

newsletter

BMW Motorcycle Club
BMW Owners Register
of New Zealand



bmwor.org.nz

may
2014



**Coming and Going at the
National Elite Cycling Championship**



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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



During the last Executive Meeting the matter of distributing our Newsletter via electronic or postal means was discussed at length. The consensus was that we stay with the status quo.

I am please to be able to inform you that Mike and Geri have taken on the role of Area Rep for the Bay of Plenty. The retiring Rep Peter Lyner having put in a sterling effort on behalf of the Bay and the Register is taking a well earned spell. Peter, I bet you are looking forward to just joining in on the rides and having fun. Mike and Geri will provide plenty of that for you and fellow members.

I have just returned home from the North Island Rag Rally, during which we were all able to mark a special milestone - that of Rob Hargreaves 30 years of continuous membership in the Register. What now Rob? Your 40th will roll up pretty quickly. Time seems to fly by these days

for us all.

Our venue for the North Island R.A.G Rally Taylors Memorial Lodge at Pokaka I am informed by the current owners has been sold. The current owners cannot make any commitments as to costs the new owners may charge. Until we are able to establish contact with the purchasers our continued use of the Lodge is in doubt. In the meantime I have been able to secure with the current owners a tentative booking for the weekend of the 28th and 29th March 2015, so until such times as we can be guaranteed the use of the Taylors Memorial Lodge by the purchasers, a plan B will be worked on to ensure we can all share in the fellowship and camaraderie that goes hand in hand with the R.A.G. Rally weekend.

The six day tour that took place in March went very well with everybody travelling on roads that they had not travelled before. Two of the six days we experienced light rain from time to time and also two of our nights away torrential rain fell throughout the night. Great times and fun was had by all. New friendships formed. Tours such as this offer opportunities for us to see parts of this country that we would not see otherwise. We rode at a leisurely pace and everyone made it home safely. There will be more on this tour in our next newsletter. When you read the stories and see the pictures for yourself, why not give some thought to planning a tour of your own where members from all over the country can participate. If planning a tour isn't your thing then join a tour with fellow motorcyclists and just have fun.

Annual Rally and A.G.M. 2015. Having spent a night at the Rally venue (Wanganui River Top 10 Holiday Park 460 Somme Parade Wanganui), I can recommend this venue as a delightful place to stay. Our members are being offered a discount when booking for the Rally up until 1st June. **To book and secure your discount you need to contact and speak to Ben or Jeannie on 0800272664 or 063438402 and mention BMWOR when making your Rally bookings.** If you go onto their website you will see that all the accommodation is booked for the dates of the 2015 Rally. That is because the organisers for the Rally have secured this venue for our use and this option runs out on the 1st June. Please make your Rally bookings early. Tent sites and Power sites are also available. Bunk room accommodation is also available for those who wish to share with other members.

Rally Co-ordinator Barry Hawthorn can be contacted on 06 3448063 or email jeanandbarry@slingshot.co.nz for any further information that you may require.

As always, wheels down feet up, and stay safe.

Peter.

Cover: Peter Bath waving the flag for the marque at the Nationals. Peter writes of the "Going" photo, "With her sitting like that we were having to do 110kph at one point to stay ahead of Roulston and the boys down the very steep Hackthorn Road section. All fully legal as although it is a 50kph zone, the road was closed for the race and by my taking out a temporary race licence I was officially regarded as a part of the race. The cop just ahead of us most of the time was also on a BMW -a 1200RT."

(I have to ask why the cop was ahead of you, Peter, is the GS slower? Ed.)

Photos courtesy of RICKOSHAYPHOTOS (rickoshayphotos.com).

BMW Owners Register Risk Management Plan

Introduction:

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

Riding Code:

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

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

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

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

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

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

events calendar

Hot August Night

August 8th - 9th. Ad Page 9

other events

BRONZ Ride Right, Ride Safe. A great way to get to know your new bike. Usually third Sunday of the month at the Whenuapai Airbase. Contact Finn on 09 625 5533 or 027 484 6326 for details.

More detail at rrrs.org.nz - and they can **BRING THE COURSE TO YOU** if you can come up with the numbers and a venue: speak to Finn.

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

northland

Sunday 04 May - Classic round the block. The Office Cafe at Maungatapere at 1000 hrs for ride briefing. Then to Omapere (Schooner Cafe) for lunch, via Dargaville. Photos in the Forest, so touch up the lippy before then! Home via Mangakahia Road, after-match function at Kamo. Bwucie 027 499 2034.

Tuesday 27 May - Ride 'n'Dine The Coalminers Daughter, 2 Station Road, Kamo. 1900hrs. (If you ring them on 094352956 and mention BMWOR they may well push some tables together before we arrive.)

auckland

MONDAY CLUB NIGHT...12th May 2014, (2nd Monday)

An invite from Phil Scott to an evening at -

AUCKLANDS LATEST MOTORCYCLE

ACCESSORY AND GEAR SHOP....

"TECMOTO"

500 NEW NORTH RD (level 1 up the stairs) just passed the Kingsland shops ..

KINGSLAND

"We would love to have the register members visit us on Monday 12th May. Bring a friend. There will be a 'free to enter' lucky competition for some prizes. We will provide coffee, tea and some biscuits. There will also be a special shopping night discount on purchases and any forward orders. There is a new BMW 1200 GS on display, fitted out will all the Givi accessories for that model.

Cheers Phil."

Bring your spouse/partner along from 7-00 pm. NOTE!! the different venue. This takes the place of our normal club night at the Vintage Car Club.

PS

We would really appreciate any suggestions on...leads.... guest speakers....new motorcycle product information.... help... that we can use for "your" entertainment at our monthly club nights.(no strippers) Rob is running out of contacts and needs a hand. Please Ring Rob 09 533 8283 or me 09 521 1465

IF YOU HAVEN'T BEEN RECEIVING EMAILS FROM US PLEASE EMAIL ME AT.. auckland@bmwor.org.nz

Terry

Auckland Ride 18th may (3rd Sunday)

Meet 9-00am @BP Southern M/way
Depart 9-30am

Ride....South Coromandel Loop.....
....Kopu... Whangamata for lunch...
Waihi,.. Krangahake George," A great ride to had by all...". Wives and Partners most welcome.

