

Member of the International Council of BMW Clubs

Newsletter

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August 2018

BMW Motorcycle Club
BMW Owners Register
of New Zealand





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Don't forget to ask about the John Baker special.

A handwritten signature in black ink that reads "John Baker". The signature is written in a cursive, flowing style. It is positioned below the text "Don't forget to ask about the John Baker special." and is underlined by a thin orange line.





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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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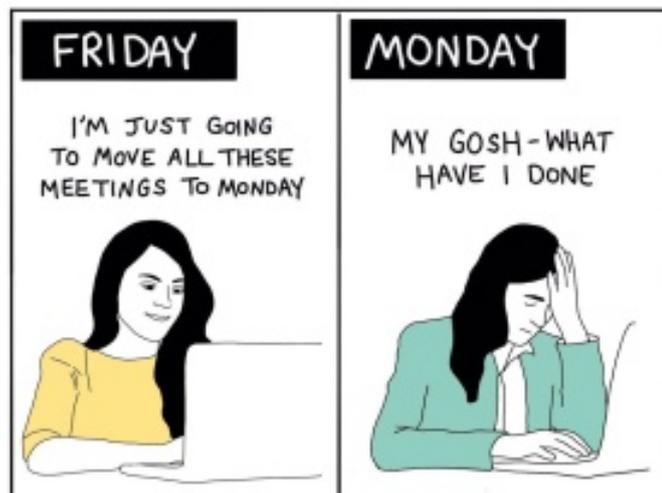
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NEW MEMBERS

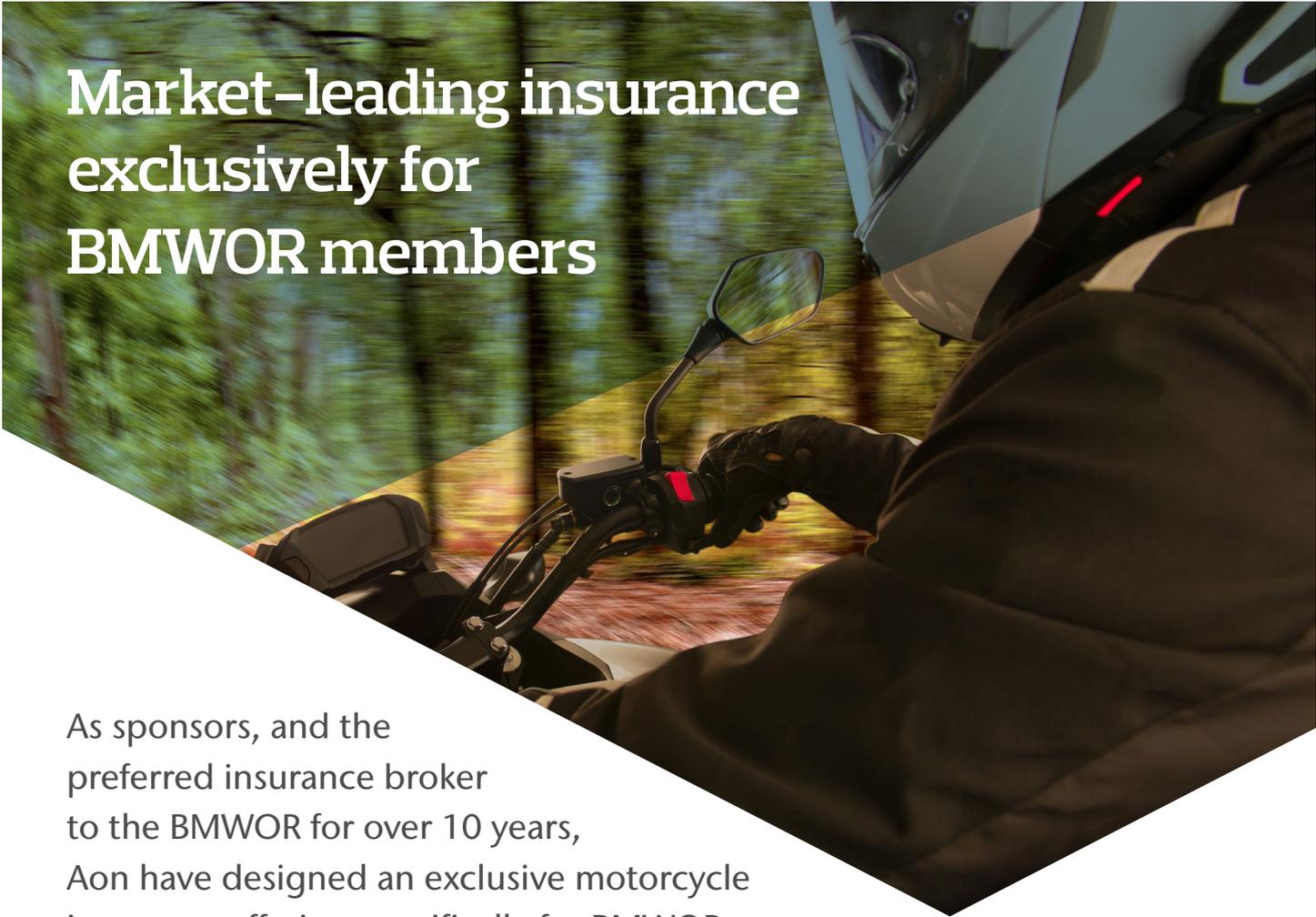
We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area.

Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

Introductory	David HOWDEN	WHANGAPAEROA
Introductory	Richard QUITMANN	AUCKLAND
Introductory	Heath SIMONE	AUCKLAND
Introductory	Joshua ROGERS	OPOTIKI
Introductory	Michael STEVENSON	HAVELOCK NORTH
Introductory	Stephen CARTER	WELLINGTON
Introductory	Andy CRAWFORD	PORIRUA
Introductory	Mark O'BRIEN	WELLINGTON
Introductory	Paul AINSWORTH	CHRISTCHURCH
Introductory	Robert BELL	RANGIORA
Owner	Colin FULLER	DUNEDIN OTAGO
Pillion	Robyn FULLER	DUNEDIN OTAGO
Introductory	Michael LANDMANN	DUNEDIN
Introductory	Ian SCOTT	MOSGIEL
Introductory	Tracy WRIGHT-MASON	DUNEDIN
Owner	Mike CURTIS	SOUTH OTAGO
Introductory	Bob CRESWELL	INVERCARGILL



Cover;
The Esser Sculptures in Munich. Read more on page 14.



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President's Podium

We've enjoyed a decent run of sunny and settled days in Canterbury over the last few weeks although it's been icy starts for many, with a number of inland areas shivering on -6 degrees first thing in the morning. I did back the bike out of the garage last Wednesday evening for the trip into Christchurch for our Canterbury club night but I can't help feeling a tad envious of friends basking in the warmth of the northern hemisphere. Grant and Julie just got back from Romania, Cuba and the UK. Justin is currently touring around Eastern Europe on his 1150GS and Ralph is punting his way around India on a Royal Enfield. I'm sure neither were as rugged up as I was for a simple 100km round trip.

I spent the best part of last week at a conference in Christchurch exploring some of the changes anticipated in the future of learning as a consequence of a rapidly changing world. The growth in technologies such as artificial intelligence, machine learning, robotics and other forms of automation, which are increasingly capable of doing tasks or jobs once thought safe from automation, is rapidly changing how many tasks associated with work are completed and what "work" will actually look like in the future.

It's not lineal growth we're talking about in the technology space either, it exponential and coming at us faster every day. Think about what "exponential" means for a minute. If I take 30 steps forward, and let's assume each step is 1m, then lineal means I've travelled 30m. If I take the same 30 steps applying exponential growth it means I'll have walked the circumference of Earth 26 times!

Suffice to say there are huge implications for education, but it also got me thinking about the implications for clubs such as ours. Very little of the technology available today was around 40 years ago when this club was established, hence the reason many things are done or thought about very differently.

Even the last 10 years has brought massive change, but when we think of the advance in technology from 40 years ago, it really is mind blowing. 40 years ago, I remember watching a TV that was bigger in width than it was length and only had one channel, providing that the signal was strong enough. Nowadays we're watching TVs more than 60 inches wide and only an inch or so thin with full surround sound, and in 3D.

So many things have changed, the list really is endless. The biggest advance of technology that truly has revolutionised the way we live are phones becoming mobile. In the 60s, house phones were the way people contacted each other if they couldn't meet in person, no texting or social media, just phone calls. Who remembers party lines? Today, it's incredibly rare for someone not to own some sort of smartphone, which is pretty amazing considering it was only 18 years ago when the first Symbian phone was marketed as a Smartphone, and now people couldn't imagine life without them.

Previous to that came the Internet. Before the Internet, people would find out their information through books, newspapers, radio and TV. Now you can literally find out anything that you want using the Internet. Just ask Google.

The advance in the Internet alone has been huge. When it was first invented it would take forever to load a webpage and, when it would finally load, what you could view was very limited. Now, in the click of a button, you can instantly see anything you like whether it's watching a video on YouTube, reading the latest sports news, purchasing clothes and internet banking. All this can now be done whenever you want and wherever you are (if you have a data or Wi-Fi connection of course).

