

Member of the International Council of BMW Clubs

Newsletter

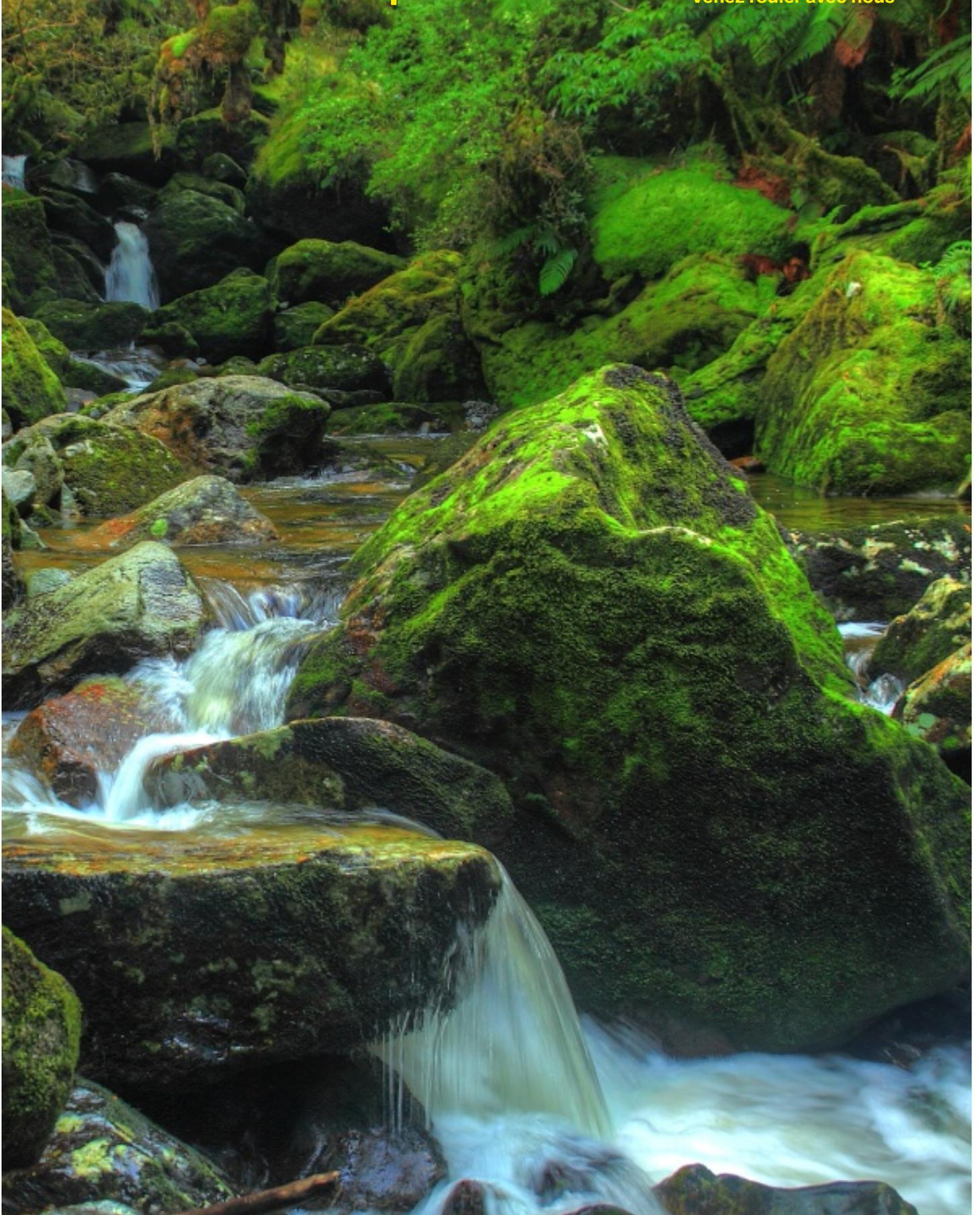
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April 2018

BMW Motorcycle Club
BMW Owners Register
of New Zealand



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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.

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A man walks into a bar and orders a beer. After a few minutes he says to the bartender, "Hey if I show you the most amazing thing you've ever seen, will you give me another beer on the house?"

"We'll see," says the bartender. "I've had a lot of nuts come in here, and I've seen some pretty amazing things in my day."

So the man pulls out a hamster and a tiny piano from his briefcase and puts them on the bar. Then the hamster begins to play Chopin.

"Not bad," says the bartender, "but I'll need to see more."

Okay, hold on," says the man as he pulls out a frog from his briefcase. Suddenly, the frog starts singing the national anthem.

A patron nearby jumps up from his table and says, "That's amazing! I'll give you a thousand dollars right now for that frog."

"Sold!" says the man, who exchanges the frog for the cash.

The bartender then says to the man, "You know, it's none of my business, but I think you just gave away a real fortune in that frog."

"Not really," says the man, "the hamster is also a ventriloquist."

FROM THE EDITOR

Plenty of room for stories, folks. Be nice to have some winter reading over the next couple of months or so.

I would extend this invitation to readers overseas. Anyone in Britian done a trip up to the outer Islands? Shetland, Oarkney, Hebridies?

Anyone in Australia done coast to coast?

HD Photos not a problem. - Use WeTransfer.

Do you think you can match the cover photo? Are you an avid photographer? If you would like boasting rights to a cover send in thumbnail submissions to the editor for consideration. Protrait orientation only please.

"Venez rouler avec nous" - Come ride with us. (French) 

Cover;

Breaksea Sound, Fiordland.

In an area so remote, even for the GS, here is a glimpse of flora life beyond. The vivid green is testimony to the wet climate in this part of our country.

Photo with kind permission of Kyle Bland.



