

newsletter

BMW Motorcycle Club
BMW Owners Register
of New Zealand



bmwor.org.nz

september 2016





www.starinsurance.co.nz

LEADERS ARE ATTRACTIVE. THAT'S WHY OTHERS FOLLOW THEM.

They say imitation is the best form of flattery. We're flattered because our competitors have copied our policies almost to the letter. And that's okay because we genuinely want the best for our competitor's customers too.

If we were doing the copying (we never would), we would bring something new to the table, to really shift things up a gear. But we already offer the best policies at the best prices. Which brings us to what our competitors can't imitate. Our originality. Our approach. Our flexibility. Our team. Our personality. And the way we handle customer service and claims. Not. Even. Close.

Riding with the leader means never having to follow the pack. Choose Star Insurance, the original specialist motorcycle insurance provider who knows and loves bikes as much as looking after the needs of their owners.

FREEPHONE: 0800 96 8000 EMAIL: admin@starinsurance.co.nz
TO FIND OUT MORE ABOUT OUR PRODUCTS GO TO: starinsurance.co.nz



Star Insurance
Motorcycle Insurance



bmwor.org.nz

Send editorial copy to:

The Editor
27 Omapere Road
Kaikohe 0405
editor@bmwor.org.nz

All other correspondence to:

The Secretary
BMWOR of NZ
P O Box 109-245
Newmarket
AUCKLAND 1149
NEW ZEALAND

PRESIDENT

Garry Williams
03 312 8204 or 027 242 7799
president@bmwor.org.nz

VICE PRESIDENT

Grant Aislabie
021 989 303 or 09 529 0229
vicepresident@bmwor.org.nz

SECRETARY

David Ross
04 461 7078 or 027 645 8236
secretary@bmwor.org.nz

TREASURER

Robin Wood
021 724 859.
treasurer@bmwor.org.nz

MEMBERSHIP SECRETARY

Folker Liebenow
06 874 8506
membership@bmwor.org.nz

MEMBER REPRESENTATIVE

Dale Grover
03 546 9771 or 027 297 1759
memberrep@bmwor.org.nz

BMWOR GEAR

Ian Sowden
regalia@bmwor.org.nz

ARCHIVIST

Paul Edlington
(09) 478 3903
pauledlington@xtra.co.nz

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

Crikey! It was certainly a shock to the system coming home to -7°C after a nearly a month of temperatures in the mid-thirties throughout Italy. Jo and I enjoyed our time away, including a couple of days with our good friend Justin who just happened to be in Chur, Switzerland before we headed south to Florence and the family wedding we'd travelled for.

We did, of course, make time for a tour of the Ducati factory and museum in Bologna on the way and we're well pleased we did. Ducati motorcycles are built on a moving assembly line with only a couple of pair of hands responsible for each bike, and we were guided through the whole process. Photography is strictly forbidden in the factory but we were lucky enough to time our visit with the "birthing" of a new 1299 Panigale S. It's some noise these things make indoors! As we left the production floor, we were afforded a glance through a window into a corridor filled with factory racing engines and a closed door that hides the secrets of Ducati racing success. I could almost sense the spirit of Fabio Taglioni with us!

The factory tour was interesting but the museum is fantastic! With a focus on Ducati's racing pedigree there are examples of every major Ducati race bike on show. Mike Hailwood's Isle of Mann NCR and Paul Smart's Imola 750 classic have pride of place, two of the most iconic motorcycles ever built! Then there are the superbikes; every World Championship winner's bike is represented including those ridden by Carl Fogerty, Troy Corser, Troy Bayliss, Raymond Roche, Doug Polen, Casey Stoner and Carlos Checa to name a few famous riders for Ducati.

A few hundred metres up the road from the factory is the Hostaria Dei 4 Gatti, a pub that is home to the region's Ducati Owners' Group and full of Ducati memorabilia donated by its members. These guys and girls are just as passionate about their marque as we are ours. Coincidentally, the spaghetti carbonara served was the best of the trip.

We had a fine time away, the wedding was gorgeous and it was great to take time out with family in such beautiful surroundings. I liked Switzerland and the northern part of Italy very much, especially the alpine passes between the two! It appears, based on what I saw on the road, that BMW has cornered the market with its 1200GS. They are everywhere!

I thought our first weekend home might be a quiet and restful one. Alas no, it was back on a plane to Auckland, but did include an opportunity to drop in on the Ride Forever Motorcycle Show. I arrived just after 11:00 am on Saturday and the car park at the ASB Showground was already full! I'd estimate 300 bikes parked up the driveway to the arena as well! The buzz inside was fantastic and there was an amazing range of classic and custom bikes and displays of the latest models from over a dozen new bike distributors, KTM being one of the largest.

This year it wasn't a case of who came to the show, but who was missing. There were 27 clubs representing all ages, marques, styles and interests including the BMWOR. Auckland Area Rep Stephen and friends did a superb job with the stand; it really stood out and appeared to me to capture and hold people's attention with ease. It was



Photo by Garry, Podium continues Page 5...

Cover Photo

GS (Peer Nielsen) and Africa Twin (Rob Gardner) en route to Tukino Skifield.
Story and more photos Page 15.



BMWOR 2016 Motorcycle Insurance Scheme

Aon has a new Policy Wording with a new Underwriter

In collaboration with NZI, Aon has a new improved policy wording for Motorcycles. This Prestige Motorcycle Policy gives you the best of the best in cover for all types of On-Road Motorcycles including 3 wheelers, Off-Road Motorcycles including Quad Bikes, Competition Motorcycles (not covered whilst racing), Motorcycle Collections and Classic/Vintage Motorcycles.

Some of the Benefits

New replacement Motorcycle if a total loss occurs within 12 months of the insured motorcycle being first registered as a new Motorcycle up to 20,000km – this increases to 24 months and 30,000km for BMWOR members.

Windscreen/shield, headlights or **tail lights** covered – Nil excess.

Roadside Assistance is provided on comprehensively covered motorcycles.

Automatic **Riding Apparel** cover – \$5,000 (indemnity value) any one claim per year.

Option to have **Replacement Riding Apparel** cover – \$5,000 (replacement value) any one claim per year. Premium for BMWOR members \$50 plus GST. (Normally \$75+GST).

Discounts Discounts Discounts

Age Discounts, Multiple Bike Discount (conditions apply), Loyalty Discounts, Trike Discounts, Named Rider Discounts and the Restricted Usage Discount – this is now based on riding less than 7,500km per year, per bike! (was 5,000km).

Lower Excesses

The standard policy excess is now \$250 (plus underage excesses applying), \$500 theft excess and on approved track days a \$750 excess only will apply.

Ride Forever

If you complete a Ride Forever training course, provide us with your certificate and we will apply a NIL excess for one claim within 12 months of completing this course.

Contact

Leonie, Annaliese or Jodie

0800 65 62 64

if you have any queries

AON
Empower Results*

fabulous to see Paul Edlington and Trevor Stafford enjoying their time manning the stand so much. Thanks guys!

A few other stands caught my eye. Eddie Brodie and the Adventure Riding NZ crew had a fine example of a BMW1200GSA on display alongside other (dirty) adventure orientated machines. The Classic Scrambles Club (Auckland) had some fine vintage motocross machinery out, and the Italian MCC display included a drop dead gorgeous Moto Morini.

As for a restful second weekend home, that's looking unlikely too. I'll have my HP2 Enduro on display with the high performance machines of fellow members Greg, Peter and Geoff at Avon City Motorrad on Saturday. Elliot has the BBQ organised, we have a couple of R Nine Ts sorted as demos and there will be plenty going on for those interested in seeing what BMWs and our club are all about as we celebrate "100 Years of BMW".