How much have our bikes changed over the last 40 years? ABS wasn't even invented until the 70s and is now pretty much standard on all bikes with latest generation enhancements even alter the front-to-rear brake bias. TCS, ESC, ESP and all the other acronyms introduced progressively since are mostly now taken for granted. Technology has made servicing much easier. For you young fellas, bikes used to require what was called a "tune-up" every 1,000 miles. Spark plugs would be pulled, cleaned (every gas station had an air-driven spark plug cleaner), gapped, and re-installed. If any plug's heavy gauge center wire was rounded by spark erosion, its tip might now be filed square. An abrasive strip was used to remove any roughness from the hard-metal contacts in the mechanical contact-breaker. After cleaning, the gap between the points was adjusted to spec, and timing was checked and reset as required, by use of a strobe light aimed at timing marks. The engine would be warmed up and its idle speed adjusted. A multi-carb engine would have its throttle slides synchronized before the idle adjustment. Engine oil would be drained (comes out quicker when the engine's hot) and oil and filter replaced. All but the oil change is gone now, and oil changes occur at much longer intervals.

Some might argue that the advance of technology has changed how we live in a bad way as we depend on it too much, and it's isolating too many people from physical social interaction. The reality is that we are all capable of getting out and enjoying the company of others when we need to and it is the Board's intent to invest in these opportunities and let technology take care of the communication and information needs of members.

We've got some great events coming up in the near future including a track day at Hamptons Downs in September, the South Island RAG Rally in mid-Canterbury end of October/early November, the GS Rallye in National Park early December and, of course, the Annual Rally in Auckland in January. There are plenty of other local area events going on each month. Do yourself and your social interaction needs a favour by looking out for the details of these upcoming events in emails from your Area Rep, the club website and on our soon to be launched social media platform and join the fun.

Wherever your travels take you in August; have fun and make good decisions!

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, 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

National Events

Link for country-wide events: <https://www.mnz.co.nz/events>

Non BMWOR

NZ Distance Riders.

6-7 October 2018. North Island 1,600.

Link: <http://www.distanceriders.org.nz/the-north-island-1600.html>

6-7 October 2018. North Island 800.

Link: <http://www.distanceriders.org.nz/the-north-island-800.html>

National BMWOR Events

Jan. 2019 Annual Rally/AGM. Auckland. See page 12.

National BMWOR Regional (Area) Events

Northland See area Rep.

Auckland

Sunday 5th August. Café run. Destination Café Stripe 521 South Titirangi Road Auckland 0604. Make your own way there for 10am.

Monday 13th August. Monthly meeting 7.30pm Vintage and Veteran Clubrooms 39 Fairfax Ave Penrose. The focus of this meeting will be centred on specific questions members were looking for answers on from the recent area reps meeting, results from the recent national survey, and address some confusion resulting from emergence of another riding group utilising the BMW brand as a prominent part of their marketing and online presence.

Sunday 19th August. Monthly ride, destination Waitomo. Meet 9.00am for a 9.30 departure BP Service Centre located Southern Motorway between the Papakura and Drury off ramps. There are some serious roads between here and Waitomo, don't be missing out. Come to think of it, there's probably a gravel option screaming out for attention on the way back home.

Sunday 2nd September. Café run. Destination Karaka General Store and Café 257 Linwood Road Karaka. Make your own way there for 10am.

Monday 10th September. Monthly meeting, venue Cyclespot Barrys Point Road Takapuna 7.30pm (pay attention in case this time frame adjusts itself slightly).

Sunday 16th September. Monthly ride, destination Dargaville. Meet Starbucks Westgate 9.00am for a 9.30 departure. The Westgate shopping centre is obvious on your left as you take exit 19A off the north Western Motorway heading away from Auckland Central. Starbucks is hard to miss once you have entered the complex.

Waikato See Area Rep.

Bay of Plenty

Sunday 5th August, will be our club ride. The destination will be Waihou Bay and hopefully we will be able to keep this day as planned! It will be a sealed road ride and for those living out of Tauranga I'm sure we can meet you somewhere enroute, just let me know prior. However, around this time of year it will be weather dependant, so please keep an eye out for emails the night prior and even on the morning of the ride for any possible updates.

Saturday 25th August. Social night to be held at Nautilus Restaurant Sulphur Point, meet there 6pm and please, please let me know if you are coming so tables can be booked. This venue is a "Buffet" style meal with the usual three courses for \$26 over 60's & \$31 for the lucky ones who aren't there yet!

Taranaki See Area Rep.

Rangitikei

Sunday 22 July, brunch at The Woolshed cafe, 11am.

Sunday 12 August, ride departs from "Coffee on the Square" Feilding at 10am.

Sunday 26 August, brunch at The Woolshed Cafe, 11am.

Barry

East Coast See Area Rep.

Wairarapa/Wellington

Note – In addition to the events noted here we 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.