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

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President's Podium

By the time you read this the Annual RAG Rally at Taylor Memorial Lodge near National Park will have been and gone. If you attended, I hope you had a great time and the autumn weather remained as calm as it has been for the last few weeks at least.

It seems that you need a plan B (and sometimes C) for just about anything you're trying to organise lately. The Nelson crew, for example, had their planned March overnighter at Collingwood disrupted when Cyclone Gita shut down access over the Takaha Hill and caused plenty of other damage in the region so ended up heading for Hanmer Springs instead. Good to see first principles being applied around being safe, and making good decisions!

Speaking of safety, as your President, and as one who is passionate about motorcycling, one of my aims is to make sure the club, through the Board, maintains a role in facilitating a meaningful dialogue between motorcyclists, the Motorcycle Safety Advisory Council (MSAC), the Accident Compensation Corporation (ACC) and other agencies whose decisions impact on the safety of motorcyclists, or otherwise.

That 2018 has begun badly for motorcyclists, with one of the worst fatality rates on record, is an absolute tragedy. It is abundantly clear that there needs to be a collective and more collaborative response to the challenges of motorcycle safety.

On 4 April, Membership Secretary Chris will be involved on our behalf in a planning session with a number of other club representatives and these agencies to learn about the outputs from the previous Motorcycle Safety Summit Panels, the new government's plans for improving motorcycle safety and recent developments in motorcycle safety technology, and to discuss ideas for making motorcycling safer.

These are ongoing conversations and motorcycle clubs, including ours, have an important role to play in them. As always, if you'd like to share any ideas and experiences about motorcycle safety I am open to a conversation.

Looking forward to a couple of things coming up in Canterbury over the next month or two. Jo is firming up Team BMW's registration to compete in the biennial Tranz Alpine Scooter Safari fundraising challenge and test of endurance – and our competition is the Canterbury Patriots club. While she's riding a 50cc step-through scooter for 250 kilometres up and over the Southern Alps from Christchurch to Hokitika - a fun 8+ hour journey at 50kms per hour in the cold! - I'll be in the Ranger as support driver. Just saying. In June I'm looking forward to a club night with a difference as we have Nicole Berman from Sama Motorcycle Adventure Tours as guest speaker.

I'm sure there are plenty of other local events planned over the next couple of months. If you're a relatively new member, don't be shy! Get out to one of these events, pitch in, enjoy yourself and let us get to know you. We are, above all, a social motorcycle club dedicated to the BMW marque.

Where ever you travels take you this month - be safe and make good decisions.

Garry.

Quotes - Aristotle:

We are what we repeatedly do. Excellence, then, is not an act, but a habit.

The roots of education are bitter, but the fruit is sweet.



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

International Motorcycle Events

June 2018 BMW Motorrad International GS Trophy Central Asia 2018. See page 10

National Events

Check here for up to date meetings: <http://motoevents.nz/>

National BMWOR Events

March 2018 Annual RAG Rally, Pokaka, National Park.
Dawn Chorus, Ruatiti Domain, National Park.

Northland Contact Area Rep

Auckland

All of 2018: Pay attention to your email, there will be stuff going on. If you don't get the regular event emails, hunt me down (steve@ctnsider.co.nz) and get on the list.

April Sunday 1st. This should be the date of our regular café ride but it happens to be right smack in the middle of Easter. The café ride will be postponed to Sunday 8th April, destination TBA.

April Monday 9th Monthly meeting 7.30pm. Venue TBA.

April Sunday 15th Monthly ride. South Coromandel loop. Meet BP Service Centre Sth M/way between Papakura and Drury off ramps 9.00 for a 9.30 departure.

Waikato Bay of Plenty Taranaki Rangitikei
East Coast Wellington Nelson Marlborough

See Your Area Rep.

Canterbury

Club Night - Papanui Club, 310 Sawyers Arms Road – 2nd Wednesday of the month

All members – new and old – are welcome – meet for a natter and dinner from 6.30 pm onwards in the Carvery / Club Bar – meals are a choice of carvery or a la carte. If not a member, ask nicely and one of our regulars will be able to sign you in as a guest.

Forward dates - 11 April; 9 May; 13 June; 11 July; 8 August; 12 September; 10 October; 14 November; 12 December.

Otago & Southland

See Area Rep.

Right:
the
Nelson
ride.
See
Area
Reports.



BMWOR Treasurers Report

I am pleased to present to the Board meeting held on 10 March 2018 the following report outlining the financial position of the organisation as at 28 February 2018

1. Current and Investment accounts – Balance as at 28/02/18:

Westpac - Main:		\$ 3,514
Westpac - Event account:		\$ 5,439
TSB Term Deposits:		
0001 3.30% Matures 30/07/18 (Westpac)	\$10,000	
0002 3.30% Matures 05/03/18 (Westpac)	<u>\$ 5,168</u>	
Total Invested	<u>\$15,087</u>	<u>\$ 15,168</u>
Total funds as at 28/02/18		<u>\$ 24,121</u>

2. Revenue/Expenditure YTD:

Below is a summary of Income/Expenditure for the financial year to date:

			This year <u>01.07.17 – 28.02.18</u>	Last year <u>1.07.16 – 28.02.17</u>
- Main Account:	Cash In-	Sub's	\$ 17,634	\$ 13,211
		Gear Shop	\$ 545	\$ 893
		Badge sales	\$ 0	\$ 32
		Magazine Advertising	\$ 2,677	\$ 8,172
		Interest	<u>\$ 326</u>	<u>\$ 760</u>
		Total Income	<u>\$ 21,182</u>	<u>\$ 23,068</u>
	Cash Out-	Printing	\$ 6,131	\$ 11,028
		Postage	\$ 1,843	\$ 3,451
		Gear Shop Purchases	\$ 66	\$ 53
		AGM Costs	\$ 2,542	\$ 88
		Stationery	\$ 152	\$ 0
		Transaction/Bank Fees	\$ 37	\$ 11
		Website/Database	\$ 3,296	\$ 11,733
		Administration*	\$ 113	\$ 639
		Miscellaneous**	\$ 80	\$ 150
		Meeting Expenses	\$ 1,890	\$ 4,121
		Liability Insurance	\$ 0	\$ 0
		Christmas Functions	\$ 329	\$ 0
		Publicity/Advertising	\$ 547	\$ 1,831
		Badges & Trophies	\$ 2,579	\$ 1,609
		Total outgoing	<u>\$ 19,605</u>	<u>\$ 34,714</u>
		Deficit/Surplus for YTD	<u>\$ 1,577</u>	<u>(\$ 11,646)</u>

(*) Bookbinding (Mag archiving)

(**) Accounting

- Event Account:	Income -	2018 Nat'l Rally Income	\$ 32,567	
		2017 SI RAG Rally Rego's	\$ 675	
		2018 NI RAG Rally Rego's	\$ 490	
		Interest	<u>\$ 12</u>	
		Total Income	<u>\$ 33,744</u>	
	Expenditure -	2018 Nat'l Rally/AGM	\$ 30,905	
		2018 NI RAG Rally	\$ 560	
		2017 SI RAG Rally Exp's	<u>\$ 545</u>	
		Total Exp's	<u>\$ 32,010</u>	

3. Current financial matters:

Operating A/c

Income:

Subscriptions up by \$ 4,423 compared to this time last year - reflects increases and cashflow variances produced by anniversary annualisation of renewals.

Magazine Advertising – Down by \$5,495 - Editor has recently billed several magazine advertisers totalling \$5,852. These payments should arrive over the next couple of months.

Expenses:

Printing – Down by \$4,897 – reflects reduced number of hard copies as more members go electronic.

Postage – Down by \$1,608 – ditto.

Website/Database – Down by \$8,437 – Last year included much of the upgrade costs.

4. Term Deposit Maturities:

Will assess cashflow position near the maturity times with regard to re-investment.

I table this report and move that it be accepted as a true and correct record of the current financial position of the Register as at 28 February

Hanmer Springs Weekend - 10 March, Nelson BMWOR

The weather has been all over the place in recent weeks. Unfortunately, some people in our region have experienced the worst effects of our recent downpours. So it was with some acknowledgement we might end up riding in the rain committing to attend the weekend ride to Hanmer.

Kevin was keeping us up to date with communications from Nelson. Hans had booked a house for the stayover ride, so when a double bed came free and we weren't leaving for the North Island until the week after, we decided to come along.

We all rode into Hanmer from differing routes. Hans and Jacques rode over as much gravel as they could find eventually finding their way onto the Molesworth. Revti had ridden to Christchurch the day before. Kevin, Anja and Richard rode down the coast. Sacha and I headed to Murchison and over the Lewis Pass. It didn't matter from what direction we came the weather was perfect. No wind or clouds to diminish the excitement of riding on two wheels.

Sacha and I stopped for lunch in stop of choice for good food and decided not to go over the the normal route through the and free flowing with still a few the Kaikoura Route was open. over the pass with the added

making the mountains feel so close. Arriving in Hanmer we rode straight up to the top of Clarence Valley Road where you get fabulous views over the Hanmer District and beyond to take some photos.



Looking out over Hanmer Springs



Kevin practicing his gravel skills

Murchison at the River Café, our the necessary toilet stop. We Maruia Saddle road and chose Shenandoah. Traffic was light trucks on the route even though The scenery was awesome riding bonus of such a clear day



around the table telling stories and enjoying the camaraderie together.

We arrived first at the home Hans had booked on Conical Hill Road, so we found reception, got the keys and made our self at home. Revti had spied us heading through town on our way to take some photos but lost us so he filled in some more time in town before heading up to the house and finding us there. Everyone else arrived in their own time. Eight of us had gathered to stay and socialise together including Richard who stayed elsewhere. Most of us headed down and enjoyed a hotpool swim and soak in the mineral pools. Afterwards we barbecued our dinner socialising

Canterbury Area Rep Report – March 2018

At the club night dinner this week, four of us accepted the challenge from the Patriots Motorcycle Club to do the Tranz Alpine Scooter Safari on Saturday 19 May. This is a biennial charity event involving riding 250kms coast-to-coast, up and over the Southern Alps from Christchurch to Hokitika to raise funds for the New Zealand Cancer Society. Many thanks to our friend, Alex, who is providing our wheels and will join us on the ride. Garry and Grant have put their hands up to drive our support vehicles for the journey home – they are also support crew for Justin who will be there on his own scooter. Jeff has some ideas for customisation of our steed – stay tuned!



Last month we had a great ride to remember Lex – one of her favourite rides up through Cheviot, then through the Leader Valley and back down through the Hurunui – ending up at Warren's place for pizzas and dessert. Lex's family, Ralph (still recovering from his "off" in Vietnam) and Rocco (family dog) waved us off. We were thrilled to have Kelly, one of Lex's girls, join us for her first ever pillion ride. It was a beautiful day and great company with a number of our local members – also good to see Sam and Peter who we hadn't seen in a while.



And finally, I am thrilled to let you know that Julie Hyde is taking over the Area Rep reins – she's already got some great ideas for the new team to work on.



Keep it shiny side up, Jo Buckner.

BMW Motorrad International GS Trophy Central Asia 2018.

A continuing story from last month's Pree release.

Preparation of 114 BMW R 1200 GS Rallye motorcycles for the ultimate adventure!