On Sunday, our first area ride in some time is heading to the Iron Ridge Quarry sculpture park in Amberley where Raymond Herber, an extremely creative metal sculptor, will be demonstrating his iron-forging techniques. I'm looking forward to getting out on a bike again, six weeks without riding is six weeks too long!

Registrations for the 2017 Annual Rally in Napier are flowing in. I'm told that if you want to be where the action is; make sure the accommodation you book is that available on site. Within the villas available, each person has their own furnished bedroom with shared cooking, bathroom and lounge facilities.

I'm still waiting for someone to show an interest in the Editor's role. Bruce will stand down as Editor at the end of the year regardless. If you think the Editor's role might suit you, give me a call.

Garry

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, pillioners, 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

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.

2017 National Rally Friday 27 to Sunday 29, January, Napier.

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.

Note – In addition to the events posted here Wellington also undertake 'Impromptu Rides'. These are offered via email to the membership with a couple of days notice when the weather looks like being favourable. **Contact Peter Nash wellington@bmwor.org.nz** if you are outside their Area but wish to be notified of these runs (handy for an excuse to put off mowing the lawn if they are coming your way.).

september

Date and details TBA Northland: Cape Reinga overnight, Ian will advise when the fine weather has been ordered.

Sunday 4 Auckland: Café meeting Fernielea Café 302 Coatesville – Riverhead Highway. Make your own way there for 10am, bound to be some more riding going on afterwards.

Sunday 11 Rangitikei: A ride around the mountain. Depending on weather conditions, Egmont or Ruapehu.

Monday 12 Auckland: Monthly meeting 7.30pm Vintage and Veteran clubrooms 39 Fairfax Ave Penrose.

Monday 12 Wellington: Club Night - Petone Working men's Club from 6pm (unless otherwise advised)

Monday 12 Canterbury: Club Night - 6.30 pm, second Monday each month - Styx and Stone, Northwood Super Centre, Belfast

Sunday 18 Auckland: Monthly ride, meet BP Service Centre Southern Motorway 9.00am for 9.30 departure, destination Okoroire.

Sunday 18th Bay of Plenty: Spring ride to Tairua. Meet at BP Connect (The Lakes) Tauriko for 9.30am departure. Ride leader: Mike Long Ph: 027 4989 739

Saturday/Sunday 17/18 Wellington: Overnight ride over Gentle Annie (Napier Taihape Road) Lunch in Waipukurau, Saturday and Sunday, Ashhurst – Fusion Cafe.

Wednesday 21 Auckland: Mid-week meandering. Meet Cyclespot BMW Barries Point Rd 10am.

Tuesday 27 Rangitikei: Dinner at 7.00 pm Wanganui - venue to be confirmed

october

Sunday 02 Auckland: Café run destination TBA arrive 10am

Sunday 9th Bay of Plenty: Kawhia Caper. Meet at BP BP Connect (The Lakes) Tauriko for 9.00am departure. Ride leader: John Rutherford Ph: 027 446 5508

Monday 10 Auckland: Oct Monthly meeting Vintage and Veteran Clubrooms 7.30pm.

Monday 10 Wellington: Club Night - Petone Working men's Club from 6pm (unless otherwise advised)

Sunday 16 Wellington: Tinui Pub – for Lunch

Sunday 16 Auckland: Monthly Ride Bennydale loop. Meet BP Service Centre Sth Mway 9.00am for 9.30 departure. This is big run so best you get out there and practice. Do BOP, Waikato, and the Naki want to join up on the road somewhere?

Wednesday 19 Auckland: Midweek meandering. Meet Cyclespot BMW 10.00 am.

Friday 28 - Sunday 30 Bay of Plenty: 'Tour the Taranaki.' A three day weekend (leaving Fri am & back Sunday pm) exploring the sights around New Plymouth and the 'Naki. Tour guide: Doug Kerr Ph: 021 244 5120. Reserve these dates! More info on routes, overnight accommodation, departure times, etc coming. **Expressions of interest please email:** dougkerr0311@gmail.com, as soon as possible, so we can arrange a suitable accommodation venue.

(If Page 5 looked really crowded to you, blame a certain Area Rep, who will remain nameless, but comes from Northland, who wanted a preliminary of his planned overnighter put in after deadline, after the newsletter was finished.)

area reports bay of plenty

The last ride of the month, and the only one that I am qualified to report on was not a "Register ride" as such, but might as well have been, given the number of BMW riders/club members riding.

Mount Motorcycles are famous for their "Shop Rides" and this was another example.

Great Organisation, as is usual, by Darryl, at Mount M/Cycles, and Pete Rodgers who spend a lot of time searching for fun rides for us all.

Riders had already been Emailed ride instructions, and with accurate route details to fit to their Route Finders to allow them to set their own pace for the trip, and to try to stop them from getting lost. We left Tauranga for Putaruru early, where we were joined by riders from Tokoroa and beyond.

Our ride was to take us toward Kawhia and then down and across the gravel roads to Awakino, Kiwi Road (Track?) and on to New Plymouth for the night.

Thank goodness for all the rain the previous week!... the gravel was packed down, well tracked, and with few major

surprises. No sign of a grader all day, there was little stock on the road, and the weather warmed up as the day progressed. All in all, a really enjoyable gravel ride, in great company.

The roller Route Finder is proving to be a boon on rides, allowing faster or more confident riders to bugger off ahead, and not keep having to wait for those who wish to live a little longer or have a look around.

Falls by new or less confident riders seem less frequent than before as any perceived need to catch up can be rationalised/removed.

However, the ride was not without interesting episodes. Sometimes one has to ask ones self;

"Why? would that guy be riding down the water table when there is a very good road right next to it?"

"Why? is that guy carrying that bobby calf down the road? He must know it won't go into his top box."

"Where's Mike?"

"Who? Were the Three riders Failed lesson 101-Taranaki Tunnel Riding, which is- Don't Stop In Tunnel, (because your feet won't reach the bottom of the mud and you will fall off)"

The day finished off with good accommodation in New Plymouth, a get-together for a meal at the Lone Star to tell lies, watch footy and enjoy refreshments courtesy of BMW New Zealand.

Sunday's ride home was 'As you like it' with some leaving early and getting very wet, and others lingering over breakfast and not getting so.

Some scary incidents on the way home involving other vehicles will be covered in another report.

Again, thanks to those involved in the organisation of a great weekend

**Melvyn Hollands
nelson**

Our destination today was to go for scones and tea at Tophouse, an historic inn (built in 1887) on the way to Nelson lakes.

I had arranged with Peter Brandon (Marlborough Rep) for him and Sacha to ride up the Wairau Valley to meet us there, he ended up with 6 people and I had 10 riders at the Nelson meeting point, a great turnout considering the forecast was for heavy frost. We decided at the last minute to ride out to Kawatiri Junction and go to Tophouse through the back of St Arnaud, the road was in good condition apart from some heavy grit after turning off at Kawatiri. We had a really pleasant ride up the valley under clear-ish blue skies with no frost.

Peter and Co were already waiting by the time we got there, but that was probably a good thing as the lady running the tearoom had not got my updated message that 15 people were about to drop in on her, (she was expecting about 6) consequently she was a bit frazzled, she was on her own as her husband has gone out with his 4wd. He might get a talking to tonight, more so because he was the one I gave the message to: oops!!