Sunday – 12 August – Destination Ride – Plimmerton Garden Centre Café – Plimmerton

Monday – 13 August – Monthly Get Together – Petone Working Men's Club

Sunday – 19 August – Monthly Ride – Woodville – Café 88

Sunday – 9 September – Destination Ride – Hyde Park Café – Te Horo

Monday – 10 September - Monthly Get Together – Petone Working Men's Club

Sunday – 16 September – Monthly Ride – Lazy Graze Café – Eketahuna

Nelson See Area Rep.

Canterbury

Group ride to Kaikoura Beach Hop Sep 14-16

RAG rally at Geraldine Top 10 Motorcamp October 26-28.

Otago/Southland See Area Rep.

Area Reports, page 8.

Nelson:

Squire Cafe. Pop-up get-together.



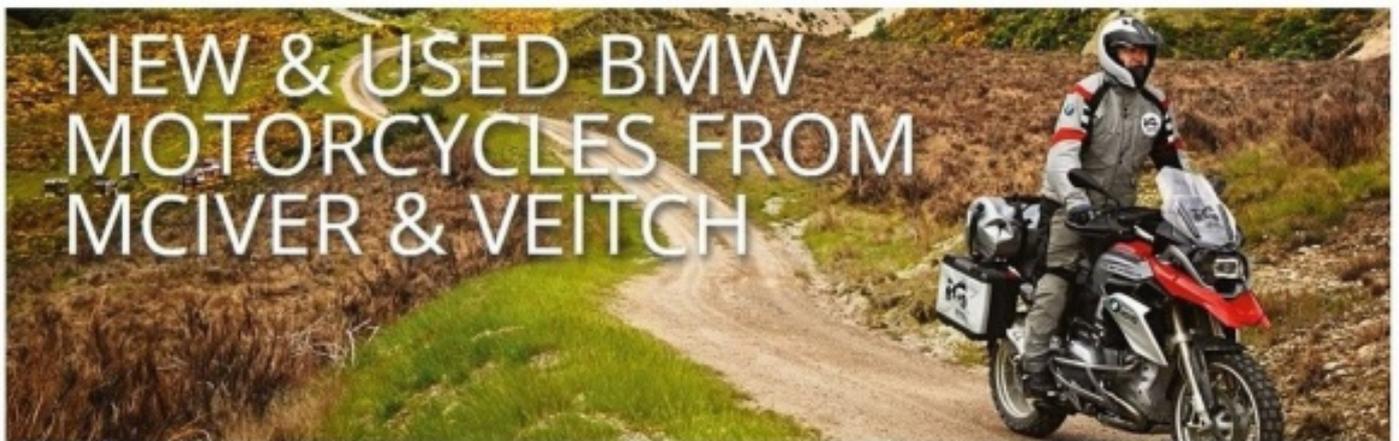
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Auckland

I recall the first ever Café run I turned up to shortly after joining BMWOR, the café run deal was being co-ordinated by Joe Booyens and the venue was Sitting Duck Café located waterfront Westhaven at the foot of the Auckland Harbour Bridge. On arrival at the venue we discovered that it was shut due to a family emergency/tragedy, an amount of discussion ensued and those gathered decided that the next closest café would probably be the Puhoi Pub. This is not entirely true as there's actually something like 131,642 cafes located within that Auckland geographic window and approximately 131,641 of them are closer than Puhoi. Puhoi Pub is however closer to the hearts of the Auckland riding community than anything else so our reasoning wasn't completely flawed, the ride and the venue didn't disappoint. Sitting Duck Café never made it back onto the scene and it was a pity to see this idyllic location vacant. Buoy Café (already established along Tamaki Drive) decided to take up the reins, re-brand and re-open the location. So some 180 plus words later I've arrived at the point, the point being that July's café destination was Buoy Café located Westhaven Drive at the foot of the Auckland harbour bridge. Reports have it that our usual winter/sketchy weather café numbers were maintained with around 6 or 8 attendees.

Whilst all this café business was carrying on there were 4 hardy souls (Peter, Tony, Richard and Myself) clasping coffees, huddled over a table and dissecting maps. We had convened at Sugar Plum Café located on the North East approach to the remote rural outpost of Tuakau. Why would we pass up a perfectly good Auckland Café run to gather on the edge of civilisation? Well the answer is that we were pretty much taking one for the team, our personal preferences and comforts had been set aside for the arduous task of establishing the "off seal" ride options for Rally 2019. After an amount of discussion we set off, within minutes we crossed the Waikato River and twisty hard seal gave way to an off seal smorgasbord. We experienced hard packed sweeping corners in open country which could be taken at speed, soft deep metal where momentum, throttle and weight distribution are your friend, spectacular coastal views inconveniently located at the entry to some serious 180 degree switchbacks, all mixed up with some random wild pigs and goats. We had nowhere near run out of off seal riding when the threatened adverse weather started to kick in mid-afternoon. At this point we were quite a way south and hit the hard seal to make our way home (note to self, turn the traction control back on when you hit the seal or there will come a moment accelerating out of a corner when you will do poos in your pants). Honestly this was a mile wide grin day out, there was one road in particular (quite a long one) which, if it presents during Rally 2019 in the condition we rode it then I will swear off weak drink and strong women forever.