Munich. With the BMW Motorrad International GS Trophy heading to Mongolia in June 2018, the past weeks have been extremely busy for the mechanics who have been preparing the 114 BMW R 1200 GS Rallye motorcycles. The bikes are now on their way to Ulaanbaatar.

Fortunately the GS motorcycles are well-equipped as standard, so the specialist preparation undertaken to equip the machines for the rigours of extreme adventure competition is modest and all the parts required are available as ex works optional equipment or from the Original BMW Motorrad Accessories catalogue.

First, the bike.

The "BMW GS" concept has embodied the desire for adventure for almost 40 years. This applies especially to the GS motorcycles with the opposed-twin boxer engine. The "big GS" allows motorcyclists to explore the most remote corners of the world – an idea that has already inspired numerous globetrotters to set off on their travels.

So for 2018 it will again be the BMW R 1200 GS that the competitors will ride, this time the Rallye variant (first introduced in 2017) which particularly emphasises the off-road character R 1200 GS. The colouring in Lupine Blue metallic and in particular the frame powder-coated in Cordoba Blue go together with the black drivetrain and gold-finished brake callipers to create the sportiest standard "big GS" of all times, even from a purely visual point of view.

Functionally speaking, the new R 1200 GS Rallye underscores this claim with numerous refined details. These include a radiator trim in robust stainless steel, a radiator guard that protects the radiator from stone chip and a special frame guard protects the section of the suspension in the boot area from unwanted scrape marks. The R 1200 GS Rallye rolls on cross-spoke wheel with great offroad capability and Metzeler Karoo 3 off-road tyres.

BMW R 1200 GS Rallye GS Trophy 2018:

- Lupin Blue metallic paint finish.
- Cordoba Blue frame.
- Black drivetrain.
- Dynamic Package including DTC, LED headlight, Daytime running light, Hill Start Control, Shift Assistant Pro, Riding Modes Pro, ABS Pro, LED turn indicators.
- Cross-spoke wheels.
- Metzeler Karoo 3 off-road tyres.

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- Hand protectors.
- On-board computer Pro.
- Case holder.
- Customized graphics kit including competitors name, blood group and country.

Original BMW Motorrad Accessories – to make the best even better.

To the above specification the mechanics have added various parts from the Original BMW Motorrad Accessories catalogue to further enhance the GS's performance and protection.

Adjustable rider foot pegs.

The spring-loaded rider foot pegs offer increased comfort when riding in a seated position. When standing, especially during off-road riding, the tread deflects to give a zigzag outline for better grip and control. Adjustable between three heights.

Adjustable foot brake lever.

Wider than before and height-adjustable thanks to a patented hinge mechanism, the foot brake lever improves the control of brake pressure when riding off-road in a standing position.

Adjustable gear lever.

Provides improved control when standing.

Stainless steel cylinder head cover guard.

If the worst comes to the worst, the cylinder head cover guard provides additional protection against damage. It also accentuates the exceptional design of the boxer engine.

Stainless steel engine protection bar.

The stainless steel, electropolished engine protection bar provides effective protection for the cylinders without compromising the lean angle. Also combines perfectly with the cylinder head cover guard.

Enduro aluminium bash plate.

This sturdy enduro aluminium bash plate was specially constructed for off-road use and provides optimal protection for the lower section of the engine.

Headlight guard.

Protects the headlight during off-road riding (not homologated for road use). Quick and easy handling due to snap lock mechanism.

Stainless steel luggage grid.

Robust luggage made of electropolished stainless steel.

Bag for pillion seat.

This waterproof bag attaches to the pillion seat and offers 14l of storage (which can be increased to 18 l) – just the right amount for day trips.

First aid kit, large.

DIN-Norm motorcycle first aid kit. Space saving and waterproof. BMW ADVANTEC Ultimate engine oil. With original BMW Advantec Ultimate engine oil, the motorcycle will run the same as it did on the first day even after thousands of miles. It is perfectly attuned to your machine's engine because it was developed by the same specialists who built it.

Find all information about the BMW Motorrad International GS Trophy 2018 Central Asia at the dedicated website www.gstrophy.com.

You will find press material on BMW motorcycles, BMW Motorrad rider equipment and Original BMW Motorrad Accessories in the BMW Group PressClub at www.press.bmwgroup.com.

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More covetous images
overleaf.

This press release:

<https://www.press.bmwgroup.com/global/article/detail/T0279152EN/bmw-motorrad-international-gs-trophy-central-asia-2018-preparation-of-114-bmw-r-1200-gs-rallye>





Just one of the 114 BMW R 1200 GS Rallye motorcycles.

This is what sets them apart!



Which bike is yours?

Just The Two Of Us And A Bike

Peter & Ann Tibbs

Yes that's right. We are back on the road again, having been too busy to get the bike out lately. Now how can that be, when you get to north of Seventy. The only way to be busy surely is to be out and about on the bike.

So it came to pass, that Ann and I decided to get the bike out of the shed and into some sunshine for a two day ride. We started by loading enough gear to last us two days on the bike. Well actually Ann packed our luggage. It's always safer that way. Then I feel much more justified in moaning when I discover Ann has forgotten something that I of course would have remembered if I had packed our luggage myself. I have listed the roads we rode so you to could enjoy this ride for yourself as much as we did. It takes in some great spots, with little traffic to contend with.

The time had come to start the engine and we were underway round the drive onto the road. First stop is one of the cheapest fuel stops in Masterton Mobil at the north end of Town. Once fueled up we set off for the back roads. My instructions from the Commander in Chief and rear seat rider were to stick to the black carpet, which for the two days I almost managed to do. By sticking to the twisty roads we passed places such as Dreyers Rock, Ihuraua, Tiraumea and through to Pongaroa, which now has a brand new self service fuel stop, (no super). Pongaroa also has a new Lodge, motorcycle groups welcome. You can cook your own meals or stroll 100 meters to the Pub for one of their famous dinners. By now Pongaroa is disappearing off our rear view mirrors and it's onto Waiona, Te Tree Point, Wimbleton and Lunch at the Duke of Edinburgh Hotel in Porangahau. Well that was the plan until we stepped inside, only to be told it was spring cleaning time for the Hotel today. However there is a little store right across the road from this Hotel, where I managed to get a sausage, sandwich and milkshake. Ann seemed to do alright as well.