We had a good time though and when people did get their food they said it was very nice. After a while some of us decided to eat elsewhere and split up to





go our differing ways for food. Kevin suggested the bakery in Wakefield as it had nice pies, we had a very enjoyable ride back down 88 Valley, and yes, the pies were bloody good. After that we went back to his place and washed the bikes, thanks Kev for letting me use the R1150GS, (it's for sale BTW if anyone is looking for a nice one.)

On a side note I entered the mighty 1200 into a laidback x-country event a couple of weeks ago, I had an absolute ball in the mud and snow. What made it even more enjoyable was the looks on everyones faces when I parked up in the pit's, took

off the breakable bits, mirrors etc and lined up at the start area, priceless. For some strange reason I was the only person who had a road legal bike and who had ridden there, a pair of TKC80's might have been a better choice of tyres though, the K60 Scouts don't seem to like snow and mud.

Dale Grover

All photos by Dale.
You can pretty much bet he didn't show the last one to the new owner before the sale was settled, eh?

wellington

Ten riders gathered at the Caltex Rimutaka for the 10:30 departure over the 'Mountain' to link up with 2 more riders in Featherston, 9 on BMW's and 1 on a Ducati. Lead was Peter Nash and TEC was Dave Oldershaw. The saga of the Wellington membership 'Dave's' (Page 17) was continued on this ride with 5 of them attending.

The ride over the Rimutaka Hill was in moderate traffic all moving at a reasonable pace. There are a number of areas where this road does not get any sun during winter and as a consequence never dries out and on frosty mornings can be icy, hence the later departure time. It took about 40 minutes to reach Featherston and link up with Peter Tibbs and Ian Hawkens for the ride to Martinborough.

One of the positives about riding in the Wairarapa is the lack of traffic and this Sunday morning was no exception the ride through to Martinborough was uneventful apart from enjoying the warm sunny day. From Martinborough we rode down the Lake Ferry Road and at one point we were all passed by a 'Hoon' on an older Z1 Kawasaki. This is probably the only down side of riding on the deserted Wairarapa roads is the occasional retard either on a bike or a car that has to be avoided. This particular guy got to the Lake Ferry Pub maybe 3 minutes before our group did.

The Lake Ferry Pub is a popular destination on a Sunday and there were already 3 other bikes there when we arrived and a number of cars. The food is good Pub cafe style not cheap e.g. a beef sandwich with tomato and caramelised onion was \$10.50. We sat outside all around one large square table and the usual good natured banter flowed. Interesting listening to stories of overseas travel experiences, particularly where motorcycle travel was involved. New member Mark F and his wife Geri recounted riding through America including time spent in the Rockies in Colorado albeit a few years ago and latterly in Europe including a visit to the BMW factory. Hopefully in the future we can get them along to give a talk at one of our monthly social nights. One of our members whilst looking at the bikes parked at the pub, spotted a Triumph Bonneville harbouring \$400 worth of instant fines being unregistered and unwarranted.

After lunch the group split up with some opting for a ride out to Ngawi or 'Tractor Graveyard' due to the old tractors used to haul fishing boats in and out of the sea. The other group, including the writer, opted to return home via the Western Lake Road and then back over the 'Mountain' to Wellington. The only incident was 2 individuals on what looked and sounded like Harleys coming the

opposite way climbing the hill on the Upper Hutt side going almost fast enough to leave Earth orbit and obviously racing. The loss of idiots like these two could only cleanse the gene pool.

Interestingly the ambient air temperature at the bottom of the Mountain on the Wairarapa side was 14 degrees at the top 9.5 degrees and at the bottom on the Upper Hutt side 11.5 degrees. This was another excellent day's riding in great company.

Peter Nash northland

Sunday turned on the good stuff - sunshine, dry roads and a wee nip in the air as we made the Ride Forever Bike Show in Auckland our destination ride. Leaving Ruakaka we proceeded to collect riders enroute like the pied piper.

Good to see Snow Buckton turn up in his Tin Top with grandson along to check out the Show.

And what a Show: three huge halls full of bikes, new ones, old ones, custom ones, pipes, parts and leathers. The homemade section proved that one man's dream is another man's nightmare.

BMW had a magnificent stand thanks to the efforts of the Auckland Team led by Stephen Parkinson.

A successful result from the importer, dealer and BMWOR Club. Obviously a lot of work had gone in behind the scenes and the site had a lot of interest so hopefully some new members eventuate.

I'm sure there was something for everyone at the show, I particularly liked the Japanese Classic Clubs stand showing the Kwaka 900s and 750, Suzuki waterbus and a CBX1000.

The quality of the classic machines of all brands were a credit to their owners. The dealer stands were impressive and new bike buyers are spoilt for choice.

I hope this becomes a regular feature on the NZ Calendar.

It was pretty good outside, as well practically another show of punters bikes.

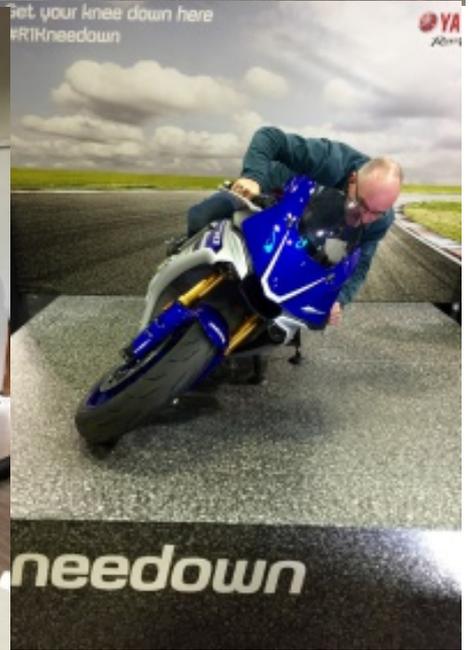
The food outlets were somewhat dismal with long queues and hardly any choice and we had the impression that the organisers were underprepared for the massive influx of cashed up leather, badges and manbags (it's an Auckland thing).

Our Northland crew headed back via Matakana Valley Road enjoying the 25kph corners and steep angles over the mountain. On through the backroads to Mangawhai and the iconic Pizza Barn for a debrief and McLeod's discoloured lemonade. 300km, an enjoyable day out for 6 riders and our BMWOR support vehicle.

Ian



Northland bikes parked up at venue. (Ian disowns the excellent little red AN125 on its wheelbarrow tyres - if he had to ride round Auckland City all day I bet he'd druther it than his Double Black GS. Ed.)



motomart
Wellington's
Premium Dealership

MOTOMART IS YOUR SOURCE FOR 100% GENUINE
BMW SERVICE AND ACCESSORIES.

NEW ZEALAND NUMBER ONE FOR
BMW PARTS AND ACCESSORIES SALES 2015.

Address:
7 Rutherford Street
Hutt Central
Lower Hutt

Phone:
04 589 5106

Web:
www.motomart.co.nz

BMW Motorrad
New Zealand

Motomart Ltd

The Ultimate Riding Machine

Sales new and used:
Todd A/Hrs: 027 447 7539
Andy A/Hrs: 021 445 787
John A/Hrs: 027 258 9812

Service Department:
Ian or Gareth: 04 589 5106

GENUINE SERVICE
GENUINE PARTS
GENUINE PEOPLE



Mudguard philosophy (above) and Darth left his helmet on this Yamaha (below) and photos on opposite page all by Ian.



rangitikei

On Sunday the 14 August I had planned a ride up the Pohangina valley. We met at the Fusion cafe in Ashhurst at 10.30 am for coffee before our departure.