The balance of July has been a tad underwhelming. I'm facing a near family situation which regularly locates me well outside of Auckland and commands an enormous amount of my time and personal resource. This situation led to the cancellation of our July monthly meeting. Normally there would be a variety of folk that could step into the breach and allow this to proceed as planned but the focus of our July meeting was such that I was the only individual who could convene the meeting. One key aspect of the meeting was to address matters which specific members had asked me to raise at the Area Reps Meeting held recently. The second agenda item was to look at results from the recent national survey. Thirdly we were going to take a look at the current confusion being experienced by the emergence of another riding community choosing to feature the BMW brand prominently in their market presentation. The convener of this group had accepted an invitation to explain the group at our meeting July Monday 9th July. At the time of writing I am yet to ask but I'm hoping that their convener will be available to address our monthly meeting set down for Monday August 13th August.

The final Auckland thing relates to our planned Waihi ride Sunday 15th July. This particular weekend was looking OK then increasingly sketchy as we approached it. Even up to the last minute there was hope that the rubbish weather would be held off, alas no. The only grown up decision was to postpone the ride. I was travelling via road from New Plymouth to Auckland late Sunday 15th July and there's no way the ride would have been good to go. There were flooded roads, impassable roads and slips all piled on top of hideous riding conditions. Our July ride is postponed to July 22nd, I'll let you know how this pans out.

Later, Stephen Parkinson. Auckland.

Bay Of Plenty

July's club ride was a combined gravel and seal route taken up by seven riders to Bennydale. The original date of Sunday changed to Saturday due to a bad weather forecast and it was great to see a reasonable number could still make the ride. Five bikes did the gravel option and the remaining two the sealed route, both groups ending up at the Café in Bennydale. Gravel roads taken were Huirimu and Ranginui both off Waipapa road, then Mangaokewa loop road off h/wy30 near Bennydale, this was on the way to Bennydale. On our return, we went through Pureora Forest Park ending up on the western access road back to Whakamaru where we had lots of fun and got thoroughly filthy in the mud, thanks truckies! All that went enjoyed the challenge and there was plenty of "small talk" as usual at the café stops.

Our social night was kindly held at Ian and Carol Sowdens home in Katikati, the night was very dark and cold to venture out into however, those that turned up were treated to some great food and hospitality, thank you again Carol and Ian.

I would greatly appreciate more club members homes made available for future socials so we can continue this throughout the year as they appear to be going down very well with all. So if you can hold a social at your place please let me know. - Peter

Rangitikei

Sorry I dont have an article. Our July ride was postponed due to the weather. Not having a great run at the moment.

Wellington

See 'The Last Hurrah' page 10

Nelson

Nelson ride was cancelled this month due to inclement weather.

I suggested a brunch meeting at Squires cafe where 13 of us met up and socialized on a very wet Sunday morning. Kevin.

Canterbury

On 13 June Canterbury was one of the last BMWOR groups to hear from Nicole Berman from SAMA with her well presented and informative presentation on touring South Africa. The evening drew a respectable group of interested members on a cold winters evening.

All reports are enthusiastic of a tour and would recommend the guided tour to anyone wanting to explore South Africa by motorcycle.

Following on from the talk a group of our members took Nicole for a ride around Banks Peninsula, Alan & Andrea (Kiwi Motorcycle Rentals) lending her a bike & joining the ride for the morning, Mark, Ralph & at least one other continuing to show her around our closest motorbike nirvana for the whole day. They visited French Farm, Wainui, Bossu road, Akaroa, took a walk up Carews peak, returning through Little River, Western Valley road, Port Levy and rather wearily back to Christchurch after a great day on the bikes.

Mark reports Nicole is keen to send riders to visit New Zealand citing our guys as the ideal guides.

Two photos from Canterbury:
Right: Top up the radiator.
Below: Top up the reservoir.



Wellington

'The Last Hurrah.' **- The End of an Era.**

With the changing technology bringing about a cessation of the newsletter printing, the regular diehard folding team were shouted a meal 'on-the-house'. At the planning stages, and discussion about the venue, we opted for the hosts' house. This evening was a folding-free night and simply an evening to enjoy. The team have been meeting together for a number of years at David and Elizabeth Boyes' house. When they retired from the Register, they still graciously opened their doors for the folding nights. David is a past editor of the newsletter (November 1998 – October 2000)

The team:



Key to photograph.