Anyhow it's back on the road again heading for the twisty bits, and it was a real effort to get passed Ugly Hill Road without turning onto it. This used to be a real good road until they laid a black carpet over two thirds of the road. So we passed it by 'yes we did' and turned onto Lake Road instead then onto Nicholls Road back to Porangahau road for only 100 meters then back to the twisty on Middleton Road. All these roads are a must to ride they have great views with almost no traffic. We linked up with Farm Road then turned onto Long Range Road which took us through to Pourerere Road, to make our way to Waipawa for a coffee and cream bun were we sat outside the Cafe and watched the world roll by. Just wondered to ourselves where they were in such a hurry to get to.

Time to start the engine. We head a short way up SH2 to Argyll Road and back onto those twisties working our way through to Argyll East School and onto Raukawa Road. Now we have arrived at a fork in the road. To the left is Valley Road to our right is the continuation of Raukawa Road the heart Land of our friend Folker. Sorry Folker we went left, next time it will be right my friend. From Valley road we broke out onto SH50 and made a dash to Omahu and onto Swamp Road. We then rode through to Puketapu from there to Taradale skirting the edges of Taradale and hooking up with the Main North Road for our run to the night stop at Bay View Hotel.

This is a good Pub to stop off at for the night. They have cabins as well as rooms in the Hotel and the meals are good. Well I think so. Me being a fussy eater, of course settled for the bangers and mash. I only got two bangers with my mash. If by chance I had have been given a third banger I could have used it for a door draft stopper if our room had of been drafty. As it was the only draft in the room seemed to have been generated by me after consuming those bangers. Thank god neither of us had any matches to strike during the night as I am sure the roof would have been blown right off. As it was the population of Bay View, were treated to a very rare hopefully one off thunderstorm without the lighting for most of the night. In the morning we set about dealing to our continental breakfast supplied by the Hotel. Time once again to get our riding gear on and load the bike up.

Now this ride is all about the back roads, with plenty of twists and turns. Apart from the sheer joy of riding the back roads there is the added bonus of not wearing flat spots on your tires.

Away we go leaving Bay View below us and making our way up Hill Rd linking up with Seafield Rd then onto Hedgeley Rd winding our way down to the Napier Taupo Rd. A short ride on this road brought us to the Glengarry Rd. This road brought back memories of when this was all gravel and me charging though this area on a 1928 Harley Gear shift mounted on the fuel tank and with a foot clutch. Brakes? "What brakes". These old bikes could from time to time pose a real challenge, no fancy computer interventions on these iron horses. I have a special place in my heart for these bikes. You often found yourself riding them as if there was no tomorrow. Sadly for many riders there wasn't. The turning right off Glengarry Rd onto Puketitiri Rd used to be tight and steep, now it's well different. The country side is just as fantastic, as it has always been. Down Apley Rd to Dartmoor Rd onto Vicarage Rd which hooks up with Omarunui Rd a tight left onto Swamp Rd to Omahu and this is where we start the Napier Taihape Rd which is now one long strip of black carpet all the way to Taihape. We just had to be different and turned off onto Ohiti Rd leaving the usual route to our north for others to take. Our chosen route took us though open country and past places such as Matapiro Golf Course and Ghrialka Warmbloods. This section of the ride has one or two straight sections of road to deal with. I guess the good side of this is your steering bearings get a rest. We rejoined the Taihape Rd at Otamauri making our way to Taihape passing by The Lizard, Blowhard, Gentle Annie, The Long Swamp, Erewhon Station where a night stop can be had by arrangement. Arriving in Taihape after taking the Spooner Hill Rd, we took a break to refuel the bike and take on a little fuel of our own. Refueled and refreshed we took to SH1 going south through Mangaweka and Ohingaiti. Just south of the Rangitira Golf Course we turned right onto Kiekie Rd though to Murimatu Rd making our way though farming country rejoining the main road just outside of Hunterville where we turned right off SH1 and wound our way through more farming country onto Turakina Valley Road and at last some gravel, But hang on. Our joy was short lived and after only 2 or 3 k's we were back on the black carpet however twisty roads and great scenery made up for the lack of marbles on the road. We turned off Turakina Road onto Makuhou Road and from here made our way through to Marton out onto the SH1 down to the Paekakariri Hill Road. From here it was via SH58 to the Hutt Valley over the Rimutaka Hill Road into the sunny Wairarapa and home.

Why don't you try a ride like this? After all it's what our bikes were made for. So let's enjoy riding them while we can.

Peter and Ann Tibbs
(aka Tibsy 1 and Tibsy 2)



The Great Escape.

VISION NEXT 100: The motorcycle of the future.

Glasses in place of a helmet, smart clothing, full balance without a kickstand: Only three of the many inventions that could become standards for riding a motorcycle and add a new dimension to the sense of freedom in an increasingly digitised world. And the best thing about it: this vision vehicle is already here. Introducing the BMW Motorrad VISION NEXT 100.

The futuristic two-wheeler glides through the auditorium, the jet-black triangular frame illuminates the blue and white BMW logo. The female driver only wears a visor, which looks like a pair of glasses from the next century instead of a helmet. She stops and stands up from the seat, without taking either foot off the pegs. The vision bike presented at the "iconic impulses" exhibition. "The BMW Group Future Experience" that is celebrating its world premiere in Los Angeles, transports the viewer to the year 2130.

