommodation. If this would suit you, email us and we can forward his email address.

So make those bookings ASAP!

Revti and Sue nelson@bmwor.org.nz

rangitikei

Sunday 11 August - Around Rangitikei/Waimarino starting with coffee at Robert Harris, Feilding at 9:15 am (9:45 am start). RIC Neil 021 311 225

Sunday 8 September - Towards Mt. Taranaki starting at Westmere Caltex (formerly BP) at 10:30 am. RIC Neville (06) 345 2588

Sunday 13 October - Weta Workshops Wellington. Members from Wellington to lead us through the CBD to Miramar. Start at BP Otaki 10:30 am. RIC Lance (06) 345 6607

Sunday 10 November - Gentle Annie via Hawkes Bay. Assemble at Caltex Fitzherbert Avenue at 9:30 am. RIC Robin (06) 355 0911

Sunday 8 December - Christmas BBQ at Bason Botanical Reserve, Wanganui starting at 11:30 am. Lance and Heather (06) 345 6607

east coast

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

Saturday 10/Sunday 11 August - Ride to Waimarama on Sunday for an ice cream, and there's also the overnighter to

Ormondville Railway Station. The station can accommodate eight people, with two doubles and a bunk bed and two singles. The bunk beds are in the back room with the other double. There are two huts on the platform, which will take two people each, a total all up of 12. Enquiries to John on (06) 844 4751 and final numbers required by 1 August. Dinner at the hotel across the road.

Sunday 8 September - Ride to Tarawera for lunch. Meet at BP Bay View at 11:00 am. Further information from John on (06) 844 4751.

wellington

Sunday 11 August - "3 stop photo competition ride". Ride over the hill to Featherston, down Western Lake road to Ocean Beach Road, about a hundred metres of gravel here, unless gravel riders want to go have a look along the beach. Wainui Coast Road is just around the corner. Back roads up as close to Masterton as possible, a short stretch on SH2, then up to Mt Holdsworth for second photo session. Return to SH2 and then back roads to Kourarau dam for third photo session and from there to lunch in Martinborough. First stop: Ocean Beach Road, second stop: Mount Holdsworth, third stop: Kourarau dam. Rules of competition are simple; BMW/BMWOR

welcome

A warm welcome to our new members this month.

Alan and Judith Stevens - Kaikoura

Iain Ogilvie - Auckland

Allister and Diane Gibson - Winton

Dave and Jenny Kendall - Queenstown

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.

content. Bill Croasdale is the judge and winning photo published in the newsletter. Photos to be emailed to Bill at bill.fran@xtra.co.nz Meet at Caltex Rimutaka for a 10:00am departure. RIC Peer Neilsen.

Sunday 8 September - Meet at Petone Wharf for a 10:00am departure for a ride to Makara Café via Moonshine-River Rd. RIC Dave Oldershaw

Sunday 13 October - Wellington to host Rangitikei in a ride to Weta workshops. Details TBA. RIC Dave Oldershaw.

Sunday 10 November - Ride to Beyond the Bridge Café. Meet at Caltex Rimutaka for a 10:00am departure. RIC Peter Tibbs

canterbury

Sunday 11 August - GS route through Glenfalloch Station. Meet at Café Primo, Methven 9:30 am. RIC Jeff Louwman (03) 351 8109

Sunday 25 August - Brunch ride to Lake Tekapo. Depart BP Rolleston 9:30 am. Can ride back home via Kurow and Wimate if you're keen.

Saturday 14/Sunday 15 September - West Coast Weekend; Road and GS routes. Saturday, ride over and stay at Kumara Theatre Royal Hotel (www.theatreroyalhotel.co.nz) Sunday, black powder shooting at Kopara. Routes and departure points to be confirmed. RIC Warren and Lex (027 256 0677)

Sunday 29 September - Brunch at Cafe51, Oxford (www.cafe51.co.nz). Meet at café from 11:00 am, option for a ride through Rakaia Gorge in the afternoon.

area reports

auckland

16 riders and four pillions turned up for our delayed run to Raglan in July with most finding our later winter start time more suitable. Six gravel road riders and one brave new pillion headed off from the Tuakau Bridge led by John Glasswell while the road riders headed south to the Harbour View Hotel for lunch. The food was great with some very large meals going down.

After lunch and with no sign of the gravel riders yet, I headed off to search for them while the roadies headed home to wash their bikes; we had a very light shower on the way down and the bikes were a bit grubby.

I came across John and the team just out of Raglan, all with big smiles and filthy bikes; they had all had a ball! Thanks John for taking the lead at short notice. Our next ride to the Coromandel won't come soon enough.

Richard Kuysten

Cyclespot Euro was the choice of departure on our July ride for the retired and tired. With 12 bikes and two pillions we set off to the Sandspit Café in Warkworth.

After a great ride up SH16 through the 20 or so kilometres of the Woodcocks Road twisties, we arrived at the café to find John and Margret Samson waiting with the news that, for some unknown reason, it was shut.

Without too much debate, we agreed to adjourn to the Puhoi pub, 20 kilometres down the road.

It turned out to be a wise choice as the fireplace in the bar was stoked up, the specials board was tantalising, and the food, coffee and beer excellent!



Auckland members on their Raglan ride

The company of tired school teachers, one escapee doctor and a lonely lawyer was much appreciated by the poor, old retired and semi retired blokes who, at different times during the conversation, could be seen turning their old eyes heavenwards and be heard muttering, "Thank god I'm retired" and "Thank you Winston, for my Gold Card!"

Terry Ellis-Smith

Just for the record, I had an absolute ball! It was very enjoyable, quite interesting and a complete change to riding sealed back roads. I will definitely try again another time.

July's social night was held at Ken and Norma Blackett's home. It was well attended and we all enjoyed good food and great company. Thank you very much Ken and Norma.

As our social nights are now held at members' homes, it would be good if we could have more people volunteering their homes for future events. Contact either Clive Dominy or me so we can schedule you in.

I have a special request for future rides. When I send out reminders of our club rides (usually several days prior) it would be great if you'd let me know if you will be attending or not so I have an idea of who will be turning up.

Well that's me done for another month. See you at the next social, ride or both.