Back Row (Standing) David Oldershaw, (Only work would stop him coming.) Peter Tibbs, (Commuted from the far side of Masterton.) Ann Tibbs, (Where he goes, I follow!) Bruce Frost. (Bikes before Buses.)

Middle Row. David Boyes, (The Captain and Host – with the most!) Dave Morris, (Editor-in-Chief.) Elizabeth Boyes, (Folding team sweetheart.) Bill Croasdale. (A fantastic source for photographs.)

Front Row. Cheryl Morris (or Marquis) (The Marchioness), "Tia" Folding team pet, Virginia Frost, (She's not really: She's quite friendly.) Fran Croasdale. (Keeping our spirits at happy)

There have been others come to the folding nights in the past. And so as not to offend anyone; no names in case someone gets forgot.

A personal word from Dave and Cheryl: We both extend our sincerest thanks to all those members and ex members who gave of their time to assist with the folding for the last 14 years. Through the editorship of Dave Morris, Dave Foster, Gary Williams and Bruce Crowther. A fact: 11 copies a year x13 complete years = 141, +6 months, = 147 evenings.

Photo kindly supplied by Bill C.

Some of my Favourite Roads

Dave Morris

Over the years, I've travelled far. Not as many k's as some others, but never-the-less done my share: And enjoyed them. I've been reminiscing over some of my favourite roads and have them here collective, to share them with you. Some of you have ridden roads I have not – and I probably never will; for one reason or another. And Vicky versa. This list of fav rides has taken many a year to achieve. One trip at a time or one trip a year. After all, it has to fit in with work, family and convenience. Living at the extreme end of an island doesn't give me much choice. But it does have advantages. Choice of time to cross the Straight comes to mind straight away, for example. Not on sailing time but destination at the end of the riding day, after the ferry crossing.

If you really want to absorb the narrative, grab a road map of New Zealand. I wrote this up with just one of those. In geographical order north to south – let's go!

The East Coast. Bay of Plenty to Gisborne. If you haven't done this road, you gotta. With me, this was part of a bigger ride, but the East Coast was done over 3 days with stops at Omaio Bay (private house), Te Puia Springs (The hotel) and Gisborne (Motel). It was a clockwise direction. Riding a Cruiser (R1200C) I was concerned about the distance on a tank of gas (17 litre capacity – hard rider) and the distances between fuel stations. Some research revealed petrol stations dotted around the route. When you do this trip and you have the same concern, do your research as petrol pump availability may have changed. (Try bringing up the brand of petrol and look for outlets listed around the country. And look past the big companies as some of them do not cater for this sort of business environment.)

Take the time to ride the short side trips to the East Cape Lighthouse, from Te Araroa. Then just over 20 kilometres south is Tikitiki. What's at Tikitiki, you ask? Well there's an historic church. St. Mary's is a WW1 memorial. (C Company of the Maori (28th.) Battalion amongst other soldiers came from this part of the Country.) Take a sidie out to the coast and you will pass the George Nepia Grounds (Rugby field). With his bride they were the first couple to be married at the then new (1925) St. Mary's church in May 1926.

Ruatoria is a very short less-than-3-kilometres deviation off the main road. Go to the village and earn bragging rights!

Te Puia Springs offers accommodation and the historic hotel is available. It has recently been re-vamped and a low price currently is around \$80-90 a night. Fuel is available in Te Puia S.

A little further south and the ex-freezing Works site at the north end of Tokamaru Bay is worth checking out. You can wander around the site, but I don't give that permission, and you can walk the wharf.

Tolaga Bay is the biggest settlement on the East Coast. Ride some of suburbia and get the feeling of the quiet life. They have a wharf too, but they are world famous for it.

Between Tolaga Bay and Gisborne there is a short road out to the coast to a bay Whangara. This was used for a location site in the movie 'Whale Rider'. When I visited there maybe 10 years ago, there was a sign asking tourists to respect their privacy. It's at the top of a hill and one gets a good view of the bay and dwellings without having to go down there. So now you are in Gisborne, time to relax and spend a day or two there. I would insist you visit the museum and check out the Maori Battalion display. It is free. – But that's me. My memory of Gisborne is a visit to a vineyard that makes an award winning Gewurztraminer. Here we were graced with same as a gift and enjoyed at a Thai Restaurant that evening: Mmmm!