A time when mobility is yet more diverse and interconnected; a time when digitalisation takes on a shape which we today perceive to be surreal; a time when motorcycling becomes an analogue and at the same time extraordinarily emotional experience. "The motorcycle provides my escape from everyday life. From the moment I climb on board, I experience nothing but absolute freedom – The Great Escape," says Edgar Heinrich, head of design at BMW Motorrad.

Absolute freedom.

Together with his design team, Edgar Heinrich drafted this future scenario and designed the BMW Motorrad VISION NEXT vision vehicle based on that. "When we develop a motorcycle, we are usually thinking around five to ten years in the future. So taking a look further into the future was especially exciting for us and highly appealing," Edgar Heinrich paints the picture. Designers are assuming that in 30 years, most vehicles will be driving around autonomously. Life is crammed up in cities and organized by means of digital services. More and more digitalised, more and more interconnected, more and more automated. During this presentation, the importance of analogue 'oases' becomes apparent, which give people the feeling of freedom back.

Freedom means experiencing the environment with all your senses, and feeling centrifugal forces, acceleration and the wind. Ideally without a helmet or protective clothing. The BMW motorcycle VISION NEXT 100 doesn't need that either. Because the "digital companion" – a functional unit consisting of motorcycle and our own version of rider's equipment – ensures a high degree of safety. The digital companion acts imperceptibly in the background and always intervenes when required or desired. "It was important to us that the analogue riding experience would remain undisturbed. The display and operating concept acts so discreetly that it creates a natural and familiar movement," explains Holger Hampf, head of design, customer experience, at the BMW Group.

"The motorcycle provides my escape from everyday life. From the moment I get on, I experience total freedom - the great escape." Edgar Heinrich Head of BMW Motorcycle Design

It's Still a Roadster.

All new – and yet the BMW Motorrad VISION NEXT 100 still captures elements from the BMW Motorrad timeline: black triangular frame, white lines, classical opposed-twin engine type. In the side-on view, the vision vehicle looks naked. Accordingly, ergonomics and seat position are set up like on a roadster. The design of the front is minimalistic and refined with high-quality detailing. Above the front wheel, a large metallic reflector is integrated in the frame. It serves as a wind guide and together with the integrated windscreen, ensures aerodynamically optimised airflow.

Body elements like the seat, the upper frame cover and the front-wheel cover are made of carbon. Two delicate red lights under the body serve as tail light and turn signal. The tyres have a damping function and actively adapt to the terrain. The red rocker arm on the right handlebar stands out. Designed as a consciously mechanical element, it blocks the throttle grip or releases it.

The Frame Follows the Wheel.

The black triangular frame is visually reminiscent of the R 32 from 1923 – the first BMW motorcycle. However, the frame has functionally little to do with the original. The Flexframe is flexible and allows steering manoeuvres without the joints we are familiar with today. If the handlebars are moved, the entire frame changes shape and facilitates the change in direction. Depending on the traffic situation, the forces required for this vary: steering manoeuvres are especially easy at a standstill, while the frame firms up at high speeds. The surfaces are attached so that they offer the wind and weather protection of a fully enclosed motorcycle. The surface of the frame is made of matt black textile.

Opposed-twin Engine with Emissionless Drive.

A special engine is mounted in the middle of the frame. It is simultaneously a style element and a memory of things long past. In form and performance it resembles the traditional BMW Boxer engine, but houses the emission-free drive unit. Depending on the riding situation, the exterior shape of the opposed-twin engine changes. At a standstill, it lies tight.

As soon as you begin riding, the engine block protrudes out of the sides. In doing so, it optimises the aerodynamics and the motorcycle's weather protection during the ride. Polished aluminium in this area exudes that high-quality vibe.

Self-balancing: No Chance of Tilting Over.

A motorcycle doesn't need a stand. Not when assistance systems ensure perfect balance. Self-balancing enables the BMW Motorrad VISION NEXT 100 to remain stable both during the ride and at a standstill. This enhances safety for the driver. It also makes it easier for beginners, because they are led safely through every riding situation and cannot fall over. But experienced bikers can also profit from self-balancing. Because the motorcycle becomes even more agile, making the riding experience even more dynamic. The assistance systems also expand the rider's capabilities. Regardless of ability and practice, riders are able to constantly expand their boundaries and positively intensify the riding experiences. Making every ride an experience of pure freedom from start to finish.

"When we develop a motorcycle, we are usually thinking around five to ten years in the future. Looking further ahead is particularly exciting for us and very appealing." Edgar Heinrich Head of BMW Motorcycle Design
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Data Glasses Instead of a Helmet.

With the BMW Motorrad VISION NEXT 100, rider and motorcycle are engaged in a direct exchange. Relevant information is collected from the environment, which the visor - essentially data goggles that cover the driver's field of vision and block wind - projects directly into the driver's field of vision. If the rider looks straight ahead, no data is displayed, so as not to impinge on the riding experience. Only when action is required – for instance in case of hazards – or if the rider requests information, does the visor become active. In this case, the symbol of the digital companion appears in the lower third of the glasses: an upturned triangle forming two horizontal lines. The display is similar to that in an aircraft cockpit. It shows the current angle of lean and the ideal line. If there is any deviation, the rider can correct this. If the rider fails to react or does so too late, the motorcycle corrects itself. Looking up will have a rearview mirror function. If the rider lowers his gaze a little below the normal viewpoint, a menu opens where he can trigger each function using finger gesture control. If he lowers his gaze even more, the map view opens, showing the rider his selected route.

Fashion Statement Instead of Heavy Protective Clothing.