Details will be posted on the Auckland web site.

bay of plenty

Sat 10th May - 6:30pm Come for dinner to this hidden gem - Molo (Italian) Restaurant at 4 The Esplanade Omakoroa Beach. Ph 07 548 0279 to reserve your seats - quote BMWOR.

Sunday 25th May Ride - "The long

and the short of it".

Meet at Nourish café cnr Te Puna Rd (near BP Te Puna) for breakfast or coffee before 10:30am departure. Ride to Kaiaua Tavern garden bar for lunch. If you only have a half day pass, or come from afar, then option to peel off at Paeroa back home via Te Aroha and Okoroire.

8th - 9th August Hot August Night rangitikei

Sunday 11 May - Ride to Gravity Canyon Taihape. Don Cross.

Tuesday 27 May - Ride n Dine Rangoli Levin 7.00 pm. John Christie.

Sunday 8 June - Poker Run (of sorts) starting at Woolshed Cafe Sanson at 10 30 with Brunch. Lance Nixon.

Tuesday 24 June - Ride n Dine Halikarnas P Nth 7.00 pm. Robin Wood.

east coast

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

Sunday 11 May - Ride to Guthrie-Smith Arboretum at Tutira - <http://www.guthriesmith.org.nz/>. Meet at BP Bay View for an 11:00am departure. As there is no food outlet at the Arboretum, take a picnic lunch. For further information, contact Bronwyn or Peter on 836 7938.

Friday 6 June - 6pm - Christmas themed dinner at Scholars Restaurant EIT. Four course meal for \$35 each. Book with John on 844 4751, by 12 May at the latest.

Sunday 8 June - Morere Ride - <http://morerehotsprings.co.nz/> Beautiful salt water hot springs, set in a lush subtropical environment. Only 46 km from Wairoa - approx 35 minutes. Leave BP Bay View 10am, with morning tea at Café 287. Enquiries to John on 844 4751.

Wellington, Rangitikei, Hawkes Bay - May ride to Tui Brewery Mangatainoka

Saturday 10 May - Tour the Tui Brewery at Mangatainoka - includes 3 beers and you keep the glass - more info

here <http://www.tui.co.nz/Tui-Brewery/Tours-and-Tastings> - tour will commence 11am - be there 10.30am - numbers intending to join this tour required by Wellington Coordinator - Stephen Oatley on wellington@bmwor.org.nz or text him on 0210581094 with your name when you open this newsletter act now to secure your place. This event is open to Wellington, Hawkes Bay and Rangitikei members. Tui charge \$20/person for the tour. There's a cafe there for lunch also <http://www.tui.co.nz/Tui-Brewery/Tui-HQ-Cafe>.

Wellington riders wishing to join Stephen - he'll be leaving Motomart, Rutherford Street, Lower Hutt - 8am Saturday 10 May for a leisurely ride over the Rimutukas on through Mauriceville and out to Eketahuna to rejoin the State Highway. Other backroads in the Tararua and Wairarapa Districts - including gravel will be traversed on the way home.

area reports northland

After a bit of a hiatus up here a bunch of members, former members, and prospective members, all with the common disease we share, fascination with BMW's, met over lunch at Parua Bay Tavern on Sun 13 April. I had intended to take some pictures to prove the Register is still alive and kicking in the North, but I was so busy trying to attach names to faces that I never got the pointy-clicky Olympus out of my pocket. Another day, and with the bigger weapon, I will get some photos.

Parua Bay meals are still delightfully oversized, and the sun seems to shine whenever I go there. Now I have seen how many Bee-em enthusiasts are living up here I will grab a bigger table next time, too.

Special Mention-in Despatches for Snow and Cath Buckton, who had to cage down from Hikurangi because the bike is in the emergency ward at Experience Hospital - we all know how painful it is when the bike has to go in for surgery. We hope the patient recovers quickly (cheaply would be good, as well!)

Rusty asks y'all to stay shiny side up,

Luv 'n' XXXX,

Bwucie

bay of plenty

Firstly a big thank you to Peter and Catherine Lyner who have done a great job as the area reps for many years. We have volunteered to "give it a go" as your new reps. Looking forward to bringing members from all reaches of the Bay of Plenty Area together for a variety of events, rides, gastro delights and weekend getaways. Also hoping to hook up with other Areas for rides and events. (Watch your mag for details of the "HOT

August Night" we are hosting this winter). Calling for some new ride leaders and ideas. It would also be good to continue with the successful pot luck dinners (alternating with dinners out) and would appreciate any host offers. Look forward to meeting up soon.

Mike Long and Geri Goodman

rangitikei

We normally assemble on the last Tuesday of the month for our BMW ride 'n' dine.

This month we were pleased to welcome a great group of local members to the Brick House in Wanganui on a Wednesday. We were hosting the Six Days on the Road tourists. To ensure that they were able to find their way to Wanganui, Barry H and Peer N and I met them at Eltham. Because the weather had captured That Mountain, they had arrived at the cafe early. We followed them to Patea via back (sealed) roads. After a photo op at the Canoe in Patea, we went racing. No, I lied!!! We went around the Patea Race Track which will be open for a classic bike racing at the time of our 2015 Rally, after 60 years in recess. It is all sealed, but narrow. Then a wee diversion around to Block 9 near Waitotara, a glimpse of Brunswick, and everyone arrived at Top Ten Holiday Park.

At the dinner, everyone signed a Get Well Soon card for Graeme Flyger who has his body and bike repaired recently, Barry updated the Rally plan, and Roger and Liz won the Jam award for being the newest members.

The tourists went off the next morning, after a comfortable night at the Top Ten.

Speaking on the Top Ten Holiday park ... the Six Day tourists have carried out a test pattern for us. The key message is that you should get that booking done as soon as possible.

Until 1 June there is a discount. After that date its open slather with the public having the same access as BMWOR members.