State Highway 50. Hawkes Bay. I usually travel to Napier so this narrative will start at the Takapau Plains. We are now north of Dannevirke and enjoying the freedom of the straight roads and passing lanes. SH 50 will be on the left side and landmarks to look when getting close include vineyards, the Takapau Cemetery. Then the official landmark, the big green NZ Transport Agency sign for SH 50. The intersection has Junction Wines across the road: Owned by an ex All Black. (Well, a couple of years ago it was.) 50 is a good road. There is a bit of everything in the way of road features. There are 3 sister rivers that are close together and all one way. Travelling north means 'give way' at all three. But then it is not a busy road and on a bike if you are cheeky, you could beat the other driver – good visibility. Cafes: two, but really one at Ongaonga. That's a destination for bike riders in Hawkes Bay. All bikers in the 'Bay have been there. At Tikokino there is a hotel that used to have meals, but with new owners and extensive renovations, there is no signage outside to attract customers in, so I really don't know what the situation is there. At the top end of the highway there is Maraekakaho and there is an eating place as you near the village turn-off: 'Chook & Filly', without checking the name. I have not been there, for the simple reason I am a stone's throw from home. There are vineyards around here too. We are quite close to Gimblitt Gravels, but this terroir is quite different from there. You know when you are riding through the Gimbett Gravels. Brands of wine companies are prominent all along this stretch of the road. When you find the speedway track expect to veer to the left and find Fernhill. The buildings there have never changed for 50 years, but fact is it would be more like 110 years! I usually turn left into Fernhill as I go to Taradale. This takes me off SH 50. If you want to avoid town speeds and traffic, go this way: Over the bridge and the turn-off to Taihape is where the church is – on your left. But veer around to the right and note orchards and more vineyards. When you find the Golf Course, slow down to turn right and follow the signage to Napier. Now, coming back to the 'When-you-find-the-speedway-track-expect-to-veer-to-the-left'. If you want to stay strictly on State Highway 50, turn right at this intersection and you are heading for Hastings. Follow signage to Napier. These two routes meet up before the bridge over the Tutaekuri River: but maybe that's too much information! Fact: State Highway 50 actually finishes at the Napier Wharves.

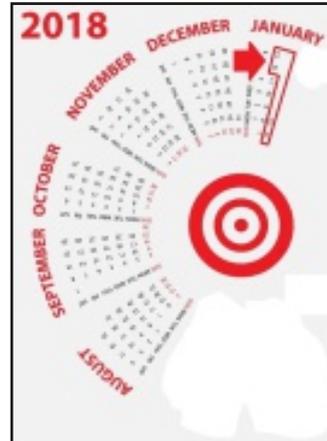
Sanson to New Plymouth. The best way to New Plymouth is mountain on the right and coast on the left. Let me put you in Whananui. Heading West on SH 3 is a great ride. There are good straight runs with passing lanes and beautiful sweeping bends made for motorcycles. Waverly is a favourite coffee stop for me. There's a place on the left side that has a good range of eatings to choose. Patea has a good place to eat too. (Mind you it's been a number of years since I was last there, and things change.) The museum is worth a visit too. That's on the left on the top part of the village. Hawera has a distinctively high water tower so, 'You know you're in Hawera when ...' Hawera has a long 50kph approach and exit roads from the shops, so watch your speed. Carterton is the only other town I think is longer; and it's cold turkey. 100kph to 50. Not intermediary 70kph here! The Hawera shops are off to the right, but all the petrol stations are on the main road anyway.

Riding out of town is the major (for Taranaki) intersection which 1 sends you, (right) to Stratford (and the Forgotten Highway) or 2, straight ahead onto SH 45 and The Surf Highway. At the risk of repeating myself, this is a great ride. Traffic is minimal and the road affords great pleasure for the two wheeler traveller. In an earlier life I was a Citroen fan – When Citroens were Citroens! (I still am, but

Continued on page 16



Paerata 2019
50 minutes south of the madness.
Almost Auckland
BMWOR Annual Rally and AGM
Friday 11th To Monday 14th January.
Hosted by the Auckland Area BMWOR.



The venue for the 2019 Annual rally is Paerata.

- 50 km south of Auckland city
- 10 Minutes from the motorway off ramp at Dury.
- 10 minutes to Pukekohe

The venue, Wesley College, provides a practical, fully catered location with ready access to sealed and unsealed roads and recreational options a plenty without having to negotiate the JAFFA madness. Organised rides will include seal and off -road riding on some of the wonderful coastal rides and scenic vistas that the Manukau Peninsular, Coromandel and the Waikato District has to offer. There are many options that you can select to join in with or head off and explore on your own.

The accommodation is a school with residential facilities, so accommodation is practical, with single twin and cubicles in larger rooms; all linen and catering is provided. There are great socialising areas with tea, coffee and kitchen facilities, lounges, decks, and a pool along with areas for the many activities planned over the weekend.

Pukekohe township is 10 minutes drive and has much to offer those looking for shops, markets and galleries. It is about 15 minutes drive to the train station to journey into Auckland and explore the city or catch the Ferry to Waiheke.