Light fabrics instead of leathers and accessories. The rider apparel from BMW Motorrad VISION NEXT 100 is a fashion statement and offers protection against wind and weather, thus contributing significantly to the overall driving experience. An A/C function either cools or warms the rider as desired. Heavy clothes that are too hot or too cold are a thing of the past. The flexible band structure of the clothing and footwear was inspired by muscle strands. It actively supports the rider depending on the riding situation and in so doing relieves him of the burden. The neck region of the rider clothing can be filled with air at higher speeds. It then relieves the cervical spine and increases the level of comfort. With vibrating elements on the arms and legs, the clothing provides navigational signals or indicates when a limiting tilt angle is reached. A safety function of the rider clothing is not required due to the intelligent assistance systems.



Auckland

Well February thankfully saw a return to normal routine, a thinly attended monthly meeting 12/02 was followed by a 17 bike Waikato tiki tour which took a break for lunch at Domain Cottage Café Te Aroha (don't hesitate to take some time out and a bite to eat at this venue, they look after us well every time). Honestly when you look at a topographical map of Central Waikato it's hard to imagine that this flat looking landscape has much to offer for the riding community. Reality is that the Waikato is home to some astonishing roads when you get off the main thoroughfares, nobody is better at serving this up than our main lead rider Tony O'Connor, somewhere deep inside the recesses of Tony's mind the road riding routes for Rally 2019 are taking form even as you are reading. The Te Aroha ride had a bit of a curve ball served up even before we had begun, a power cut affecting the BP Service Centre on the Southern Motorway meant that no fuel could be served and, even worse, there was no coffee or hot food available. The situation at the service centre was compounded by the bit where this was the Paeroa street races weekend so every man and his bike was turning up to fuel and meet up with their riding group. Just to top all of this off, Police and ACC had set up at the site with the dual role of a charm offensive and educational information, a big part of their plan involved paying for everybody's coffee. An awful lot of people were well off their A plan as a result of all this. One amusing situation did however occur as a recently retired cop parked his bike in a no parking zone and ended up having a conversation with an actual cop, photo herewith. Some of our riding party only had maybe 30 to 50km of fuel on board so our first fuel stop was now going to be 5 minutes in to the ride rather than the usual 2 or so hours. Once we had left all this drama behind we got on with a great day out. In typical Auckland fashion our numbers dwindled following lunch but the bulk of us managed to also fit in the lower Coromandel loop and some other coastal roads before arriving home late afternoon.

Fernielea Café (our March Café destination) on the Coatesville Riverhead Road is another place that does a good job of looking after us. The bit where I booked for between 8 and 12 of us and 17 turned up was handled without fuss. Following brunch some headed home, some shot off for a ride, and the remainder of us rode to the Shiny Side Up event at Alexandra Park. Our café run is usually held on the first Sunday of each month however April's run will move to the second Sunday to avoid any complications during the Easter break.

Our monthly meeting featured another aspect of Audrey and Trevor's London to Beijing ride. The focus this time was on Tibet, even Audrey and Trevor having done the miles, seen the land, experienced the people, and found themselves surrounded by the palpable spirituality of this unique land were struggling to adequately convey a sense of this unique country and its people. Some things it seems just need to be experienced with all the senses.

Auckland has benefitted recently from my very overdue reconciliation of BMWOR membership records and my own email database. It's been a pleasure to make contact with new members and it's also a bit reassuring that they find our Auckland Area BMWOR culture something they feel at home with.

Paerata 2019 (Annual Rally and AGM) is something which looms large for us and as soon as our Wesley College contact person engages sufficiently with us we will confirm costs etc and publish the registration form. The event will take place across the second weekend of January. The rally events themselves are in very capable hands and those responsible have a pretty clear picture in their head around what they will be serving up for you, there's everything you would expect and some stuff which I'm picking you won't be expecting.

That's it from me for the moment

Stephen

Wellington

February – Club Ride to Riversdale

Sunday 18 February saw showery weather starting to appear over the Rimutaka Hill as 4 riders (Dave Thomson, Bill Ackland, Sorren Whitewood and Peter Nash) gathered at the Caltex Rimutaka for the 10:00 departure over the 'Hill' on SH2 to Masterton. We were caught in a brief squall near the summit otherwise we had a dry ride over into the Wairarapa.

There was a warm breeze which got warmer as the day went on, all the towns on the way to Masterton were clearly gearing up for a busy fine Sunday. At Masterton we linked up with Dave Gamble and headed out on the Masterton Castlepoint Road which is a sealed 'Major Road' (AA Classification). It is a favourite with Motorcyclists and Cyclist alike with plenty of variety in terms of corners, hills, narrows it passes some great farm land and forestry blocks. The road gets a bit narrower and more, windy in places after the turn off to Riversdale. The Wairarapa has a lot of roads like this as well as great gravel roads down to the Pacific Coast it is something of a biker's paradise.

At Riversdale Beach the store doubles as Café, Dairy and a Bottle Store and when we arrived was already busy we found a table under an umbrella food and drink ordered, we sat and talked as you do on these rides. Dave Gamble had on the previous day, been on Peter Tibbs latest Gravel Road Riding Training and said he had enjoyed it and gained some more confidence. Dave Thomson had just returned from the Bert Munro and had, had a great time even though his bike had been slightly damaged by a Harley owner tying his bike down on the ferry in a way that made it tip over and hit Dave's bike. Bill Ackland hadn't ridden for awhile however said he always enjoyed the ride to Riverdale.

The food and service at this Café was good and we all felt refreshed after some food and drink. It was decided to return via the Stronvar, Lees Pakaraka, Longbush, and Gladstone Roads before joining SH2 at Carterton for the ride back over the Rimutaka Hill. It was mid afternoon and the traffic volume had started to build with the usual number of drivers dithering their way up and over the hill some pulled over when the opportunity arose others just made full use of their few minutes in control of the road and held everybody up.