Peter Lyner

taranaki

Well, when it comes to picking wet days for a ride I reckon I should get top marks! Sunday dawned grey and overcast with little promise of improvement. "I don't think anyone will turn up", I said to my wife, but I got ready and headed to Windsor Café just in case.

While getting ready the phone rang and Bob bravely asked, "Are we still going for a ride Colin?"

"Do you want to?", I replied.

"Yeah mate!"

"Let's go then", I said with a smile.

I decided to send out a pleasant reminder text to other members to let them know the ride was definitely still on. The bunch of softies replied questioning my sanity

"Thank you Winston, for my Gold Card!"





Left: Wellington's Dave O show his card selection prowess to Heather M-A. The 8 of spades was only enough to gain 4th place.
Right: While awaiting the next card draw, the gang figures out the finer points of cell phones under the tutelage of Peter T. Anticlockwise; Heather M-A, Dave O, Peter T, Rob G, Don C, Paul R and Shane O'B.



and the legality of my parent's wedded state at the time of my birth! Just as well I have a thick hide and sloping shoulders, it runs straight off.

Bob was the only keen rider to turn up so we had a coffee and made a plan. As Area Rep I try to plan rides that suit the majority of bikes in this area. Most seem road orientated so, while the rides sometimes include gravel options, they are by and large are sealed road rides. Bob, however, rides a GS.

"Do you want to go explore some gravel mate?"

"Why not?" he replied.

There is still quite a bit of gravel in Taranaki if you know where to find it. About 100 kilometres after leaving Inglewood we were in Whangamomona. We took some shortcuts!

It was an interesting time to arrive, the Dean Cup was on. The Dean Cup is believed to be the oldest competition trophy still being played for in the sport of Rugby Union between three rural Taranaki clubs; Strathmore, Whangamomona and Toko. It was originally presented by Mrs Athalinda Dean in 1906 for a cricket match, however, due to poor playing conditions this was canceled and a rugby match began the tradition in 1907. In true Whangamomona tradition this is a game for hard men!

It was interesting watching the locals trying to figure out who was supposed to give way at the town's only intersection. They are not used to peak hour traffic in Whangamomona.

After a wee rest and refreshments, Bob and I decided to head home over Mount Damper and then Kiwi Road. Bob had told me he'd always been a bit nervous riding this road alone so here was his chance to see this part of Taranaki's history. It's certainly not a road for learners or the

faint hearted, with some big drops and numerous hairpins plus two of Taranaki's famous dirt tunnels.

The weather had been kind to us all day but someone decided we'd had enough of that and it started to rain - really rain! By the time we got back to Urenui, I'd nearly had to turn the wipers on. I stopped under the forecourt veranda of the local service station and told Bob we might as well just head for home. There wasn't going to be any stopping at SH3a to say goodbye, just keep peddling!

By the time I got home the water was just starting to get through my gear so it was definitely good timing.

It was good to get the big girl (R1100) back on some serious gravel. It reminded me why I love that bike so much. Riding in the rain is also good skills practice and I highly recommend it. Thank you to Bob for the great company.

Colin Lister

rangitikei

We had our dinner gathering at the Halikarnas Turkish restaurant as planned. There was a very full muster and we had the advantage of a room to ourselves. Great food, great company and a chance (being in our own space) to reflect on the "way we are" in the Rangitikei area.

There was a sort-of Poker Run planned for 14 July. The Wellington members were all set to join us in Sanson at the Woolshed Café. The weather had a different plan, with ferry cancellations and 130 kph winds. At the time we set off from home in Wanganui, the weather was cool and calm. Ditto when we left the café at noon. But, by the time we got home, the weather had begun to live up to its forecast. That vindicated the fact that we were in the car. Dave O (the lone Wellingtonian) was in a car too. He's a

sensible lad, given that it was raining as far as Paraparaumu with strengthening southerlies.

Don C, Rob G and Peter T arrived on bikes and they headed off after brunch to explore places to the north. Paul R went straight home to Wanganui as his bike was being a bit naughty, think 'jerky/fuel starvation/electrical cut-out' and you get the picture.

We all had a great meal at the Woolshed and, interspersed with the coffee and kai, we each drew our five cards. The winner

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 or hard copies of photos can be sent to:

4/774 Beach Road
Browns Bay
Auckland 0630

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

(drum roll please) was Peter T with 59 points. The (ahem) runner up was Shane O'B with 32 points. They shared the extensive pot and have both retired to the Gold Coast. Yeah Right!

Peter T set up a Quiz Night for 23 July in lieu of the monthly dinner, and our next monthly ride will be from Robert Harris (Feilding) on 11 August with Neil W at the helm. Let's pray for better weather. Our next scheduled meal will be at the Brick House (Wanganui) on 27 August.

Lance Nixon

east coast

It started raining on Tuesday night and by Sunday morning it felt like it had been raining nonstop since then. There wasn't a motorcycle in sight when a dozen of us met at Caltex Omaha for the July trip to the Severinsen Museum at Ashley Clinton. We travelled down SH50 in convoy with the intention of meeting Fokker along the way, but didn't see him. On arrival we found that he had gone to Hastings after all, missed us there, and was following us - also by car.

Lex and Angela Severinsen entertained us with stories of shooting wild animals in Africa, North America and India; of hunting for dinosaur and woolly mammoth bones in America; and hunting for moa bones in New Zealand. We got up close and personal with a huge grizzly bear, moose and deer; there were heads and skins of almost every wild animal imaginable, guns of all descriptions and even a WWI Officer's uniform worn by Angela's grandfather.

Following morning tea and Angela's delicious home baking, we trooped outside to see the medieval trebuchet in action, cannons being fired, a 3m flaming arrow and a life-saving mortar blasting a cannonball and rope in the air. The entrance fee to the museum was by way of a donation to the Fred Hollows Foundation and the ladies scored the recipe for Angela's cookies.

After a fascinating couple of hours we headed into Waipukurau for lunch and then for a nice drive through the rain to home. It was a first for us, a motorcycle club run in cars.

Marie Nichol

Crossbow



John priming the Trebuchet



Above: Lex and Angela Severinsen with moa bone

Below: Mortar in action



Above: Fearsome!
Below: Ready for battle





Wonderful selection of flintlocks



Waipukurau Café lunch time

nelson

Winter has arrived and, after a two-week delay, the weather promised cold and frosty but dry conditions for our ride to Peter and Liz's piece of paradise at Ngakuta Bay in the Queen Charlotte Sound.