Back to this month's story.

We next assembled at the Upokongaro cafe and headed off to the now fully sealed Whanganui River Road on 5 April. I know ... another exception to our second Sunday of the month riding pattern. But hey! It is Daylight Saving weekend and the RAG was on at Pokaka. Barry H lead us along this iconic road, and then on to Raetihi and lunch at National Park. Perfect riding weather all day. After lunch some went to check out the mountain, or headed home. Barry H, Roger A, Neville P and I checked out the RAG. After a chat and cuppa, Neville and I headed back to Wanganui, and Barry & Roger settled in for the evening. As we left, Barry was helping prepare the pumpkin for the roast dinner.

Our next meal meeting is at Ashhurst on Tuesday 29 April, back to normal pattern ... almost. It is after daylight savings so we meet at 7.00 pm. Peter Truter will be our guru in charge. For the May ride (normal pattern (Sunday 11 May) Don Cross is taking us to Gravity Canyon near Taihape. Bungee Jump anyone?

Lance Nixon

wellington

Ascent of Takapari Road, Manawatu - Saturday 22 March 2014

This ride - open to all register members and also promulgated on Kiwibiker and Adventure Rider saw three intrepid GS riders and a Round the World visitor Jon mounted on a Husqvarna set off from BP Melling for the appointed meet up at the Allied Servo in Ashhurst.

At Ashhurst we were joined by two other register members aboard another Husqvarna and a Wee Strom. Other riders from the Manawatu and Southern



The A Frame Shelter - atop Takapari Road in the Ruahine Forest Park - Husky rider is 'Jon' from New York - passing through on his way to South America.

Hawkes Bay were mounted on an eclectic mix of machines including a Honda Dominator, KTM690, DR650 and Howie from Wellington on his trusty KLR. We even had a dual sport riding pal from Kiwibiker take a look see at us aboard his SV1000. Even decent enough to ride ahead of us and open the first gate as you ascend Takapari Road.

The ride up the Pohangina Valley is always beautiful and this day was no exception. However as we got up into the Ruahines we encountered low cloud up on the tops which meant we didn't get the hoped for splendid views of the Southern Hawkes Bay and Manawatu.

All had a lot of fun - great camaraderie and varying degrees of challenge. Myself - I was reminded of the importance of maintaining momentum when on several instances - having lost momentum the big GS buried the rear wheel in deep large rocky terrain.

For me - making it to the A Frame Shelter and back down again without dropping my bike was satisfying. Some including Wellington Register members Selwyn M and Paul D took their 1150 and 800 GSe on beyond the A Frame where the terrain became even more challenging.



Above: Wellington Register member Paul D on his F800GS

Below - Bart (of Kiwibiker and Adventure Rider communities) receives assistance in making adjustments to his DR having run wide on a steep gravel downhill - he was doing a good turn - attempting to get well ahead in order to take photos.

In centre shot are register members John C - Rangiteiki and Selwyn M of Wellington. Like me John C is a SuperGold card holder and he made the ascent look easy aboard this Strom running Distanzas.



The Dawn Chorus (Ngaheranga Campsite - Pureora Forest, Central North Island), Rag Rally - Taylor Memorial Lodge - Pohaka, Fisher's Track and 42nd Traverse - 4 - 6 April 2014

The first two of these events were Register rides - the RAG being an all time favourite of mine. The off road rides were organised by Register member Neil W of National Park - convener of a popular riding group called "Back Roads Riders".

Wellington member Selwyn M and I treated the Pureora Forest ride as a 'ride in' agreeing to make our own way via roads less travelled meeting up with Tibsy, Dave M (Convener of this event) and my fellow area coordinator from the Bay - 'Wutsy' at the campsite.

Selwyn and I had a leisurely ride up State Highway 2 from Bulls taking in some gravel from Fordell which saw us bypass Wanganui. The Whanganui river road was simply sublime - beautiful 'twisties', the river like glass, wonderful autumn colours - just have to watch out for on coming traffic as this road is narrow.

Late lunch was at the Angel Louise Cafe in Raetehi - great coffee and pleasant service.

We journeyed on the Taumaranui where provisions were purchased at the Supermarket and a coffee top up had at Maccas. We travelled to Pureroa Forest and our campsite via the little hamlet of Bennydale reaching the campsite within 15 minutes of our fellow campers who were just putting the finishing touches to erecting their tents - or in the case of 'Commando Tibsy' erecting their 'open plan' fly sheet for the night!

A pleasant evening was had - shooting the breeze and having a wine. The dawn chorus was not all Dave M had hoped for but the starlight night the amazing dawn - along with what birdsong there was - satisfied this camper.

Saturday morning saw us break camp - with Tibsy, Wutsy and Dave M travelling to the RAG through Bennydale and Taumarauni with Selwyn and I taking the Link Road which took us through the forest to the location of the Centre of the North Island.

For me this Link Road was among the highlights in terms of riding - lovely sweeping gravel!

Eventually, after a minor navigational error on my part - still to master my GPS - we made it to Turangi for coffee and more provisions before journeying on past the Chateau turn off to Taylor Memorial.

The RAG had its usual happy mellow vibe. Great to connect with regular attendees again and meet some folks I'd only know through their on line persona. Great to meet you Triumph racing 'TrustMe' of Adventure Rider community!

Sunday saw Selwyn and I break camp in a leisurely fashion and head North to National Park to rendezvous with other riders who'd arranged to ride the Fisher's Track and the 42nd Traverse. I'd done both these tracks previously - and whilst great - I find a large GS a handful so had elected to ride my DR650 for this trip. Certainly glad I did - especially for the 42nd Traverse which we did from Owhango to Kapoors Road - this way entails scaling a substantial rock face which several of us found challenging. Those among us who like Selwyn were on large machines - Africa Twins, VeeStrom (not a Wee) and a GS Adventure (Selwyn) have my huge respect!

Riding home from National Park down through the Parapararas we were to the most awesome early evening light and awesome colours.

A great weekend - and one I feel really fortunate to have been able to do - I'm sated till the next one.

Stephen Oatley.