Gathered for our ride were Robin and Joy Wood (1200GS,) Robert Joe (F800ST), Murray Pethrick (GS 1200), Graeme Flyger (RT1300), Neville Parker (F650 GS,) Peter Trutter (1200GS), Rob Gardner (Honda Africa Twin), Barry Pethrick (Yamaha Tenere), John Christie (Suzuki Vstrom 650), and Don Cross (RT1100).

The Pohangina valley is a great ride any

time but it is at its best in summer. There are numerous reserves with camping areas, walking tracks and swimming in the river. This section of the road is mentioned in Mike Hyde's book *Twisting Throttle* (chapter 21)

I particularly like the section where the road drops down into Totara Reserve and the native trees form a canopy overhead. At the highest point on the road near Umutoi, the foot hills were still covered in snow from the last weekend storm that caused many power outages between Taupo and Napier. On some of the shaded corners a degree of caution was required as grit had been laid because of



As it oughta was outside a pub - not a motorsickle in sight.



Dean Jamieson 20+ year's on the BMW products

- ✓ BMW Qualified Technician
- ✓ Diagnostics Equipment
- ✓ Reset Service Lights
- ✓ ABS/ Break Bleeds
- ✓ Accident Repair
- ✓ Spotless Service Centre
- ✓ Highly Recommended
- ✓ Competitive Pricing

We also do all Bicycle Servicing/Repairs and E-Bike sales

ice.

We had a regroup at Apiti and a ten minute break before heading on to Kimbolton for lunch. The pub meals are excellent value and \$10.00 got me a steak sandwich and chips.

We had finished our lunch by 1.00pm and were keen on some more riding. Peter Truter offered to lead an afternoon ride so it was off to Cheltenham and over to

Waituna West and then on to Halcombe. We joined State Highway 3 at Mt Stewart. I have been past the memorial on top of Mt Stewart many times but never stopped for a good look. We took the opportunity for a look over the Manawatu farm land by climbing to the viewing platform on top of the memorial.

Black clouds were on the horizon and heavy rain was not far away so we said our goodbyes.

My thanks to everyone who made an effort to come out for a ride in mid winter.

Don Cross



Well, Barry is good to go. If you want to get on with your day, ride with a guy on a Yamaha.

Cyclespot Group

61 Barrys Point Rd, Takapuna Ph: 09 486 1136



The Ultimate
Riding Machine

CYCLESPOW WOULD LIKE TO INTRODUCE THE NEW ADDITION TO THE BMW FAMILY

RELEASE LATE 2016 - PRICE TBC



G310R

LEARNER LEGAL // 6 SPEED // 4 STROKE DOHC
WATER COOLED // ELECTRONIC FUEL INJECTION

FERG - 021 1907733 HENRY - 0274 330650



Cyclespot Group

61 Barrys Point Rd, Takapuna Ph: 09 486 1136 Email: sales@cyclespotbmw.co.nz

auckland

The day of our July monthly ride dawned and things were looking pretty rough, despondent I turned away from the mirror and looked out the window. The weather was looking rubbish as well, rain and winds gusting 90kph. There was a part of me saying "screw this for a game of tin soldiers" but there was another part (the part which probably hadn't woken up yet) which was saying "let's go riding". So there we were 5 of us huddled in the shelter of the BP Service Centre looking out on a vacant carpark normally crowded with bikes and discussing our reasonable options going forward. Our collective wisdom amounted to "we should probably do the Coromandel loop clockwise so the winds don't blow us across the path of oncoming traffic". Satisfied with our clever thinking we set off, surprisingly the memorable aspects of our ride weren't dominated by scary cross winds but rather by two other things, (1) the number of cars which had fallen off the road not too long prior to our arrival and (2) the courtesy extended to us by every car on the road. A strange and challenging ride, I'm pleased we pushed through the barriers, carried on, and ended up experiencing a great day on the road. Richard as lead rider opted for discretion over valour throughout the ride and this no doubt served the dual purpose of limiting risk and maximising riding pleasure. As a follower rather than a leader on our rides I'm grateful that our lead rider team of Tony, Richard and Peter always make well calculated risk management calls.

Our monthly meeting focussed on logistics surrounding the BMWOR stand at the Ride Forever NZ Motorcycle Show. We set some pretty high standards for ourselves regarding the way in which we showcased BMWOR and, thanks to some hard yards by members, I'm proud of our delivery around those aims. Currently my diary contains 6 pages of contacts wanting to hook up with us, ride bikes about the place, experience our culture, and confirm that BMWOR is their home via membership. Beyond that primary aim, there was a focus on networking with those we share the motorcycle space with and discussing opportunities for synergy. Channels of communication and commitment of support around collective aims have been established with social awareness groups, rider safety/training groups, and online rider communities. It was a pleasure to meet members from other areas of the country while on the stand, there was even an overseas member, Garry somebody or other from Canterbury which, if I'm not wrong, is somewhere in England. He had a fair bit to say for himself but seemed a nice enough sort of a fellow, his knowledge of the New Zealand club was actually pretty good considering.

On another level, Europe Imports / BMW are clearly committed to ramping up integration of brand aims / model introduction / dealer requirements / and user groups. The rolling out of this holistic approach promises to create a bright near term future for all parties and deliver innovative opportunities to ride bikes about the place.

Till next time "Make life a ride".

Stephen

Before, during and during the show.





BMWOR 2017 National Rally Napier

Friday 27 to Sunday 29 January 2017

2017 rally venue, Eastern Institute of Technology, 501 Gloucester Street, Taradale, Napier

On site accommodation is in the student village, 470 Gloucester Street, adjacent to the Pettigrew Green Arena, and directly opposite the EIT.

Preparations for the rally are moving along nicely and we expect to use the student village green as rally HQ.

John Forster from Motorgear (a newsletter advertiser) has offered to make the Motorgear minibus available for the duration of the rally, so you can do supermarket shopping for essential supplies. Apart from tea and coffee, all liquid refreshments will be BYO and this includes for the rally dinner.

Rally breakfasts will be a choice of either continental or full cooked (not both, unless prepaid).

Continental: Selection of cereals – Light and Tasty, comflakes, weetbix, natural muesli, natural yoghurt and milk. Toast – wheatmeal and white with a selection of spreads, fresh fruit salad and canned peaches. Juice, tea and coffee.

Full cooked: Bacon, breakfast sausages, hash browns, scrambled or fried eggs, grilled tomatoes, creamy mushroom sauce. Juice, tea and coffee.



Rally badges are a one off, in that they will have Napier Rally 2017 at the bottom of the badge. A great memento to have in years to come. It will add kudos to your bragging rights.

Entertainment is still under review but one of the suggestions is to have it on the village green after the main dinner. The village green readily lends itself to this concept, particularly if we have a typically warm balmy Hawke's Bay summer evening.

If paying by internet banking – please send a copy of the registration form either by email or post.

The coordinator for the rally is Dan Young, who can be reached on 06 857 7058.

Email address for any queries: bmwor2017rally@xtra.co.nz

ARCADIA MOTEL

CHRISTCHURCH

Comfortable, spacious affordable accommodation



FREEPHONE 0800 272 2342

564 Ferry Road, Woolston, CHRISTCHURCH, NEW ZEALAND • info@arcadiamotel.co.nz • www.arcadiamotel.co.nz



Support Your Club Members: These Biker Friendly Businesses Are Run By BMWOR Members.

It was a rare, bright, sunny day in the Scottish Highlands, and John Smith was enjoying his holiday, exploring the beautiful landscape.