Peter had issued his German style 'Haere mai' with a challenge to all the wusses who worried about the ride over the Whangamoas in less than ideal conditions. This resulted in only three bikes turning up – all of them yellow!

Revti and I had a frustrating start to the day as the red R1100 would not start (flat battery) so Revti suggested the yellow BMW Cruiser in storage in our garage. This bike is not my 'cup of tea' being a little too pimped up for me, not to mention huge! But I reluctantly agreed and we rendezvoused with Trevor, Laurie and Yvonne.

The cruiser took a little getting used to with the Harley style sitting position and no grip seat! However Revti rode the bike with ease and there was less head butting than usual.

There had been snow the night before and the highest hills were blazing white. It was a cold and pretty slow ride over the Whangamoas and the Rai Saddle on to

Queen Charlotte Drive. Peter had the BBQ ready for action and we settled in for lunch on the deck looking out at the mirror calm bay.

It was a challenge getting motivated for the ride home although a stop at the Forester's Café north of Rai Valley was incentive enough. This café is part of a motel/cabin complex that used to be a forestry camp. The café has a blazing fire in winter that is much appreciated.

So it was thanks and farewell to Peter and Liz and off we rode – all five of us.

PS Yes, you're right – flat battery, I think not! More like an excuse to ride the cruiser!

Sue Verma

canterbury

The second weekend in May saw a handful of folks assemble at BP Rolleston with the aim of heading to Naseby for some indoor curling. We had hoped the Otago/Southland members would have joined us but this weekend did not work for them.

Geoff Stott and Warren and Raewyn joined Lex and me in warming conditions. We stopped briefly at a café on the Bay Hill in Timaru for coffee, making sure we did not sample the menu as the best fish and chips at Hamden, which sits about an hour north of Dunedin, beckoned.

Arriving in Hamden we were reminded of the old adage of a one horse town, as a Shetland pony passed us by, harnessed to a homemade sulky. The fish was blue cod, which came from the morning's catch and, in combination with the chips, proved a delicious meal.

After lunch, we motored along SH1 to Palmerston, turned right and headed along the Pig Route all the way to Ranfurly and on to Naseby. This is a great motorcycling road, enjoyed by all.

We walked out to the Naseby Indoor Curling rink, assembling to learn something about curling. Curling was introduced by scottish gold miners, with the first reported game in Maniototo, Central Otago on 6 July 1878. The long, cold winters made outdoor work difficult and curling provided a way to pass the time. In spite of war and depression, the game flourished.

Curling boasts the oldest national sporting trophy still being contested, the Baxter Cup. The treasured trophy was first played for in 1884 as the Dunedin Club's point's trophy. Following the dissolution of the club in 1895, the Baxter Cup was handed to the Mount Ida Club, one of the founding clubs in the Naseby Curling Club, and can now only be competed for on natural ice at a one day Council Bonspiel.

Now, back to the game! The favoured delivery method of the 20 kilogram granite stone (called a rock) was a broom handle with a plastic wiggle-pin thingy that cradles the handle on the rock. A few hardy folks tried to do the 'slide along the ice' delivery technique - with mixed results. The aim of the exercise is to move gracefully up to the lay line before releasing the rock with the required bias after which it sails merrily through the target zone, or worse fails to make it into the field of play. Think overzealous men or weak willed women with the strength of Monty Burns from The Simpsons.

Ngakuta Bay, Queen Charlotte Sound



Nine or ten ends were played with me and Raewyn setting a hot pace initially, "burning up the ice" as they say in Maniototo. The irony is you are playing inside a refrigerator with the air temperature at two degrees. While we made a good start, our jump was no match for the deft hands of Lex and Geoff who pulled away to record a solid win. In the words of Shaun Fitzpatrick, "curling was the winner at the end of the day". What became clear was that curling is a social game and one which is all the better for the medicinal qualities of a dram or two of whiskey.

We started our walk back to the Royal Hotel for dinner, which was interesting given my meal was stone cold in the middle. A quick zap in the microwave breathed life into it although I made mental note to self about future visits.

When you wander around Naseby village, it's hard to believe it was once home to 4000 miners, 18 stores, 14 hotels, two butchers and a hospital.

The township is essentially tucked on the edge of the Naseby forest, which covers about 25 square kilometres (and peppered by a multitude of mountain bike tracks) adding to its romantic quality and the feeling it is a well-kept secret. The first trees were planted in 1899 and the forest remains a significant part of Naseby's attraction. Naseby is called "the Jewel of the Maniototo", and lies 2000 ft above worry level. Today, there are only 120 permanent residents. But don't be fooled by Naseby on a quiet day. In the height of summer, the crib owners return and visitors flock to the much-loved township, pushing the population above 4000.

Interestingly there is a motorcycle shop directly opposite our morning breakfast spot. This turned out to be blessing as the battery in GSA had succumbed to a hard frost and refused to budge. Towing the bike along the road and trying to bump start it did nothing except leave Geoff spread eagled in the middle of the road tangled in the tow rope.

A group of likely lads pulled up in their 4X4 to rescue the situation. We were directed to the motorcycle shop after which the owner brought out a battery big enough to start a Mack Truck. The bike jumped into life and away we went heading back home the way we came.

Warren Taylor

The Naseby Royal Hotel, built in 1863



W. Strong's watchmaker shop in Leven St, Naseby - built in the late 1860s



Curling - looks like fun



down south for the shortest day

words/photos: Rob Gardner



Our son who is at Otago University had indicated some time ago that at the end of first semester break he would quite like to have a look at the West Coast by motorcycle as a pillion with me. This suited my plans just fine as any family-endorsed excuse for a longer ride is an opportunity to be seized. So ignoring the fact that the university holiday period included the shortest day of the year I set out from Palmerston North on 11th June in the general direction of Dunedin.

Being the enthusiastic type I had the tent and sleeping bag strapped on the back as the plan was to commune with nature and camp out as often as conditions permitted. The first night in Picton started the camping experience well enough – not too cold but I definitely didn't take many layers off before crawling into the sleeping bag.