Due Respect, 42nd Traverse.

Nelson

This overnighter was to be held a fortnight ago when the weather forecasters were threatening with the mother of all storms called Lusi that was going to have devastating effects in the west coast. But as it happened Lusi was only a loose term and it came to nothing.

So back to the ride report, we met at Three Brother Corner (which is actually a big roundabout just outside of Richmond) at nine o'clock. There were 11 riders, three with pillions. After a short brief we headed towards Murchison and picking up Peter from Marlborough at the Kawatiri Junction. One of the riders only came for a short ride as he had fundraising to do at the local fire station. The rest carried on our journey.

We had morning tea at Murchison and then off to Reefton for lunch via the Springs Junction.

The dust munchers head over the Maruia Saddle, a favourite scenic route.

The road from Springs Junction to Reefton would be one of the best roads for motorcycling.

Now a couple of interesting and noteworthy things happened at Reefton.

First one relates the same couple who were mentioned in my last month's report where one of the riders left his pillion behind and had to go back to find her.

Well, this time it was the same pillion that was spotted in the "men's" toilets. She has wondered in without looking at the signs. I think we should have a prize of some description for these types of events.

Second event that took place was that I met up with old friends of ours who were supposed to be living in Beijing. They have only recently returned to NZ and are living in Blenheim of all places. What a

big world we live in and yet so small when it comes to co-incidences.

After Reefton we headed towards Charleston via the Pike River mining disaster memorial. Very peaceful and serene location set by the riverside. If any of the readers are in this neck of the woods, make appoint of visiting this memorial.

We rode through the sleepy hollow of Taylorville and onto Punakaiki and



Cape Foulwind.

eventually to Charleston, our destination for the night.

We stayed at the camping grounds at Charleston, once all of us got there we had a small meeting to sort out dinner and decided to go for a pizza about 4 towards Westport. What an amazing set up in the middle of nowhere and fantastic pizzas. We were warned that they could handle only 4 pizzas at a time and we may have to wait for all of us to be served. But, all things considered we had no meetings to attend, no trains to catch, it was a warm night with no sand flies (a miracle on the coast), so we waited and it was worth it.

After the pizzas we headed back to the camp and sat in the kitchen and had a

few vinos/cups of tea, talked a lot about nothing, except someone brought up the matter about the president of the BMWOR is looking for a vice president from the South Island. All in unison mentioned that Nigel, our trusted photographer should put his hand up. To which Nigel replied quick as a flash that he could not even contemplate the position as just two days earlier he has turned to the faith of Mormons and could not be on any committee or be in the public eye. So, that was the end of that and soon after we all headed to bed.

Next morning was even more amazing as the sun was up, it was warm, no wind. Most of us had a light breakfast as we had planned to have breakfast at Cape Fowlwind Café. We got to the café a bit

early as they did not open till 10.30 am, but again the wait was worth it.

After we headed homewards via the Buller Gorge to Murchison and home to Nelson.

Each and every one thought that this was probably the best ride we've had. There were several reasons, nice roads, little traffic, no caravans or camper vans, unpredictability of the west coast and its people, company of the fellow riders and so on and on and on.

If you haven't travelled these roads do so soon.

Revti

(Below: Reefton, best bakery on the Coast.)



Canterbury

We took a Multistrada along (with tow rope) just in case the Beemers didn't quite make it through Kaiwara Valley.



"HOT AUGUST NIGHT"
9TH- 10TH AUGUST 2014
Yes, its back and you don't want to miss out.
This is the Super Moon (lunar perigee) so we're planning on good riding weather.
Happy hour, dinner and entertainment provided

OMOKOROA KIWI HOLIDAY PARK
(and Hot Pools)

Book your accommodation Ph 0508 438 468
www.omokoroa.co.nz

More info on registration details to come, but you can register your interest by emailing us at bayofpleaty@bmwor.org.nz.

Alistair, Lex, Warren, Jeff, Lesley and Peter on route.



One of the very rare occasions Canterbury club members have been seen more than 200 meters away from their bikes.



otago southland

The last two organized rides of the season down here in Otago/Southland have involved decent weather and better lunches. At the end of March a group assembled on a balmy seaside day at Kaka point, as evidenced by the photo below. Note cunning use of unsuspecting Suzuki to quarantine nicely polished BMWs from area rep's unwashed example (there's a rumour starting that I own a yellow GS, but I'm pretty sure the rego papers say otherwise). Two weeks later the sun again shone for our autumn colours ride to Lawrence (but the chilly wind meant I was inside drinking coffee when the editor would have preferred me to be outside taking a photograph).

The secret of gambling with the weather is to know when to quit. The house always wins in the end, winter approaches, and we've had a good run. On that basis, organised rides down here are on

hold until spring. Keep an eye on email for possible "looks good for tomorrow, I'm heading to xxx" suggestions, but no promises as they'll rely on my opportunity coinciding with favorable conditions. Except of course the Brass Monkey. The

Granny's Advice

Yes, our grandmothers still had genuine knowledge of staying naturally healthy!
My Granny lectured me about her practical knowledge, "For better digestion, I drink beer. For loss of appetite, I drink white wine. With low blood pressure I drink red wine. With high blood pressure I drink cognac. Whenever I have a cold I drink vodka."
"Crikey, Granny," I asked, "When do you drink water?"
She replied, "I ain't never BEEN that sick!"

date is set, adversity is part of the appeal. maybe see you there.

Cheers,
Andy Hutcheon



New Waikato Dealership

Boyd Motorcycles, in Te Rapa, Hamilton, have been appointed as BMW Motorcycle Dealers, servicing the Waikato Area.

They are still in the process of getting sales stock into their store, training staff, and getting all the necessary BMW Diagnostic Tools, but you could be fairly certain that if you walked into the shop tomorrow, and wanted to buy a new bike, they would quick smart do something to make that happen for you.

Watch these pages next month for more information.

2014 EUROPEAN TOUR DATES

Great Kiwi Alps Tour 2014
Germany, Austria, Slovenia, Italy, Switzerland.
Arrive 13th June 2014 - Depart 29th June 2014
16 nights, 15 riding days.