He paused for a moment, leaning against a stone wall and taking a long drink from his water bottle.

As he stood, there, taking in the scenery, an older gentleman in a wax jacket, with a border collie at his heel approached and wished him a good afternoon. John nodded a greeting and took another drink. "Beautiful day for it" he said. "Aye, that it is," the man replied. After a short silence, he spoke again. "Ya see this here wall, laddie?" John indicated that, yes, he could indeed see the very wall he was leaning on. "This wall, laddie, it stretches for five miles, right tae the border of the McAngus property. And I built the whole thing wi' me own bare hands." But do they call me Hamish the wall builder? No, they dinnae. "John wasn't sure how to respond to this, so he merely shrugged and said "I see". Hamish continued.

"You see the barn over yonder? I built that barn with me own two hands when the previous one was taken down in the great storm of '86. I built the previous one as well." "With your own bare hands?" interjected John. "Aye laddie, aye! Wi' me own bare hands. But do they call me Hamish the barn builder? Nae, laddie, they dinnae."

He pointed to the coast. "On a clear day such as this, ya ought to be able to see the wee jetty at the end of the road down there." John indicated that, yes, he could just about make out the jetty. "I built that jetty wi' me own two hands, and three others like it hereabouts." But do they call me Hamish the jetty builder? Nae, they dinnae."

"The jetties, the barns. They was built wi' timber I cut my own self from the forest over yonder. I felled the trees, hauled them out o' the forest, cut them intae planks. "But do they call me Hamish the tree feller?" "I don't suppose they do?" ventured John. "You'd suppose right laddie."

Hamish sighed a deep, mournful sigh.

"But ya shag one sheep..."

Hamish The Wall Builder

Losing Your Grip?
Get your new
HEIDENAU Tires
Tires, or rental bike from:

4 McLean Drive LeithfieldAmberley RD1
New Zealand
Ph 033149947 or 0274876570
e-mail: andrea@motorcyclere rentals.kiwi
web: www.kiwimotorcyclere rentals.com

Peter Nash's Bad Day At The Supermarket.

When I was at the checkout and ready to pay for my groceries the cashier said, "Strip down, facing me."

Making a mental note so I could complain to my local MP about this security rubbish, I did just as she had instructed.

After the shrieking and hysterical remarks finally subsided, I found out that she was referring to how I should position my credit card.

Nonetheless, I've been asked to shop elsewhere in the future.

They need to make their instructions a little clearer for seniors.

I hate this getting older stuff.

Tukino Skifield Ride.

Saturday 2nd July Rob Gardner and myself had a ride a bit out of the ordinary.

At our BMWOR dinner earlier in the week Rob suggested a ride up to Tukino Skifield, and as he had access to the key for the gate there was an opportunity to ride as far up the track as the track allowed.

I left Whanganui just after 7am, on a frosty cold, but beautiful morning with clear skies but the sun well down the horizon.

It was with some trepidation that I left home as I knew I was heading up in altitude and into even colder temperatures, so I took it easy up the Paraparas and especially easy in corners where water from the hills had been running onto the road, look out for black ice, yeah right!

The plan was to turn into Fields Track and up to SH49 via Whangaehu Valley Road and as this was to bring me out onto even smaller roads in higher altitudes I was not sure how this was going to pan out.

It turned out to be no problem at all, just normal caution and slower speeds, and then while the grip heaters were on full, I could enjoy the most magic mornings ride to Waiouru. Frosty white grass paddocks, the mountain stood clear as, although in shade, as the sun was rising on the other side, but roads generally clear of ice, black ice included, I think. Still cold fingers though.

On arrival at the museum Rob told me it was minus 1 degrees, I don't have those gadgets on my now ageing 1200GS, all I knew was, that it was cold.

A nice warm cuppa coffee and a muffin saw us getting back to normal temperature before our ride up the mountain.

Left turn on SH1 and straight onto the



gravel track leading up to Tukino Skifield. It is mostly a track but for the first part driveable in 2 wheel drive cars, until you get to the "2 wheel drive carpark" then it turns into more of a 4 wheel drive track.

Straight away we discovered that ice was everywhere, water puddles, big and small were iced over, as was the ground that from time to time gave way into softer gravel underneath which made for an interesting ride.

Rob on his new Honda Africa Twin were on knobbles of some description and I had Continental TKC70 tyres, which on this part of the ride soon found their limitation. The icy parts were slippery whether it was knobbles or TKC70's, but on the snow and softer ground Rob fared somewhat better.

Riding on the edge of the track/road seemed to be the way to go as there was

more gravel poking through the ice and snow giving us the much needed grip.

Just past the radio repeater station it was time for Rob to get the key out for the gate, hoping it would fit the padlock, which it did, and it allowed us to continue further up the mountain.

But this is where it became more interesting with snow on the road. Several times I had to drag the bike back and to the side for the aforementioned gravel poking through the ice and snow and with much wheel spinning and slow progress I made it past the snowdrifts, where Rob with traction control off and knobbles did very well getting past these parts.

These parts also made us stop for a breather and to enjoy the magnificent views on this perfect day on the east side of the mountain with views to the summit as well as all the way to Lake Taupo and beyond.

Well, we hadn't had enough yet, so we battled further up the track with icy gravel and with the snow becoming icy and we eventually had to stop, as there was no grip at all for either of us, with the snow having frozen hard.

Turning around was interesting as the snow was so hard we had to kick our heels in to get grip with our boots, but we eventually got the bikes turned around.

Photo stops were plenty as we just couldn't help ourselves snapping away. My Sony helmet cam also captured video of the ride up, which I think is pretty good; maybe not showing power slides, wheelies and rooster tails, but still spectacular in my world of adventure riding.

Riding down was somewhat easier, however it was not without incident, a minor one mind you, in that I lost grip with my front wheel at some point and the bike decided to lay down on its right



side. Nothing worse than I could pick it back up and ride on.

A beautiful day on the mountain, continued with the rest of the day riding by the mountain, around to the north side where I rode up the gravel road to the start of the Tongariro crossing while Rob continued to National park as fuel was running low.

Coffee and a pie at National Park and we continued south, where Rob turned off

onto SH49 and I continued to Fields Track, and up over the hill to turn right into Burma Hill Road. There is about 15 k worth of gravel riding on this stretch and the first part had been hammered a bit by recent rain and at time there were only 2 tracks to ride in.

A good ride down past Mangamahu enjoying the small country roads with all its challenges in the form of dirt, cow dung, sheep, goats, pigs, roadkill, logging

trucks and locals driving like there are no-one else out there. Love it!

Home again at about 4pm after a 400 km ride, and memories never to forget.

Thanks for your company Rob, and good skills on your new adventure bike.

Peer Nielsen



The Hunt for 57DJM

Back in the dim dark days when Noah was a boy and BMW models ended in /5 I was the very proud owner of a BMW R75/5.

Back then, when there was still hair on my head, I was working as a telecommunications technician for Civil Aviation at Ohakea Airforce Base. Member Richard Mclean from Fielding may remember it well.

It had all started in 1998 when I saw the film of the Mexico Olympics in a cinema. As the challenge went out for Munich 72 at the ned of the film and the credits began rolled, the thought popped into my head ..."This Kiwi to Munich 72"

The deal with the devil was struck and the conditions for departure were set. Firstly : There had to be a new BMW motorcyle and I had to have invested \$1000.

It took 2 years of steady and disciplined savings before I could make that purchase through Ross Jensin Motors for a Tourist Delivery of a 1972 R75/5. My long time friend Alan McDonald also bought one for collection from Krausers in Munich.