Day 2 was clear and cold so I started out by heading eastwards from Picton across to Cloudy Bay and down the top of the east coast to Blenheim. There were some muddy bits on the unsealed section which the road tires on my Honda ST 1300 didn't like very much but the coastal scenery was superb. I then looped back up to Picton and followed the nice bendy coastal route around to Havelock and on to Farewell Spit. This included a detour up to French Pass to overlook

D'Urville Island and a bit more of the northern Marlborough Sounds. Interestingly as I was leaving Picton I waved merrily at two oncoming Honda Goldwings and for a moment thought this was going to be a popular riding experience. Turns out these were the only bikes I saw in the South Island for the entire trip until I got back to the same spot 13 days later and saw what I assume to be the exact two Goldwings riding the same stretch of road.

Day 3 dawned cold and clear at Farewell Spit lulling me into a false sense of security for weather conditions yet to come. My wife had given me a pair of possum fur gloves which was very sweet of her but, after thanking her for the gesture, proceeded to bury them deep inside a pannier. However at 2° that morning I had somewhat of a change of heart and went searching for them and they did indeed turn out to be quite a finger-saving layer.

The road down and across to Westport is a biker's dream. That evening however, heading up the West Coast towards my night stop at Karamea was like a trip back into the Industrial Revolution. Talk about a choke hazard: Clear still night, ten thousand coal fires and a temperature inversion holding all the smoke at helmet level!

The trip down the West Coast to Franz Joseph Glacier on Day 4 included a detour up to Arthurs Pass and was again brilliant riding. That evening however the foul weather came out to play. I still put the tent up but that was to be the last night without a real roof over my head.

Day 5 through to Wanaka and then Arrowtown was cold, heavy rain with the temperature not getting above 4° all day. My body and legs were warm enough with multiple thermal layers but I'd well and truly lost touch with my fingertips by the time I got to Wanaka. I called in at a local bakery to nick a pair of their food hygiene gloves to go between the possum fur ones and my riding gloves which sort of helped bring my fingers back to life. Arriving in Arrowtown at 5:00pm was right on their mid-winter sunset where I opted for the indoor bed alternative. The local pub was also the perfect place to have a hot meal and watch the All Blacks keep the visiting French team scoreless.

Weather the next day wasn't much better so the trip beside Lake Wakatipu out to Glenorchy in rain and 3° was a tad nippy. Didn't matter, I got the obligatory photograph of the bike strategically placed in front of the historic boat shed. I then retreated back to Queenstown and zipped up Coronet Peak as far as I dared



On the trip beside Lake Wakatipu out to Glenorchy

go above the rapidly descending snowline. After a rather dodgy U-turn in the snow it was on down to Te Anau where it might have stopped raining momentarily but I think I probably just imagined that. I found a room as soon as I got there, dropped my dry stuff, kept my wet stuff on and headed up to the Homer Tunnel. The road was closed from the tunnel through to Milford Sound for maintenance so I couldn't go all the way through. I thought the funny thing was me being the only vehicle on the road the whole way out to the tunnel and back to Te Anau. NZ obviously doesn't market itself very well to the hardy tourist market!

Day 7 was down to Bluff which, needless to say, was raining and blowing a gale. I tried several times to get a photo of the bike under the sign saying it was 18,958 km to London but kept getting sea spray on the lens. I didn't need to worry about the salt spray on the bike as the continuous downpour all the way back up to Alexandra washed it all off many times over.

I hadn't been watching the news but a young lady at the Invercargill petrol station had told me there was a major snow storm on the way in. Now I admit I generally treat road and weather advice

Day 7 - Bluff



from young ladies at petrol stations with a degree of healthy skepticism but unbeknownst to me this one actually happened to be on the right track. It was only drizzling in Alexandra when I got there but I decided to watch the evening news for the first time. The sight of floods along the East Coast, numerous road closures and a major snowstorm hot on my heels came as somewhat of a surprise! Of my three choices of roads into Dunedin two were currently blocked by flooding and the third involved back-tracking a chunk of the previous days ride which didn't hold great appeal.

Next morning an older man in a petrol station (who spoke confidently) said Highway 85 via Ranfurly would 'probably'

A snowy ride on the way to Dunedin



open by the time I got to the flooded section so I opted to go that way. Other than riding through floodwaters, avoiding fallen trees (complete with the ground they used to be attached to) and nearly following a 'missing' bit of road down a hillside, I successfully navigated my way into Dunedin.

After my son (Jamie's) guided tour of his new home at Otago University, he jumped on the back and together we went for a tour of the Dunedin hinterland. As part of the exploration I managed to get a puncture in the rear tyre. Two in fact. The first I repaired on the side of the road, the second wasn't to become apparent until we were trying to out-run the next day's blizzard. It appeared to be an old bathroom tile we'd inconveniently run over.

Anyway, that night we had a nice dinner with my Otago uncle, aunt and cousins. Over a bottle or two of their finest wine we discussed the next day's forecasted "severe snow storm" and unanimously agreed the MetService were being hugely pessimistic and we'd have more than enough time to beat it to the West Coast. At that stage the weather system was coming in from the east and the West Coast wasn't predicted to get snow, only 130km/hr winds: how bad could that be?

So the next day we got up early, checked my rear tyre and found it had 'only' lost 5 psi overnight. This should have been a warning that something still wasn't quite right Anyway with Jamie as my pillion we made a beeline towards the West Coast via Milton which was the lowest altitude of the roads heading out of Dunedin. But sure enough as we approached Alexandra, (a) the snow started to descend, and (b) my rear tire did likewise.



Puncture time

We limped into the Honda shop in Alexandra and politely asked everyone to drop what they were doing and attend to our little problem before we all got snowed in for the week. Two hours later and \$100 poorer I had two puncture repairs and a remaining non-leaking hole of unknown depth which we decided would go away if ignored.

The rest of that day consisted of tolerating the rain, sleet and 1° temperatures whilst heading as fast as conditions permitted towards Haast, all the time watching the snow on the surrounding hillsides get lower and lower. When the snow-free forests of Haast Pass drew into sight we were a couple of rather happy campers!

We pushed on through to Fox Glacier for the night where the evening sun was almost trying to shine through the drizzle. The next day we strolled up the two glaciers to have a close up look whilst ignoring the sand blasting we were receiving from the rather 'fresh' easterly. Interestingly there weren't many tourists about that day.