French - Swiss Alps Tour 2014
Arrives 5th July 2014 - Depart 21st July 2014 or 8th - 18th July
Includes: Germany, Switzerland and France
16 nights, 15 riding days or 10 nights, 9 riding days

"USA - 2014 Seattle/Sturgis Return (Deluxe) Harley MC Tour"
Arrive 30 July 2014 - Depart 28th August 2014
18 States: Washington, Idaho, Montana, Wyoming, South Dakota, Utah, Arizona, Nevada, California, Oregon.
28 Nights, 28 Riding Days

Email: graham@bekersmct.com

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 pauleddlington@xtra.co.nz or hard copies of photos can be sent to:
Paul Edlington
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.

Prelude to; and the RAG

Words/Picture: Dave Morris

The prelude is a story of many twists and turns.

'Way back, maybe a year, and as a result of lending Bruce & Virginia a couple of books on Identification of Australian birds and also Pacific Islands birds, I asked the question, "Have you heard the dawn chorus?"

"No." was the reply.

"You've got to do it sometime." I said. From there we discussed and talked about a date. Finally, I said what about the Friday before RAG Rally? Settled. It did seem a while before that date came around, but eventually it did. Juxtaposed, our area co-ordinator at a meeting encouraged us [members] to get out and participate and suggest ride ideas, so I opened the ride to others.

After some phone conversations and to-ing and fro-ing of e-mails with members, and Area Co-Ord. had posted the event on the web site, we had a number. But then, on the eleventh hour, (well, perhaps 10.30pm) Bruce rung me and said he had pulled a ham string. But he would see how he was on the Thursday night and let me know. He did. "Can't do it, sorry."

Well, I went on my way - solo, and Stephen and Selwyn did all the gravel roads they could find, and Pres Peter joined John at Napier, eventually to meet me in Taupo at the Aircraft and the Golden Arches. What easier land mark could you use? (Yes, no: It did work!)

BMWOR RALLY AND AGM 2015

Update #3

Wanganui is to hold the 2015 Rally and AGM on 23 24 25 January 2015 based at the Whanganui River Top Ten Holiday Park, 460 Somme Parade.



You need to ring Ben on 06 343 8402 or 0800 272 664 and mention BMWOR Rally at the Whanganui River Top Ten Holiday Park, Wanganui.

Feedback from the Six Day Tour group

- > good venue
- > if you book a cabin check out the need to bring or hire bed linen
- > the trikes look like good fun
- > the room rate is seasonal

Registration form should be in next newsletter



The planning group is working on an exciting programme for you
Barry Hawthorn, Chef de Mission

Peter suggested lunch at the Mangakino Hui Hut cafe. (I didn't know either, thanks Google, looks interesting. Ed.) So, last minute purchases and fuel top up at Taupo and we mosie on to Mangakino. The café was a good one; reason enough to visit the town, and divine service by the lovely Jade. Then onto the road (SH 31) and down to Pureora Forest Park and the Ngaherenga camp site. There are camping bays, toilet and fresh water tap and BBQ and tables only at this location. More than enough for our one night stop. In true 'OR fashion, we pitch our tents where we choose, and throw the boy scout/military tidiness on the camp fire. - Five riders, 5 bikes and a quintet of tents. After we were settled in, we enjoyed our company over some wine. This was the eve of the daylight saving. The evening

sky was a star spotter's delight with a cloudless canopy, and a waxing crescent moon. We seemed so insignificant in this universe.

For me, the chorus was disappointing compared to my first visit. However, the others enjoyed it, so that made it worthwhile.

Morning sees heavy dew and some low lying fog. But after a leisurely pitch & pack-up the fog had lifted and Peter lead the way down to Taumarau. After Benneydale, he turned left and took us through the settlements of Waimiha and Ongarue. Make the effort to do that detour, sometime. It's a sealed road.

Breakfast at Jasmines Cafe & Thai Restaurant in the main street of Taumarau and refuel. It was then we saw a huge group of non patched HD's

(maybe 20 +) and another group of V-Stroms numbering some 10 in number. Both quite a sight.

Raurimu, National Park, Erua, Makatote viaduct; towns and villages go flying by. Flying by, flying by. Com'on bike, get the lead out. (Oops, sorry, Bit of Elvis there – get a grip!)

We make Pokaka in good time. But Wanganui Paul is still there before us! (Me-thinks he sleeps the night in Raetahi – some 20 k's south of Pokaka.)

Rag Rally was up to the standard of conviviality we have come to expect. Good food, good wine (beer) and great company. Some still elect to camp it: just 3 tents this year! Yes numbers decrease with the passing years; reminds me of RSA membership!

Our beautiful weather has continued too. (In fact it does until everybody is safe at home.)

After the meal, the round of thanks to Chef Cliff and the people who help in the food preparation is announced, and I repeat it here to put it on record. The Trust who own the lodge expect the hirers to clean up and leave it the way it was found, and I am sure we do do that.

Long live the RAG Rally.

Albeit, perhaps in a different place. This may have been our last Taylor Memorial booking as the place is on the market. Who knows what new owners might do with groups that book. We will know – one way or another – when next year's RAG will be advertised in our newsletter.

Photo Description: Left to right: Dave, John, Stephen, Selwyn and Peter. Raised glasses for a great evening and dawn.



Wellington adventure riders - 14 February 2014 -

BMWOR Impromptu ride through Hinakura to the Gladstone and on to Northcroft and Dorsets roads Sunday 14 February 2014. the 'Gladstone' is a popular spot with bikers - seen here (above) Tibsy, Richard Harvey and Howie - 'shooting the breeze', (and below) Richard Harvey up on Northcroft Road - a 'paper' road North of Masterton.



Huzadick?

Nobody seems to be in a hurry to serve their mates up (you are welcome to: editor@bmwor.org.nz) and as a side effect of this column, proof reading by contributors has improved out of sight.

But there is always one: Stephen Oatley thinks the eclectic group of bikes in the Pohangina Valley were real live wires, hence his malapropismic description of them as "electric".