During that collection I was fortunate enough to meet Brian Anderson, an Aussy, who was working as a bike mechanic for Krausers. Many older members will know Brian and we have been life long friends since. Back then a Tourist

Delivery meant a ZOL plate.

Various adventures were to had during the four years I was away on my OE. These include two trips to the Isle Of Man TT, a trip to Nordkapp with Alan McDonald and the most significant being my own trans-Africa journey in 73. I was accompanied by UK BMW member Tony Harter and another guy Chris, who last name escapes me. Various dramas occurred which include crashing on the Spanish Motorway. The injuries from this resulted in my getting severe blood poisoning and being in bad shape by the time we reach Tamanrasset.

Bent forks in Zaire resulted in a delay of 6 weeks while I hitchhiked to Nairobi to await the arrival of spares, with the assistance of Brian Anderson.

I spent 18 months in South Africa before returning to NZ via Europe by air. 57DJM was shipped to NZ where I joined the BMW Register in the very early days (meetings in Blockhouse Bay etc).

After about 25 years of ownership the desire for more modern machinery saw the R75/5 sold and over the ensuing years I bought 4 more various models of BMW.

As I am without a BMW at present I got to wandering just where it has gotten to.

Maybe you can fill me in and put me in touch with the present owner?

John Norman

M: 029 8174785

Munich, Land's End, and leaving Capetown.



David

(Poem by Dave Morris)

**The most powerful word you'd ever hear
Is the name of David in your ear.**

Son of a gun!

Beloved one.

Been there, that's done, (excuse the pun).

**It's so much fun to wander through,
The alphabet with Dave: (-It's true).**

Well, David T,

And David O,

There's a double, and then there's Hubble.

Add to that. (You knew there's more,)

After all, David is, central core.

We have R, and Dub-U,

K, L, and M.

Let's not forget any of them.

**The most powerful sound you'd ever hear
Are our bikes' exhaust as we disappear.**

'Round the bend,

We transcend

Buddy and and friend, to the end.



Morris

Williams

Oldershaw

Hubble

Ross

Just five of the Dave Multitude

Riding the length of Africa - Cairo to Cape Town

Text and Images: Robin Newell (by permission of Compass Expeditions.)

It's been a long time since a motorcycle tour company offered what was and remains one of the most iconic rides on earth; the Cairo to Cape Town expedition.

With the knowledge that our inaugural Cairo to Cape Town expedition would have extra challenges the Compass Expeditions team travelled the entire route "again" just weeks before the tour start date to ensure that the expedition would run as smoothly as possible with extra efforts made to ensure the challenging Egyptian port and customs process would go smoothly, of course the importing of our bikes and support equipment descended into a 5 day fiasco.

After reams of paperwork, signatures in triplicate, port passes, "expert advisors" and a mammoth effort in diplomacy by the Compass crew it still took 5 full days to get the vehicles out of the dock and on the way to Cairo. There was huge relief among the group to be finally on the way to Cairo for the beginning of this 78-day adventure. The first official night was spent at the Le Meridien Hotel in Cairo, spectacularly located in the shadows of the Pyramids.



Local rider on very early GS

After the obligatory tour of the Pyramids of Giza and Cairo city tour our first ride day saw us depart Cairo, under heavy police escort, and ride south to the Red Sea Coast to the resort town of Hurghada on high-speed open roads. After Hurghada we rode southwest to Luxor, home to what is known as the greatest open-air museum on earth, with the spectacular Valley of the Kings and Queens amongst countless towering ancient Egyptian ruins, to read the hieroglyphics and to walk where the Pharaohs walked is something else. We continued on to the Nubian city of Aswan, where we took a Felucca ride and enjoyed the sights of the legendary Nile River.

We spent our last night in Egypt watching a spectacular sunset over the Nile and saying goodbye to our constant police posse that had escorted us for our entire time in the country; the Egyptian

government takes safety and security of visitors extremely seriously.

The group, at this stage, was starting to bond and appreciate the adventure they had all signed up for. From Aswan we joined a convoy to take us down to the legendary UNESCO listed temples of Abu Simbel, built by Ramesses II in 13BC. The convoy travelled at break neck speed so it was nice to legally open the throttle a bit on the open roads in the south. From Abu Simbel we took the "new" military road, opened in the 70s but had never been used until now, to the Sudanese border crossing. With only a 50-minute ferry crossing and a short ride to the border we were able to complete the crossing, which only 2 years ago included an 18-hour crossing of Lake

Nasser on a rickety ferry that threatened to sink at any moment.

Wadi Halfa was the first town we came to in Sudan, a

more dusty and forlorn town would be hard to imagine. This busy

border/port town was bustling with goods throughout the very hot days and at night were seemingly hundreds of men who hit the streets to socialise, drink tea and enjoy a Sheesha pipe. We however enjoyed the incredible hospitality of our border fixer, Mohammed, as we camped in their back yard and enjoyed a meal with his extended family; this was our introduction to the wonderfully friendly and rarely visited, Sudan.

The days riding south through the stark yet beautiful Nubian Desert was very challenging due to the heat, but also very rewarding to be only a handful of bikers to have ever ridden in this country. Visiting the 8th Century BC pyramids of Meroe was amazing, it was hard to believe we were standing where Nero and his Centurions stood all those centuries ago. Some difficult sand riding to get to the pyramids provided for some



Local rider and pillion on very early RT

challenging riding that thankfully didn't last long.

Khartoum was a pleasant surprise made all the better by staying at the famous Acropole Hotel and a visit from the minister for tourism and the local TV network waiting to greet us at the hotel on our arrival. The obligatory city tour saw us stop off to see the confluence of the Blue and White Niles and finishing the day at the town cemetery to watch the weekly gathering and performance of the Whirling Dervishes, where dancers spin themselves into a trance like state. We felt privileged to witness "the real Africa".

After the deserts of Egypt & Sudan we crossed into Ethiopia where the roads started to ascend the moment we crossed the border. Although most of the roads are in relatively good condition, by African standards, they were however chaotic, once you add the fact that the road is viewed as a wide footpath for pedestrians; throw in some sheep, cattle,

camels and Donkeys and you really had to keep your wits about you, unfortunately a pedestrian wandered into the path of one of the riders, both went down, fortunately nobody was seriously injured.

The riding through the Simien Mountains surprised us all, it was biking heaven with very long and winding twisties and dramatic mountain passes, it seemed every inch of Ethiopia was one giant twisty. Likewise the 4500mt Simien Mountains themselves were utterly spectacular with giant granite mountain peaks protruding from the surrounding landscape. Staying at the highest lodge in Africa added to the appeal of the superb country that has long since shook off its "famine" reputation.

A stay in the town of Lalibela gave us the opportunity to visit the internationally renown rock hewn churches carved into single giant blocks of granite using basic hand tools, some of which descended down to 40 feet below ground level. It is impossible to not be impressed by what is largely considered one of the most amazing archaeological sites in the world. It is the sort of place you expect to see Indiana Jones appear.

The capital Addis Ababa was a challenge, busy with congested roads and throngs of people however a necessity to allow us to catch up on some needed bike maintenance.

Leaving the Ethiopian Highlands we reached Kenya, the Expedition had entered a new phase as we were entering an epic landscape of Savannah grasslands and plains chock full of animals.