Up the West Coast to Greymouth despite 'Road Closed' signs



The plan was to then ride on up to Greymouth for the night so again disregarding the forecast 130km/hr winds we headed on up the road - until we got out of the first bit of shelter that is. Point to note is ST 1300's are not handling at their best in 130km/hr cross winds. Swallowing my pride we retraced the 25 km back to Franz Joseph for a second night at the glaciers.

The next day funnily enough the road north from Franz Joseph was marked as being closed. Apparently the forest canopy had landed on top of it. The weather looked fine from our hostel window so we donned helmets, pretended we hadn't seen the 'Road Closed' signs and headed northwards again. Besides getting some funny looks from the cleanup crews, we managed to pick our way between the fallen trees and general foliage to make it up to Greymouth in time for a well-deserved Subway lunch. By this time the rain had stopped and the wind had dropped to a more acceptable 'strong wind warning' level as opposed to the earlier Storm Warning.

Day 11, being the 21st June was the shortest day of the year. The riding was awesome for the trip up to Motueka via Springs Junction and Murchison. By this time the sun had come out and the snow had left its mark on every mountain. My general inaptitude with a camera still produced some

spectacular results. Our scheduled ferry crossing was lunchtime the next day and in phoning the Interislander that evening I learned that all sailings were currently cancelled - something about a 20-metre swell or some such thing.

We woke up on Day 12 to find it was raining again! They had only forecast showers so, being the eternal optimists and believing the showers were in fact only going to be light, we chose to ride the curly coastal route back towards Picton. Wrong again. Heavy rain all the way with sleet and snow flurries whilst crossing the hills behind Nelson. Got into the Picton ferry terminal but didn't bother taking our helmets off, just stood there in the rain for half an hour beside the bike before being allowed to ride aboard. You'd have thought one of the waiting campervans would have at least offered us a cup of coffee given how pitiful we must have looked!

Our ferry was to be the first sailing since the storm abated as the swell had now dropped down to a not quite idyllic 5-metres. We used every available tie-down point to strap the bike in but still half expected to find it somewhere other than where we left it when the ferry finally pulled into Wellington. All was good though, although a few of the passengers weren't. We disembarked the boat, checked into our hotel and Jamie thawed out enough to run in the Wellington Marathon the next day. Then it was back to Palmerston North with an extra 5,006 km on the ST's clock.

And yes, I would do it again on the week of the shortest day of year. I'd still largely ignore the weather forecast but maybe I'd take some waterproof over-gloves next time. The tent was a bit of an optional extra but a great trip none the less with some peculiar challenges, memorable sights and interesting experiences along the way. Probably not one to heavily advertise as a 'must do' in the tourist brochures though!



adventure time

words/photo: Linda Glasswell

The forecast was reasonable, but the temperature was only just in double digits for a ride out to Raglan for lunch with the Auckland members. The roads were wet, but the sun was doing its best to share a bit of its heat. We all met at BP Papakura, amongst many other groups of bikes, but we thought our group looked the best so John and I joined the BMWs, and off we went.

There were six gravel road riders, including John who led us, and Jimmy was the only one two up. We left the road riders at Te Akau and shot up the long and beautifully winding road to Klondyke Road where we started our ride proper.

All the rain made the ride pretty hair raising, with large patches of clay, as well as large patches of new gravel. I brought up the rear, as Tail End Charlie, which was just as well as I was the slowest! Each of us kept an eye out on the rider behind, as instructed by John, so Richard, who was in front of me, would stop every so often after a particularly nasty, bouldery patch of so called gravel, just to make sure I managed it. Which I did, thank goodness. My tyres skittered and slid over all the slippery bits, but kept going in the generally correct direction, so all was good.

Around midday we reached the Nikau Caves, but our goal was Raglan, so we had a 15 minute break, but no coffee for most of us as their espresso machines were not running properly. However, Jimmy managed to get a couple for him and his pillion, but I have no idea what he had to do to bribe them!

We resumed our journey, having a lovely ride, on slightly better quality gravel, so I was able to increase my speed a little. I started to get a bit of rhythm going. John would re-group every so often so, as Richard and I would turn a corner, we would see the rest of the group waiting and then they would set off again.



At one point I met three vehicles, unbelievable really, as we were meant to be in the middle of nowhere. One was an articulated truck, coming towards me as I negotiated a right hand corner on gravel, and I have to say, if I had been in a car, we would have collided. He took up three quarters of the road! Added to that, on my left was a four wheel drive vehicle, kind of parked up on a slight recess, front facing the road, and looking like he might be headed onto the road any minute. Behind the truck was yet another four wheel drive vehicle, the occupants laughing, probably at the sight of so much unexpected action.

Then Richard and I caught up to Jimmy as he was in a race with a bull, the two appeared to be racing up the hill, with Jimmy on the wrong side of the road. Finally the bull accepted defeat and ran onto the grass and Jimmy was able to resume his position on the correct side of the road.

A short while later Richard and I were slowed down by three cows running helter skelter up the road in front of us, so

we puttered along behind for a few kilometres, with no way around the three as they took up the entire width of the road. I tried not to imagine anyone coming towards us, around any of the corners, especially on a bike, as meeting three, very large cows running towards you would not be a welcome sight. Finally there was a turning up ahead, and the three, without discussion, ran up this turn, leaving us to get on at a more brisk pace. I have never followed cows running reasonably fast before, and I have to say, their legs don't run in an even manner. In fact the phrase "legs akimbo" would be apt here. At any moment I thought one of them might trip up, such was their ungainly gait!

After a very late (2:30 pm) lunch stop at Raglan, where we had missed the road riders by quite a margin, we set off home, along the road, to get home before dark. What a great day; you really feel like you have had a work out when you travel on gravel. I can't wait for the next ride.

Aon New Zealand

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 JOHN BAKER
INSURANCE

cracking up

words/photos: Lance Nixon

The tyres on my V-Strom have not been an issue. They have been as long lasting and as grippy as I need. The original tyres lasted well and since then the bike has been shod with a second brand consistently. For the purposes of this article, it is not the brand - it's what happens to a tyre that is at issue.