Route 52

Words/Photo: Rob Gardner.

Last year Mike Hyde published his latest book 'Twisting Throttle New Zealand', A Kiwi's guide to the top 50 motorcycle rides in the land of the long white cloud". Mike, who lives in Christchurch, is well known for his previous rather amusing Twisting Throttle books on long distance riding around Australia and America. In the New Zealand book quite a number of his top rides are within a day's trip of the Rangitikei region so we organized our 9 March outing to see if we agreed with his review of Chapter 20 'Route 52'.

Route 52 itself is 200km of very scenic and winding hill country roads that stretches from Waipukurau down the east coast to Masterton. 12 of us on 10 bikes left Palmerston North at 9.00am each armed with a copy of Chapter 20. Interestingly a show of hands during the pre-ride brief didn't reveal anyone who had done the whole of Route 52 in one day although most had done at least sections of it. As riding the full road is a reasonable effort in itself we took the direct route up to Waipukurau via Highway 2 rather than using the meandering back roads to get there. It was a great start to the day with not a cloud in the sky and not even any traffic to hold us up going through the Manawatu Gorge.

Waipukurau was a quick fuel stop before starting on the sweeping 50km of bends across to Porangahau. This was our morning tea stop at the very nice historic pub there. New Zealand's longest place name is just down the road so we got Fiona, the Maori publican who grew up in the area, to give us the proper pronunciation and meaning of Taumatawhakatangihangakoauauotamat eapokaiwhenuakitanatahu. 'Taumata' (as shortened by the locals) means "The hilltop where Tamatea with big knees, conqueror of mountains, eater of land, traveller over land and sea, played his nose-flute to his beloved". You'll also be happy to know the word beats Australia's poor effort of Mamungkukumpurangkuntjunya by a whole 31 letters and translates better than theirs which simply means "Where the devil urinates".

After coffee we took the 5 minute detour across to the local East Coast beach which was looking almost like a holiday resort on the sunny day that it was. We had a short stop there for a couple of photos of the beach then back-tracked to Porangahau and on to Taumatawhakatangihangakoauauotamat eapokaiwhenuakitanatahu for the obligatory bikes-in-front-of-big-things photo opportunity.

From there the road starts to tighten up and it's non stop cornering for about

60km down to Pongaroa for our lunch stop. This section of road has suffered significantly from the 20 Jan Eketahuna earthquake. There were quite few sections of road works and a few 'surprises' at the slumped sections. Fortunately most of these had been marked with white paint. The road doesn't get a lot of traffic so the odd stray sheep and oncoming car cutting the corners was all par for the course.

According to Twisting Throttle at Pongaroa we are required to a) sample the banana thickshakes at the tearooms, b) pop a wheelie for any excited local kids and c) pay homage at the memorial stone to local lad and Nobel Prize-winning physicist Maurice Wilkins. We achieved one out of three as the tearooms were closed so no banana milkshakes and being a Sunday there weren't a whole lot of school kids around. The memorial to Wilkins was interesting and resembled something between three stacked donuts and a DNA molecule!

After a very nice pub lunch the group divided in two with Barry, Roger, Peter & Ann, Lance and Barry & Barbara taking the direct route back to Pahiatua while Robert, Mark1, Mark2, Shane and Rob G continued along the remaining bends of Route 52 down to Masterton. The shortcut road from Pongaroa out to Pahiatua is very scenic in itself and the bends going that way open out to create



some great sweeping curves which allow for the gas to be turned up a bit.

Those of us who continued on down to Masterton had 100km of reasonably tight bends but a good road surface with not too much remaining earthquake damage. The further south we got the faster the road became with the scenery changing between hill country grazing and pretty river gullies. By the time we got to Masterton the Ducati and the Suzuki 650 were getting way low on juice so the group stuck pretty close together just in case one of us had to run a mercy mission to the Masterton petrol station and back.

So I think we all agreed that Chapter 20 of Twisting Throttle does meet the criteria of being one of this country's top 50 rides. With the added distance of completing a loop from Palmerston North (or Wanganui for some on the day) it made a great day's outing.



BMWOR Rally organiser Barry on his new BMW - Barry's Motorcycle Which-is-a-V-Strom. (Another person gone over to the dark side.)

welcome

A warm welcome to our new members this month.

Siegfried Herbst and Maike von Binding

Mark and Mary Small

Alan and Michelle (Mich) le Maitre

Roger Allen

Ian McCartney

Nick Gisborne

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.

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FLY spots

Have you recorded FLY spots from your annual rally or other trip? It's a good start to accumulating points between 1 Dec 2013 - 30 Nov 2014.

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

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

- 200 extra points if the event is for charity

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

There's a fabulous trophy donated many moons ago by Finn, Lorraine, Lars and

Yvette (hence the FLY) Neilsen for the member scoring the most points during the year. There is a more recent trophy just for our female riders (the Lady FLY).

Trophies are presented (if anyone is so deserving) at the Annual Rally each year.

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

Motorcycle Marshalls Required

Later this year, in various parts of the South Island, BikeNZ will be running the 'Benchmark Homes Elite Series' of cycle races. BikeNZ have been so impressed with the skill and professionalism displayed by our members and friends in undertaking motorcycle marshalling duties for the past three NZ Cycle Classic Tours held in the Manawatu that they have now asked if any BMWOR members would be interested in being involved in this SI series.

A list of the dates and locations follows:

10th May (Saturday) Hanmer to Kaikoura

16th August (Saturday) TBC - Ashburton/ Nelson

13th September (Saturday) TBC - Nelson/ Ashburton

4th October (Saturday) Farington Sub Divison - Rolleston

This is a great opportunity to showcase the Register and at the same time being involved with high profile sporting event/s. You will be asked to maintain a rolling road closure ahead of the race, working in conjunction with race officials and possibly the Police. At times you may be required to negotiate through the race peleton and support vehicles.

This is a fantastic and fun way to develop and enhance your riding skills, just ask any of the marshalls that took part in the NZ Cycle Classic.