Crossing the equator we visited our first game park, on bicycles, at Hells Gate National Park near Niyavasha, it was exciting to get our first glimpse of wildlife including Giraffe, Warthog and Zebras. We had ridden the rarely visited north of Africa, and loved it, but for some of us the animals is what's synonymous with the African continent.



Essentially halfway through the expedition Nairobi was a chance for some much-needed maintenance on both machines and riders. While most of the guys took some time to relax over the three days, Bayne, our mechanic was kept busy assisting everybody with chain adjustments, oil changes, repairing brake

callipers, replacing mirrors, windscreens and of course a few tyres. He certainly deserved a well-earned beer at the end of it all. The many good restaurants of Nairobi were a welcome treat to all.

Our first stop in Tanzania was the Meserani Snake Park just out of Arusha under the shadows of Africa's second highest mountain, Mt Kenya. The Meserani Snake Park is a legendary overlanding stop owned by the larger than life characters Ma and BJ who have been welcoming travellers to their unique place for decades.

Arusha is the stepping off point for possibly the finest, certainly the most renowned game park in Africa, the Serengeti National Park. Here we spent the next few days off the bikes visiting what, for some, the highlight of the expedition, the Serengeti National Park and the Ngorongoro Crater. Over the next three days we spotted over 30 lions, dozens of elephants, thousands of wildebeest, zebras, a family of cheetahs, leopards, buffalo, giraffe, and warthogs along with a huge variety of other species. It was a game spotter's paradise topped off by witnessing a coalition of lion brothers stalking a herd of buffalo. Life and Death on the African plains right in front of us! It was what we had come for and to spend nights in luxury Safari tents listening to the roar of lions in the stunning dark of the plains is something that will stay with us forever.

The next leg saw us ride across the spectacular plains, valleys and hills of Northern Tanzania as we made our way to the coast and our ferry across to the Spice Islands of Zanzibar. Due to some election unrest we came close to abandoning our visit to the Island, however after a lot of calls to our contact

on the island the visit was deemed safe. It was well worth the journey. The entry point for Zanzibar, Stone Town, is like stepping back in time with its cobble stone streets, old forts, fishing Dhows on the clear blue waters and a cultural fusion of African and

Arabic. We then headed north to relax on the northern beaches for a few days, with some great seafood and plentiful drinks, white sandy beaches and

captivating sunsets, it was an appreciated break from the bikes.

Back on the mainland we left the chaos of Dar es Salaam and headed south into the stunning Malawi stopping for a night at the luxurious Makumi Game Reserve where we had a dinner overlooking a waterhole, that was visited by a herd of Elephants as the sun disappeared over the forest; it just doesn't get any more African than this.

Crossing from Tanzania to Malawi was another great change, with all its beauty Tanzania is quite a treacherous place to ride, buses drive at breakneck speeds, trucks are hopelessly overloaded and the traffic is frantic; with a Road Toll of over 10,000 it was good to get away from the chaos. In comparison Malawi has minimal traffic and is a great place to be on a motorbike, throw in the stunning countryside which includes the 9th



largest lake in the world and it is a paradise for the biker as we spent the next few days winding along its shores, camping at magnificent lodges, swimming in fresh clear water and being blown away by spectacular sunrises and sunsets.

Leaving Malawi we rode south through war torn Mozambique that is on the road to recovery and into Zimbabwe; we had all heard about the troubles of this country over recent years and were very keen to see the place for ourselves. One of the most frustrating elements that we encountered was the constant police checks approximately every 10kms. The economic outlook for Zimbabwe ensures that this practice will continue for some time yet!

Harare itself is an orderly city with many features of a city you would find back home. This was another chance to do some maintenance and clean up our



camping gear, all on the grounds of our palatial hotel where the president of the DRC was also staying during our time here. From Harare we travelled to The Great Zimbabwe Ruins, a UNESCO listed 11th century city that the country Zimbabwe was named after. We rode on to Gweru and the renowned Antelope Park, which is home to the African Lion and Environmental Research Trust (ALERT). This amazing private game reserve allowed us a truly "once in a lifetime" experience where we had the opportunity to walk alongside some large lion cubs, an unforgettable experience if

approaching electrical storms as the pounded the nearby Makgadikgadi Pans was pure Africa, our spirits soared!

We entered Namibia through the former gun running corridor known as the Caprivi Strip to the sensational Etosha National Park, the jewel in the crown of Namibia's National Parks. Staying at the stunning Mokuti



not somewhat daunting.

Turning north we continued on to some of the most spectacular waterfalls in the world, Victoria Falls. It really is awe inspiring as you walk along the track leading to the falls where you can hear the roar of the water and see the spray blasting into the sky, but standing on the edge looking down is a sight to behold. Some of the group went that little further and tried out the bungy jumping and white water rafting. The sunset cruise, previously known as the "booze" cruise, offered us a remarkable opportunity to see elephants drinking by the riverbank and hippos in the swirling pools all the while enjoying a beverage or two ourselves.

Leaving Zimbabwe we crossed into Botswana and the legendary Chobe National Park with its 20,000 strong herd of Elephants. An evening was spent on a game cruise on the mighty Zambezi River getting up close and personal with Elephants, Crocs, buffalo and Hippos; it was Africa again at its best. Continuing on we rode across the beautiful open expanse of Botswana to spend a night at wonderful Planet Boobab, camping amongst the giant Baobab trees was a great experience and watching the



Etosha Lodge the memories of "roughing it" in Northern Africa were a distant memory. The morning saw us board eight seat windowless Toyota Landcruisers and went out on more game drives, we were not disappointed, as we saw massive herds of Elephants along with Giraffe, Jackals, Lions and more finishing the day off with some ice-

cold Windhoek beers, possibly the best beer in Africa.

Leaving Etosha we rode across the large expanses of Namibia staying at a privately owned game reserve of Omaruru before hitting the Atlantic Ocean and the vast Skeleton Coast, we had crossed the continent from the Indian Ocean to the Atlantic. Leaving the adventure capital of Namibia, Swakopmund, we were met by 50 local bike riders who had heard we were in town, these riders joined us for a 40k ride south into the desert, it was an amazing experience to be escorted out of town by so many bikes.

Saying goodbye to our posse of bikers we crossed more epic desert landscapes on gravel roads to reach the iconic Sossusvlei National Park for an early morning visit to the famous Dune 45, a giant sand dune that features in just about every image of Namibia. We were in a landscape of towering shifting sand dunes that glowed red in the early morning sun.

Our penultimate night in Namibia was spent at a wonderfully recreated classic truck stop, on the edge of the Fish River Canyon and then rode across the border to our final country South Africa, arriving into Cape Town a lifetime of experiences later.

It's difficult to imagine that 3 months ago, 20 complete strangers met for the first time in Cairo to commence an adventure that will change their lives. We were about to ride our

motorbikes across the length of Africa, over 18,000 kilometres, through 12 countries and now, 78 days later, we are in Cape Town, having completed that journey and this group of strangers have become lifelong friends.

It will take us all some time to reflect back on these past 3 months but one thing we have learned is that Africa is the most amazing, challenging, scary, beautiful, frustrating, intimidating, welcoming and exhilarating places in the world. It is truly a continent of contrasts and to do it on a motorbike lifts that experience to another level altogether.

We started with 16 motorbikes and 16 riders and we finished the same way. The oldest rider in the group is 74 and the youngest is just 23, that's an age gap of more than 50 years. We came from Australia, USA, England, Canada and France. We are coal miners, engineers, doctors, CEO's, sailors, stuntmen and optometrists yet despite all the differences, we became a group of great mates looking after each other during an adventure of a lifetime.