I was waiting for the Rangitikei BMW group to assemble at Aokautere for their Sunday ride around Lake Wairarapa recently. I was early and easily bored so I idly examined the front tyre. Oh dear! There was not a single crack in the tread; there were at least six. That put paid to the ride to Wairarapa, reinforced by the advice of the three wise local men who turned up first.

They went their way and I went west. It rained the whole way home to Wanganui, (they had a fine day) and of course I was in a state of heightened zen. Yes, home and safe, somewhat relieved, and it was time to take a serious look at that tyre. The cracks were all on the left shoulder and up to 100mm long.

The wheel was off and at the bike shop of choice early the next morning. The Reader of Tyres, let's call him Nick, opined that the problem was one of under inflation. We checked the pressure - 35 psi. The swing arm information panel suggested 33 psi - cold. His evidence de-



The almost evenly spaced out location of the cracks in the shoulder of the tyre

jour was the scalloping of the tread blocks and the fine lines in the circumference of the tread centre. Some reference to his in-house tyre manuals allowed Nick to determine that the right pressure would be 36 psi cold, given the weight of the slim and lithe rider (a modest 95kg) and type of bike. So that was it, applied of course to a new tyre. Yes, it was the same flavour as the one taken off.

The tyre gauge I have at home may be at fault, I reasoned. That was checked against a digital dialup at the Caltex, and with the Goodyear tyre shop. All bang on. So if it was being ridden below 33 psi, as hypothesized by Nick, it meant that I was not being fussy about checking tyre pressures. Actually I regard myself as pretty fussy and if it took 42,000 kms to find the error of my ways then the other tyres must all have been magic. Or the new one was not magic enough any more.

Around a table at a recent Sunday ride I asked what pressures the eclectic mix of riders used in their front tyre. It was as high as 42 psi and as low as 33 psi. In fact the smallest bike, a month old and 500cc, had 42 psi listed for front and back.

I have pondered the effect of these higher pressures on the footprint.

And the moral of the story? Given the cost of tyres, it is not economic sense to throw out a half worn one when a little effort could mean replacing a worn out one. That could be worth about 8,000 kms (+ or - a lot) of riding.

Checked your tyre pressures lately, have you?

Close up of typical cracking in the tread. The (vertical) radial line is tyre moulding, not a crack



letters

Dear Editor

I read the President's Podium in the July newsletter and am concerned that he appears not to have quite grasped the reason for the letter posted on the BMWOR Forum site.

At the same time, as a courtesy, it was also emailed to the President and each of his Executive. All the NZ Area Reps were sent the same email, as was every Auckland Area member. Each Area Rep had the same chance, if they wished, to discuss what I and other members in various parts of NZ believe, was to many affected members, a very important issue.

Reference July President's Podium. April Executive report/Ex-Treasurer's report.

I refer to:

Paragraph 1 - The dates selected, and quoted, by the President are only some of the dates in my correspondence with the Editor over the matter. I am happy to supply the others.

Paragraph 2 - Can the President advise and quote the rule in the Constitution that states "The Executive is required to publish all reports in full?"

Paragraph 3 - Does the President now not contradict his statement in paragraph 2?

Paragraph 4 - I refute his suggestion that the letter questions, or refers, to Garry's integrity and it should not be interpreted as such.

Paragraph 5 - The letter has nothing to do with our recent changes. It is about the publication of Phillip King's "full" report on the executive forum.

Paragraph 6 - I agree entirely.

For the members who have not read the Forum letter, I am happy for it be published in our August newsletter. All members can then all form their own opinion.

Terry Ellis-Smith (993)
Auckland Area Rep
Past President
Life Member

Ed - The following is the letter posted on the BMWOR Forum that Terry refers to:

I refer you to the last Executive Report published in the April 2013 News Letter.

This letter is written without prejudice in the hope that some consideration will be given to a matter of considerable concern to members of our organisation. This matter is not about bygone days but events that are happening. I had hoped the president would have addressed this matter in his Podium (May News Letter), he has been made aware of this matter.

This letter to the Editor I might add, is my 2nd? in 25 years. Both have been because of my concern for the well being of the BMWORNZ... I'd rather just ride my bike.

There are a lot of upset ex executive (and other non Executive members) in Auckland, and I might add in other parts of New Zealand at the moment.

I am also writing this on behalf of those members who have rung ,and spoken to me in person with dismay about the "non financial part" , of the ex Treasurer's report on the financial status for the BMWORNZ / first quarter.

Members are at a loss to understand why the President and his executive allowed the "Matters to Consider", "Accounting" and "Appreciation of Effort" written by ex Treasurer, Phillip King to be published in this forum. Yes, we know everyone has a right to say what they want. Phillip King had his say as Treasurer, and tabled his report at the October 2012 AGM. This was challenged by many people at the meeting. I might add not only by the 'low life' as he called a group of concerned members who challenged him on his other views, before he resigned and walked out.

In our opinion, for the unity! of the Register, it could, and should, have been placed in the Letters To The Editor, had he wanted to publish his views. We believe he has not been an Executive member since October 2012. We believe he agreed to assist (advise) our new Treasurer only. We feel the executive should not have given him the forum he has used as he is an ordinary club member.

This "report"? casts many doubts on the integrity of previous executives and members who for years attended the monthly committee meetings.

No one wants a witch hunt! And the Register certainly does not need one! We feel it is the principal (sic) of the matter, and this in all fairness, should not be allowed to happen again.

The ex Treasurer's "report"?published in the Executive forum has caused a significant amount of upset to some members. In their time, they also worked tirelessly for the good of the Register. We all took flack some times. It goes with the job. Most members do have the normal god given amount of intelligence required to ride a motor cycle and read a news letter Mr King, and despite all of our obvious faults, do appreciate the work that goes into the running of the Register. But hey this is the newly revamped constituted Register and this is now our only monthly forum to let the Executive know how we feel about their 3 monthly meeting outcomes as published in the News Letter.

It seems to many of us that by sanctioning this, the President and his Executive are complicit with, and are seen as supporting "all" of member Phillip King's views and attitude, and the right to have them published in this forum?