You will not be required to carry cameramen or pillion (unless you volunteer that is!).

If you are interested or want to know more about what is required please contact:

Paul Dahl - pdahl@xtra.co.nz; 027-5551292; 03-3289952.

Robin Wood - robin-joy@clear.net.nz; 021-724859; 06-3550911.

TT2000 - Words and pictures: Rob Gardner

Last year I was asked if I would be Rally Master for the 2014 North Island start of the TT 2000 rally. This event is a 48-hour, 2,000 kilometre challenge for riders to do a reasonable distance in the saddle over a weekend within strictly enforced safety guidelines. The event started in 2009 and until this year was held entirely in the South Island. In 2014 to add another dimension to the ride it had concurrent starts in both Woodbourne for South Islanders and Bunnythorpe for the North Island contingent.

At exactly 6:00pm on Friday 21 Feb the guns went off and participants had until 6:00pm on the Sunday to ride 2,000km and collect 35,000 points from their choice of designated checkpoints spread across the lower North Island and upper South Island. Riders obtained the required points by photographing their bike and the years' issued T-shirt in front of the checkpoints that they had previously chosen. This year in the North Island there were 30 checkpoints totalling 30,000 points and 60 checkpoints worth 60,000 points spread across the top of the South Island. Checkpoints had values of between 400 and 5,000 points allocated to them with those that were harder to get to or at the end of long no-exit roads being awarded more points.

On the safety side, riding 2,000km in 48 hours is challenging but not dangerous and the event does not give any advantage to riders who travel further than this nor gather more than the 35,000 points. Also to prevent it becoming a race there is no advantage in getting to the finish line in Christchurch

before 6:00pm on the Sunday. Basically the event is a 'finish-and-got-the-certificate-to-prove-it' or 'DNF' with no hierarchy of placing's that might put pressure on the more competitive riders to push the boundaries. Although the aim is to complete the event in 48 hours, as a result of police recommendation, riders can invoke a 4-hour 'buffer' and still be considered a finisher in the event of punctures and other misfortunes along the way. In the weeks leading up to the event I met with the Palmerston North Police to let them know of the event that was coming up in their region and what it was all about as well as going through the safety procedures we had in place. They were very supportive and sent a young constable to join us at the start to chat and show some solidarity.

Part of the attraction of the event is in the individual planning required by riders leading up to it. Most strategized to come up with a route that most efficiently achieves their 2,000km plus 35,000 points and takes them to parts of the country they may otherwise not have an excuse to visit. Those on road bikes could stay entirely on the seal whereas those who don't mind a bit of gravel could go to the higher scoring checkpoints in places like Mount White in the central SI.

I didn't compete in the event itself after starting the Bunnythorpe riders but opted to ride down to Christchurch for the finish where I 'crewed' the computer and download photos as the participants came in. We had over 40 riders starting at Bunnythorpe and 60 taking off at the same time from Woodbourne. The

atmosphere and joviality was really great with quite few who had done all of the TT 2000's to date and even a group who had come across from Australia for it.

As I wasn't a participant and didn't need to be collecting checkpoints on the Friday evening, I rode down to Wellington on the Saturday morning and caught the early morning ferry across. On the crossing I met up with a number of competitors who had been spending varying chunks of the previous night visiting checkpoints around the lower North Island. Through Saturday and Sunday I did a leisurely ride to Christchurch via the most scenic route. I chose to go across to Nelson then the Buller Gorge, Greymouth (night stop), Arthurs Pass and around Banks Peninsula including Akaroa. At the various stops along the way I met up with a number of TT2000 participants. They were easy to spot as they generally had the event T-shirt strapped to their bike in an easily photographed position whilst consulting various electronic and paper-based maps with confused expressions on their faces.

I got into Christchurch on the Sunday afternoon with plenty of time to meet the rest of the crew and set up behind the computer before the first of the riders started to come in.

As the evening progressed and riders turned up, plenty of tales were told of remote checkpoints visited and challenges overcome along the way. The consensus was that this was the toughest TT2000 to date with some pretty gnarly checkpoints for those who wanted to stretch themselves. It wasn't helped by a severe hail storm and mini tornado which took the roof off a house in Ashburton house right on finishing time. There were a few who took shelter or for other reasons invoked the four-hour buffer to come in by 10:00pm. There were also a few DNF's for various reasons but nothing too major.

On the Monday, Mike Hyde the event organiser and I rode up to Kaikoura via Culverden and the inland route. From there we parted company and I headed up to Picton where I caught up with a number of other returning riders on the ferry. From there it was back to Palmerston North via the Rimutaka's with quite a few extra kilometres on the clock.

I'd certainly recommend the 2015 event to those iron-butt riders amongst us who like a bit of a challenge in a controlled setting. 2014 was undoubtedly a hard one but Mike promises to make next year a bit easier and a real long distance tourer's dream.



The Editor hasn't been for a ride round the Coromandel Loop this year, something to do with having moved to the wop-wops in Northland, but apparently there is progress there on the project mentioned in NZTA's Q & A below. Comments or photos for future issues would be gratefully received.

Democracy in Action: Your Tax Dollar at Work.

Safer Journeys for Motorcycling on New Zealand Roads

Questions and answers

What is the purpose of Safer Journeys for Motorcycling on New Zealand Roads?

Safer Journeys for Motorcycling on New Zealand Roads is a guide which has been developed to provide road controlling authorities, practitioners and policy makers with best practice advice to help identify, target and address key road safety issues on high-risk motorcycle routes. It includes a range of countermeasures to assist road designers and engineers in developing appropriate best practice treatments to address road sections that are high-risk for motorcyclists.

What prompted the development of the guide?

The guide came about because of the significant safety risks associated with motorcycling and the disproportionate number of fatal and serious injury crashes involving motorcycles.

The NZTA and the Road Controlling Authority Forum (RCA Forum) jointly developed the guide to improve road safety for motorcyclists.

The guide is a response to the government's Safer Journeys road safety strategy, which identifies motorcycling safety as an area of high concern. The guide is one of many motorcycling safety initiatives being carried out by the NZTA.