The last few weeks have probably been some of the most challenging riding of the trip. There were a lot of soft sand and gravel roads throughout Namibia and there were a couple of "offs" but everybody bounced back and rode the final leg into the Cape of Good Hope outside of Cape Town. It was an amazing feeling riding that final leg of the journey.

We are now part of a very elite group of motorbike riders that have ridden the length of Africa, from Cairo to Cape Town and one of if not the only group to ride this route in the last 5 years. It's a proud feeling to be part of that small group, especially alongside such good mates. Cairo to Cape Town is back!!



*'I think I will be a better person
because of the 90 days
I spent in Africa.'*

Philip, Canada - Cairo to Cape Town



Don't just take our word for it. Join one of our fully supported motorcycle tours and you will experience a truly unforgettable adventure. With 20 incredible itineraries across 45 countries on 5 continents we can take you to the most stunning places on the planet. Make a Compass Expedition your trip of a lifetime.

+61 3 9747 2379 | compassexpeditions.com | info@compassexpeditions.com



marketplace

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

Advertisements run for 3 months from the date first published unless otherwise arranged with the Editor.

bikes for sale



1998 BMW R1100R
75th anniversary edition
black, spoked

wheels, ABS, touring screen, topcase, panniers, 90,000 kms very good condition, service records, good tyres, fresh WOF.

Selling due to health \$4700 Contact Uli 027 7550677 email: Uli-cl@hotmail.com (3)



1972 BMW R75/5. This ultimate classic tourer has been in the family for more than 30 years, and is now reluctantly

offered for sale. Has been rebuilt and maintained to a high standard. Comes complete with sports fairing, Shoei panniers and top box. This utterly reliable and comfortable machine has just returned from the BMWOR annual rally in Hanmer Springs in the South Island.

This is a rare opportunity to acquire a very desirable appreciating asset. Just buy and enjoy! \$8,500 includes some spares.

Contact Neil Barnard (07) 3048774, or email barntech@farmside.co.nz . (3)

for sale

BMW K1200 S/R. Rear wheel, fitted with Pilot Road 3 tyre 50% worn. Silver in colour. Had this fitted to My K1200GT allows fitting of wider 190/50 or 190/55 tyre. Good order \$400.

richard.kuysten@hotmail.com
ph 021993708 (3)

Clothing:



BMW Rallye 3 Jacket, Pants & liners. Size 114. Like new worn about 10 times. Top condition.

High spec gear. Fit tall person 6' plus 100kg plus. (New

around \$2000)price \$1000 ph lan 0272810242 (3)

BMW Streetguard 3 jacket size 56 like new \$150

BMW Streetguard jacket size 54 like new \$100

BMW Streetguard pants size 44 \$80

BMW Tourace pants 2XL like new \$120

Technik Womans Jacket 12/40 worn twice \$35

Technik Womans pants 44/46 \$30 worn twice \$35

Schuberth C3 helmet 61-62 like new \$350

BMW Enduro helmet like new 59-60 \$300

TCX boots size 47 as new \$80

Mike Croucher Phone 06 8777149 mob 0274877717 (3)

BMW CITY 2 Pants size small that's blokes or girls. Blue Denim cordura/cotton mix NP armour plenty of zip pockets .

Unused condition. \$200

Richard Kuysten 021 993 708 AK

richard.kuysten@hotmail.com
ph 021993708 (3)

September Steptoe Specials:

BMW Protection suit. XXL back chest shoulder elbow back all in one with kidney belt. Good used condition \$120.

BMW Undersuit size small woven/knit fabric \$60

Touratech Fog Lights kit for F650/800GS very brite and lite in weight.

Will fit upto 2012 models \$275.

BMW R1200GS. Vario top box rack, brand new 04-13 hex head models \$100

Photos on trade me. richard.kuysten@hotmail.com 021 993 708 (2)

wanted to buy

Left hand, or complete set of panniers for R1150R

Please call Malcolm 021433005 (3)

BMW R75/6 or R75/7 in good condition. Ring Mike Long 0274989739 (3)

On occasion Star Insurance sell parts from insurance wrecks through TradeMe. Take a look at the Star Insurance web site www.star.insurance.co.nz for details

BMW Motorrad

bmw-motorrad.co.nz



The Ultimate Riding Machine

4.99% P.A.

1/3 NOW, 1/3 2017, 1/3 2018
MAKE LIFE A RIDE.



PAY 1/3 NOW, A 1/3 IN 2017, AND 1/3 IN 2018 OVER 24 MONTHS AT 4.99% P.A.

BMW Motorrad epitomises sheer riding pleasure, our motorcycles have been at the forefront of innovative engineering since 1923. For a limited time, BMW Motorrad are offering you the chance to ride away with just 1/3 payment upfront, and the remainder paid over the next two years at 4.99% interest per annum. There is no better time to make life a ride than now.

*Terms & conditions apply. This promotional Offer excludes the following models; C650 Sport, C650 GT, C Evolution, R 1200 GS triple black. A fixed interest rate of 4.99% applies. An establishment fee of \$250 applies. This finance offer expires 31/08/2016 and is subject to Alpha Financial Services NZ Ltd standard lending criteria. Visit www.alpha.co.nz/customer-consumer-contracts



Cyclespot Euro
Takapuna
Auckland
09 486 1136

Experience Motorcycles
Kingsland, Auckland
09 845 5950

Boyd Motorcycles
Hamilton
07 838 1209

Mount Motorcycles
Mount Maunganui
07 575 4190

Motomart
Wellington
04 589 5106

Avon City Motorcycles
Christchurch
03 341 3490





TOURATECH

Shop online at: <https://shop.touratech.co.nz>

NEW ZEALAND

Touratech Elite Dealers:

Boyd Motorcycles: 07 838 1209

McIver & Veitch: 03 477 0236

Motomart: 04 589 5106

Mount Motorcycles: 07 575 4190

BMW Motorcycle Club
BMW Owners Register
of New Zealand



Registered at NZ Post Wellington as a magazine



Permit Post

New Zealand

Permit No.148503

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

AREA REPRESENTATIVES

NORTHLAND

Ian Macartney
027 281 0242
northland@bmwor.org.nz

AUCKLAND

Stephen Parkinson
021 989 092
auckland@bmwor.org.nz

WAIKATO

Chris (Chocky) Talbot
07 853 9276
021 184 1927
waikato@bmwor.org.nz

BAY OF PLENTY

Kevan Wong
021 449 540 or 07 576 9975
bayofplenty@bmwor.org.nz

TARANAKI

Ray Senior
06 7536044 or 021 479 231
taranaki@bmwor.org.nz

RANGITIKEI

Don and Sue Cross
06 367 9124
rangitikei@bmwor.org.nz

EAST COAST

Coordinator: John Wuts
06 844 4751
eastcoast@bmwor.org.nz
Rides Master: Dan Young
06 857 7058
diss1@vodafone.net.nz

WELLINGTON

Peter Nash
04 232 4962
wellington@bmwor.org.nz

NELSON

Dale and Odette Grover
03 546 9771 or 027 297 1759
nelson@bmwor.org.nz

MARLBOROUGH

Peter Brandon and Sacha Walker
021 842 291 or 03 745 1124
marlborough@bmwor.org.nz

CANTERBURY

Jo Buckner
03 312 8204 or 027 241 0611
canterbury@bmwor.org.nz

OTAGO AND SOUTHLAND

Andy Hutcheon
027 464 3230
otagosouthland@bmwor.org.nz



This magazine is proudly printed by the team at **printing.com**, Thorndon