The President stated in his first News Letter "Podium," after the disastrous October 2012 AGM "Things were said in the heat of discussion that might have been better unsaid" We ask why then allow such a divisive report to be published in the executive forum, when clearly the person who wrote it has in our opinion, has an axe to grind?

interislander discount

Our discount arrangement with the Interislander ferry service, due to expire December 2013, has been extended to December 2014.

Bookings may be made on-line or by ringing their nominated "Group Bookings" 0800 number during normal business hours.

Further details of the arrangement appear on page 18 of this newsletter but I draw your attention to the following points:

- ◆ Adult passenger cost has gone up \$1 – all other costs (bikes, cars, etc.) are unchanged.
- ◆ Off-Peak, Peak and Super Peak dates have changed only to allow for the change of timing of Easter.
- ◆ Importantly, note that we are now required to produce our BMWOR Membership card at the time of check-in, otherwise a full retail fare will be charged.

Whilst we can make bookings on-line, I still find their 0800 service remains the better way to conclude booking arrangements.

Cath and I get many phone calls from members asking for detail of the discount arrangements and when we are away members are left wondering. I recommend members keep copy of this article, and the formal arrangements, in a handy place for later reference.

The level of off-peak discount we receive is approx 40% and is common to most Clubs they have arrangements with (e.g. Ulysses, car clubs, etc).

David Thomson
Secretary

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NGĀ WAKA - NEW ZEALAND'S FERRIES

GROUP RATES QUOTED FOR BMWOR of NZ

Group Booking Reference: **FA5313**

The below rates are based on return travel, prices to date, inclusive of GST and subject to availability.

OFF PEAK RATES

Adult	\$43.00 each way
Premium Lounge	\$40.00 18yrs plus
The Cove	\$30.00 18yrs plus
Child	\$25.00 each way
Car/Van/trailer/4x4 up to 5.5 metres	\$126.00 each, each way
Additional half metre	\$19.00
Motor Cycles	\$39.00

Off Peak Dates:

01 July-15 December 2013
01-06 February 2014
1 February-16 April 2014
23 April – 15 December 2014

PEAK RATES

Adult	\$50.00 each way
Premium Lounge	\$40.00 18yrs plus
The Cove	\$30.00 18yrs plus
Child	\$25.00 each way
Car/Van/trailer/4x4 up to 5.5 metres	\$144.00 each, each way
Additional half metre	\$22.00
Motor Cycles	\$49.00

Peak Dates:

16-21 December 2013
13-31 January 2014
07-09 February 2014
17-22 April 2014

SUPER PEAK RATES

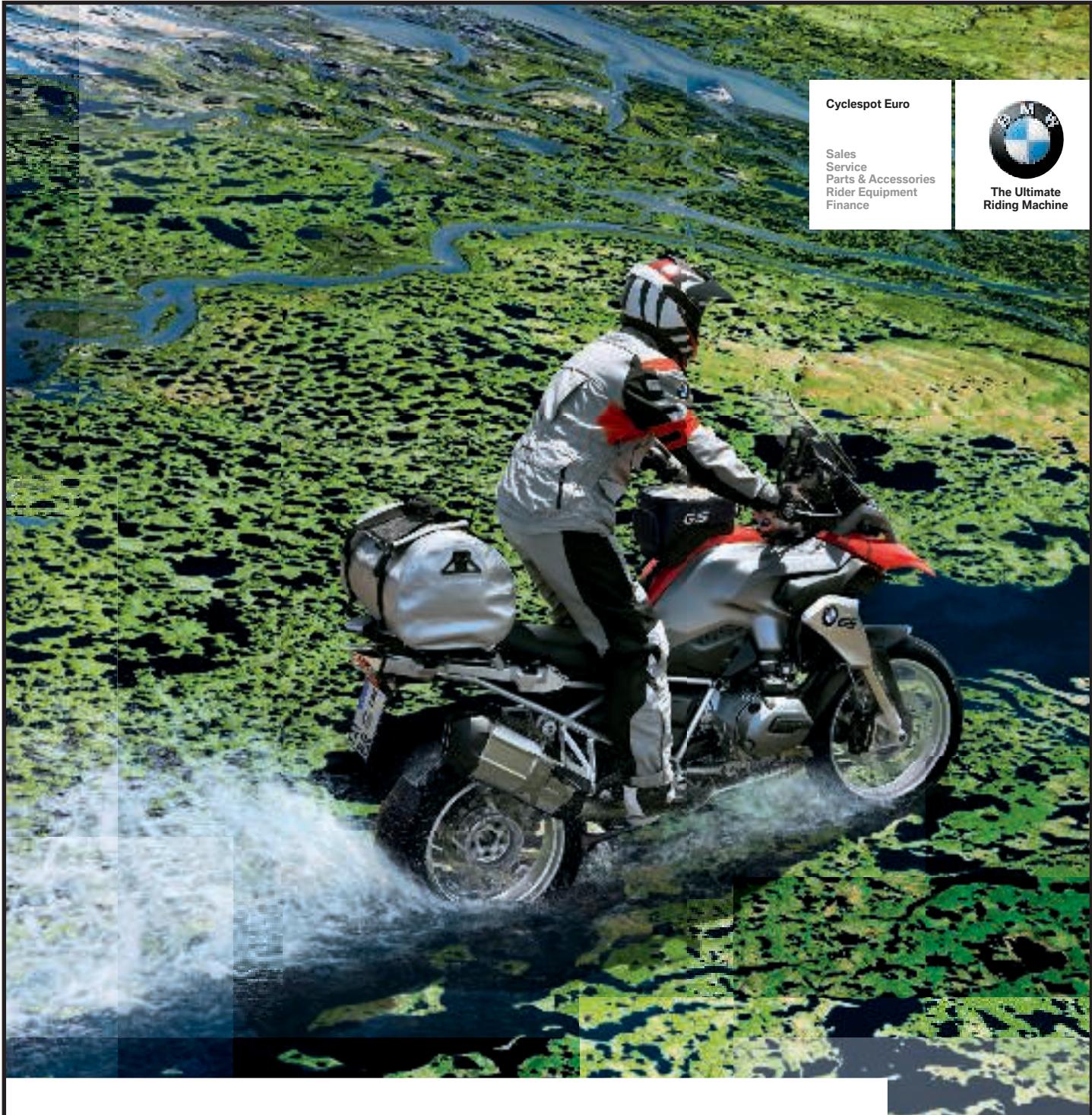
Adult	\$62.00 each way
Premium Lounge	\$40.00 18yrs plus
The Cove	\$30.00 18yrs plus
Child	\$39.00 each way
Car/Van/trailer/4x4 up to 5.5 metres	\$146.00 each, each way
Additional half metre	\$30.00
Motor Cycles	\$56.00