What is a 'high-risk' motorcycle route?

A 'high-risk route' is a road, or section of road, that contains a disproportionate number of motorcycle crashes. In other words, they are areas of roads with a cluster of motorcycle crashes. The guide includes a methodology for identifying high-risk motorcycling routes and a list of the routes in New Zealand that represent the highest risk.

How does this guide relate to the Safe System approach?

The Safe System represents a shift from the traditional approach to road safety in that it acknowledges that people make and always will make mistakes in their use of the roads, and that the human body has a limited ability to withstand crash forces.

Given that mistakes are inevitable, the

road system should protect people from death and serious injury by focusing on the following areas:

- Safe roads and roadsides
- Safe speeds
- Safe vehicles
- Safe road use.

The guide primarily focuses on safe roads and roadsides, but recognises that this is only one of the four elements of the Safe System approach, and that it is also critical to address safe speeds, safe vehicles and safe road use in order to improve safety for motorcyclists. The guide outlines the issues associated with each of these elements and identifies possible treatments to address them.

What has informed the development of the guide?

The guide has been informed by:

- Engagement with key stakeholders and sector partners such as motorcycle user groups, MOTO NZ, local and district councils, road controlling authorities, and ACC.
- Consultation with international experts, including representatives from Victoria, Australia, who have developed and implemented a similar safety project.
- Results of pilot projects, including the rural initiative in the Thames-Coromandel region.
- A literature review of best practices from around the world.

Who contributed to the guide?

The guide went through a draft consultation stage, which involved engagement with the public and input from motorcycle user groups, Motorcycle Safety Advisory Council (MSAC), road controlling authorities, and the Accident Compensation Corporation (ACC). All stakeholder groups actively engaged in the development of the guide.

How does the guide benefit local authorities?

The guide focuses on road maintenance and construction practices that have the potential to improve the safety of motorcycling routes. The guide also provides local authorities with:

- details of a Safe System approach for motorcycling, including safe roads and roadsides, safe speeds, safe road use and safe vehicles
- information about key crash issues for motorcyclists
- tools to help identify and analyse high-risk motorcycle routes and motorcycling safety issues
- a range of countermeasures for key crash types occurring in rural and urban environments, to help develop best-value remedial treatments
- guidance for developing, prioritising and funding road safety infrastructure and speed management programmes

- reference to further tools and resources to evaluate implemented countermeasures

- national consistency regarding the identification of motorcycle routes and the application of proven countermeasures.

Do you plan to make changes to the guide over time?

Yes. The guide is a living document which will be revised over time to ensure the information remains accurate and up-to-date. For example, once a methodology for identifying high-risk urban motorcycling routes and safety treatments in an urban environment is developed, it will be added to the guide.

Can I provide further feedback on the guide?

Yes. Because the guide is a living document, we encourage ongoing feedback on the guide content - email us at motorcycle@nzta.govt.nz with your views, comments or suggestions.

The complete Guide to Safer Journeys For Motorcycling on New Zealand Roads can be downloaded here:

<http://nzta.govt.nz/resources/safer-journeys-motorcyclists/index.html>

There is further discussion of the Coromandel Project on MotoNZ:

<http://www.motonz.org.nz/projects/>

and on the ACC's Ride Forever site:

<http://www.rideforever.co.nz/how-to/ride-legally-and-responsibly/southern-coromandel-loop/>

And also highlights from a speech Peter McIntosh (Former long serving National President of Ulysses, Deputy Chairman of the Motorcycle Safety Advisory Council) gave during Bikeweek 2014 at Bannockburn, in February. "The Motorcycle Safety Advisory Council And Your Levy":

<http://www.motonz.org.nz/news/bikeweel-presentation/>

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BMW plant Berlin manufactures 500,000th BMW GS motorcycle with boxer engine. Thursday, March 20, 2014 Munich/Berlin. Today the 500,000th BMW motorcycle of the flat-twin-engined GS model series came off the production line - a R 1200 GS. Since 1969 motorcycles have been manufactured for the world market in Berlin-Spandau and since 1980 the BMW Motorrad GS models with boxer engine, too. Motorcycles which inspire the urge for adventure travel and even to go on expeditions to the remotest corners of the earth.

In the autumn of 1980, BMW Motorrad presented the R 80 G/S, a machine which combined the qualities for two very special fields of use: Offroad and street. What began with 798 cc of displacement and 50 bhp of output has developed into a fascinating high-tech travel enduro in the shape of the R 1200 GS with 125 bhp and 1170 cc over a period of three decades. Furthermore state-of-the-art suspension technology and electronic regulation systems such as ABS, traction control or semi-active suspension have been added. This ongoing and above all consistent development of the boxer-engined BMW GS models is a major reason for their status as top-selling travel enduros worldwide.

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Marc Sielemann, Head of the BMW Motorrad Berlin Plant: "As a plant it is a privilege for us to continue building on the successful history of the legendary flat-twin GS. With the precision-cooled drive unit, a new evolutionary stage was reached last year. Manufacturing half a million units underlines the fact that the boxer GS represents a cornerstone of our motorcycle production more than ever before."



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about \$800+ worth of accessories including large windscreen, handlebar risers, adjustable footpegs, handguards, and "tip-over protectors". It also has a new battery and on-road costs are paid till early April.

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Ph Richard Kuysten 021 993 708 richard.kuysten@hotmail.com (3)

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To secure a place on this tour a deposit of \$2,500 is required, with the balance payable 28 days before we fly. Our tour does not include your Visa (payable on arrival 45.00 USD), personal travel insurance or alcohol.

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Should you like a shorter tour e.g. 7-10 days then that can also be arranged. We can arrange private tours for up to 20 riders, get your own group together and contact us for more information and tour suggestions. Jeep tours also available.

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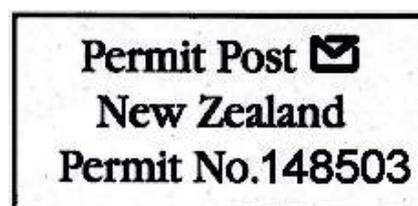
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