This was the first of the 2018 Monthly rides in what can only be described as hot conditions molten tar was a little bit of a problem with the bike doing the odd slip otherwise another good day's riding in fine company.

Peter Nash





The best of Auckland, (The rest are baulking). Cafe Fernielea.

Right: Wellington Al Kean, Sorren Whitehall and David Ross have their own discussion while the Area Rep. Peter Nash tries to address the assembled.



Below: Auckland Cops meet Ex cop.



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After trick-or-treating, a teen takes a shortcut home through the cemetery. Halfway across, he's startled by a tapping noise coming from the misty shadows. Trembling with fear, he spots an old man with a hammer and chisel, chipping away at a headstone.

"I thought you were a ghost," says the relieved teen. "What are you doing working so late?"

"Oh, those idiots," grumbles the old man. "They misspelled my name!"

"Where do you want this huge roll of bubble wrap?" I asked the boss.

"Just pop it in the corner," he replied.

It took me nearly 3 hours.



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Jan's Dilemma.

Can you help him find 6 differences so he can continue on his trip? Answers on page 22.



A prince had a curse put on him when he was a little boy. He could only speak two words every year. But, if he didn't speak for a whole year, he would then be able to speak 4 words the next year and so on.

One day he met a princess named Josie and he wanted to say "My Princess".

The next year he saw her he wanted to say "Princess, I love you".

The third year he saw her he wanted to say "My princess I love you, will you marry me?" But, the young prince, now growing older knew he would have to wait a couple more years.

So, on the fifth year, excited to finally present his question, he visited the princess.

He approached her respectfully and then quickly blurted out, "Josie, my Princess, I love you. Will you marry me?"

And the princess said, "Pardon me?"

It Really Isn't an Unpleasant Smell

Some years ago in younger days,
Some local friends and I
Had trouble starting a hot-rod engine,
And about to kiss it goodbye.
Then one of the lads in a cheeky style,
Said, 'Have you checked the gauge for fuel?'
We all spun around in disbelief and in chorus did reply;
'Do you take us for a FOOL!'
More tinkering 'round with the Chev 350,
Now coughing and spluttering, - We're under its spell,
Says a voice from the rear: 'Whew, it stinks back here.'
But it really, isn't, an unpleasant smell.

The street we live is culturally mixed,
With a real United Nats feel.
There's Chinese living but two doors down,
And pensioner Poles that own a 5th Wheel.
English and K'reans pepper the grove,
Along with the Sri Lankan.
And the Muslims at 'seven,' they keep to themselves,
They fled from their native Afghaniskan.
When the Indians start to prepare their food,
You should opt for a curry as well.
'Cause the wind from the north wafts the scent of the spices:
But it really, isn't, an unpleasant smell.

So life goes on; time slips away,
The years they do go so fast.
Day after day the tomorrows change
To today's; - and next they are past.
But can we stop time? No, we know we can't,
Let's get on with the job that's at hand.
Weather it is changing a washer or finishing the nursery,
For the g-baby that was not planned.
So with nappies to wash, (- they re-cycle them,)
Instead of filling the dell.
They both have something in common you know,
It really is - an awful smell.

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SHOWING OFF THEIR LOGO - SOME OF OUR FELLOW MEMBER CLUBS

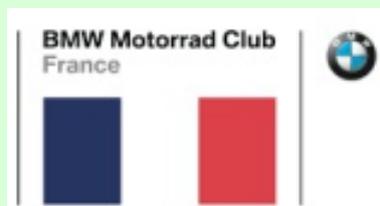
With a small chance of the Register updating it's name, let's take a look around the world at some of the other logos, and garner interest and esprit de Corps in our own logo.



The rural road with its 'twisties' takes the rider out of the city, epitomising the freedom on a motorcycle.



Geneva cleverly incorporates the classic iconic air-cooled horizontal twin, within the BMW logo requirements.



An stylized (modern) bike contrasts with traditional symbols & colours.



The setting sun between the Rockies is taken from the Provincial flag.



The Monaco flag works well as a background.

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Quotes - Churchill:

Courage is what it takes to stand up and speak; courage is also what it takes to sit down and listen.

The pessimist sees difficulty in every opportunity. The optimist sees the opportunity in every difficulty.

We are masters of the unsaid words, but slaves of those we let slip out.

At the University of Victoria, there were four sophomores taking Organic Chemistry. They were doing so well on all the quizzes, midterms and labs, etc., that each had an "A" so far for the semester.

These four friends were so confident that the weekend before finals, they decided to go up to Simon Fraser University and party with some friends there. They had a great time, but after all the hearty partying; they slept all day Sunday and didn't make it back to U-Vic until early Monday morning.

Rather than taking the final then, they decided to find their professor after the final and explain to him why they missed it. They explained that they had gone to SFU for the weekend with the plan to come back in time to study, but, unfortunately, they had a flat tyre on the way back, didn't have a spare, and couldn't get help for a long time. As a result, they missed the final.

The professor thought it over and then agreed they could make up the final the following day. The guys were elated and relieved. They studied that night and went in the next day at the time the professor had told them. He placed them in separate rooms and handed each of them a test booklet, and told them to begin.

They looked at the first problem, worth five points. It was something simple about free radical formation.

"Cool," they thought at the same time, each one in his separate room, "this is going to be easy." Each finished the problem and then turned the page.

On the second page was written: For 95 points: Which tyre?

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Jan's Dilemma:

(Clockwise, more or less)

1. Sign; Steinkjer kilometres different.
2. Sign; Bodo spelt wrong.
3. Extra hay bale under signage.
4. Different saddle bag on blue BMW.
5. Jan's jacket zipped up.
6. Road edge marking missing.
7. Mirrors on left bike missing.

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