Super Peak Dates:

22 December 13 – 12 January 2014

Group Booking conditions and instructions for members are:

- Each reservation must be made direct with Interislander –
- <http://www.interislander.co.nz/Booking/Group-Bookings.aspx>
- Putting FA5313 in discount code box and click on book now or Phone 0800 878-898
- Group Desk Hours: Monday – Friday 0830-1700
- To access these rates members must quote group reference "FA5313"
- Every reservation will be given an expiry/payment date, required to be paid in full by that date
- Space is subject to availability at the time of the booking request
- **Riders to bring their own tie downs**
- **BMWOR membership card to be shown at check in or retail fares charged**
- **Fares valid from 01 July 13 through to 15 December 2014**
- Fares subject to change with notification



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MEMBERSHIP RENEWAL INVOICE

BMW Motorcycle Club
BMW Owners Register
of New Zealand



PAYMENT IS DUE ON 1 JULY 2013

This form is not to be used for a new application. Please contact the Membership Secretary
membership@bmwor.org.nz if New Member application forms are required.

Note: Partners may be registered if they actively participate in Register activities. Both names appear on Register records but only one newsletter will be posted to the address.

Please print legibly.

IMPORTANT

Membership No. _____

Area No. ____

(as printed on your membership card)

MEMBER DETAILS

First Name (Member): _____

Surname: _____

First Name (Partner): _____

Surname: _____

Full Member **Associate Member** **Life Member** (tick one)

Note: If you don't own a BMW motorcycle, only Associate Membership is allowed.

ADDRESS DETAILS

There are no changes to address details, OR **Please note the following changes:**

Street and No./PO Box: _____

Suburb: _____

City/Town: _____

Post Code: _____

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

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.....
- ◆ Any club member is welcome to drop in for a coffee and chat (phone first).....
- ◆ I / We have camping space.....
- ◆ I / We have sheltered bed roll space.....
- ◆ I / We have a spare room.....

OFFICE DATA
Rec'd:
Amt: \$
Posted:
Database:
MemCard:

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
- Click on 'Membership' then 'Renew Membership'
- Provide details
- Pay to bank account by internet banking

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.

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



REGISTRATION FORM



17-20th January 2014

Name.....

Partners Name.....

Address.....

Email:.....

Phone: Mobile:.....

BMWWR#.....

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 BMWWOR Member www.tahunabeachholidaypark.co.nz 03 548 5159 or 0800 500 501 or tahunae@tahunabeach.co.nz

		Number	Cost PP	TOTAL
Registration			\$20.00	
Badge			\$10.00	
Pale Blue	Small	Medium	Large	X Large
Men's Polo				
Women's Polo				
Friday Evening Dinner				
Saturday – Breakfast	Continental			
	Cooked			
Saturday – Packed Lunch				
Saturday – Rally Dinner				
Sunday – Breakfast				
	Continental			
	Cooked			
Sunday – Packed Lunch				
Sunday – BBQ Dinner				
Monday – Breakfast				
	Continental			
	Cooked			
TOTAL				

<input type="checkbox"/> Cheque enclosed	<input type="checkbox"/> Internet Banking
--	---

All Registration Forms (and Cheques) to:

Payment by Internet Banking to:

TSB BMWWOR Rally Account:

153973 0032424 00

Enter your Name and put your
BMWWR Membership number
in Message/Reference

Rally Coordinator
Reviti & Sue Verma
03 547 9897
revi@bmwwor.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

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bikes for sale



BMW R100RS

- (1992). This BMW has been fastidiously maintained, covering only 71,000 kms from new. Has BMW panniers, crash bars, new battery, fluids, filter, brake pads and rear tyre. Receipts for previous service work. New WOF and registration. \$6750 ONO. Contact Rob at airheadrob@gmail.com or phone (09) 533 8283 (2)



BMW R100 GS/PD

- (1997 NZ new). 85,000 kms, new WOF, reg to November 2013. One of the very last

Paris Dakar bikes to be manufactured and in BMW motor sport livery is unique and, as you know, PD's are becoming more sought after especially one presented in this condition. Extremely well maintained and cared for with accessories and modifications that make the bike a cut above the rest, including Nissin twin pot calliper front disc brake (with new pads), Progressive fork springs, BMW digital clock, handlebar risers, heated handle bars, front driving lights, Fiamm twin tone horns, Nippon Denso (Moto Elektrik US) starter motor 2012 (super strong, ensures no Valeo starter motor seizure problems), HPN higher ratio fifth gear (100 KPH @3,750 rpm), White Power (BMW) rear shock absorber, low profile front mudguard, original full tool kit, extended silencer pipe, currently fitted with the standard collector box but has a stainless steel 'Y' piece (lighter but slightly more rorty sound). The bike comes with the correct model tank bag, tank side panniers, small front pannier boxes and rear pannier frames. The aluminium panniers are not included though the frames are standard BMW and aftermarket panniers are readily available. As it stands, this bike would take you around NZ or around the world. If you're seriously interested a full photo gallery is available. Email Rob at airheadrob@gmail.com or telephone (09) 533 8283 (1)

for sale

DriRider suits - Winter Grade riding suits (2) sky blue. One suitable for lady 5' 6" tall, medium build. Other will fit man 5' 8" tall. Both suits have had very little use. \$100 each. Suit consists of both jacket and pants. Contact John on (07) 888 4994 (2)

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 or search Trademe. (3)



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.

reflections



November 2010 - The Editor heading south across the Landcorp Station on Waihi Road just out of Tuai



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touring

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For full details Phone Chris or Ian (03) 577 7238 or email mv_indochina@xtra.co.nz or chrisdewagt@xtra.co.nz

We arrange private tours for up to 20 riders, get your own group together and contact us for more information and tour suggestions.

* airfares subject to change

** some meals self catering

www.motorbikeventures.co.nz

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



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