There will be opportunities for non riders and partners to visit local gardens, cafes, winery tours, Waiheke Island, hiking tracks and walks etc. Look for updates as we get closer to the event.

Registrations are open, with options for live in and locals to attend daily.

Mark these dates in your diary.

We look forward to seeing you in January 2019.





Registration Form: 2019 Annual BMWOR Rally

Wesley College: 801 State Highway 22, Paerata, Auckland, New Zealand 2676
Friday 11th January to Monday 14th January.

Name of registered member		
Address		
		Postcode:
Contacts	Mobile:	Phone:
Email		

BMWOR number		Area	
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Name 1: Name 2:	Number	Cost PP	Total
Registration: Participation in events over the weekend (Excludes Meals/Accom.) This provides access to tea and coffee in registration area over the weekend.		\$40	
Registration with dinners: Saturday and Sunday. (Excludes accommodation) This includes access to tea and coffee in the dining area.		\$80	
Registration with all meals and accommodation.		\$300	
Single Supplement; This is a single or a twin room to yourself with shared Facilities		\$50	
TOTAL			

Memorabilia: BMWOR Annual Rally Paerata 2019

Pre orders appreciated.	Number	Cost
2019 Rally Badge		@ \$15
Shirt – Circle Size S M L XL 2XL 3XL		@ \$40
TOTAL		

Registration forms: Email to bmwannualrally2019@gmail.com (All entries will be acknowledged)

OR Post to: S Parkinson PO Box 109 204 Newmarket Auckland 1149

Payment by internet banking to BMWOR Event Account **03 – 1519- 0034447- 001**

Reference with Name - _____ BMWOR member number _____ Rally2019

Shared Accommodation: If you have registered as a couple you will be allocated a twin room.
 Shared spaces are private cubicles within a larger room space or twin rooms.

I am happy to share a room/be allocated a cubicle in a room with Name :	OR Please allocate me a space in a shared room ; I like meeting new people.
--------------------------------------------------------------------------------	------------------------------------------------------------------------------------------

Health/ dietary concerns that are pertinent to this event.

It is important if you are travelling /participating as an individual that the organisers are aware of these. Please communicate these with the appropriate staff member at registration. (Being old doesn't count.) Meals are all buffet style: the kitchen is experienced at providing meals for all special requests. Please circle below if you have specific requirements.					
Meal requirements	Dairy Free	Vegetarian	Gluten Free	Gluten Intolerant	Other:
Packed lunch for	MONDAY 14th (for your journey home)				YES / NO

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

Esser Sculptures And The AVUS Circuit



Ewald Kluge on DKW (right) and Ernst Henne on BMW (left)

Max Esser

Born 16th. May 1885 in Barth, a coastal town in the north east of Germany. He was a German sculptor, and attended the teaching institute of the Museum of Applied Arts in Berlin and also the Berlin Art Academy, from 1900 to 1903. He studied with the animal sculptor August Gaul, and eventually married his daughter. From 1906 Esser exhibited regularly at the Great Berlin Art Exhibitions. From 1908 he was an employee in the Schwarzburger workshops for porcelain art in Unterweißbach, a municipality in the district Saalfeld-Rudolstadt, in Thuringia, Germany. From 1920 he lived in Meissen, where he worked from 1920 to 1931 at the Meissen Porcelain Manufactory, from 1924 as the director of a master studio. Later he made porcelain models for Hutschenreuther, the The Royal Porcelain Factory in Berlin and Rosenthal.

He died 23rd. December 1945.

The AVUS Circuit

The Automobil-Verkehrs- und Übungsstraße (Automobile traffic and training road), known as AVUS, is a public road in Berlin, Germany. Opened in 1921, it is the oldest controlled-access highway in Europe. It was also used as a motor racing circuit until 1989. Today the AVUS forms the northern part of the Federal Motorway 115.

The Sculpture

Max Esser created the motorcycle sculpture originally with three bikes in 1938/39, as the area was part of the communist DDR (GDR) They depicted Ernst Henne, who should be well known to BMW aficionados for his world land speed records for motorcycles. The BMW in sculpture is the Type 225, which went on to win the Isle of Man in 1939, in the hands of Geog S. Meier and reigned supreme during 1938/39 until the onset of WW2 putting an end to such things. Ewald Kluge on his DKW. (Blue photo) The third figure - Heiner Fleischmann on a NSU - was melted down during the Second World War.

References and Credits

<https://en.wikipedia.org/wiki/AVUS>

<http://www.circuitsofthepast.nl/en-US/avus>

https://commons.wikimedia.org/wiki/File:Motor_cycle_racers_by_Max_Esser-Mutter_Erde_fec.jpg

Examples of Max's work can be seen here:

<http://www.artnet.com/artists/max-esser/3>

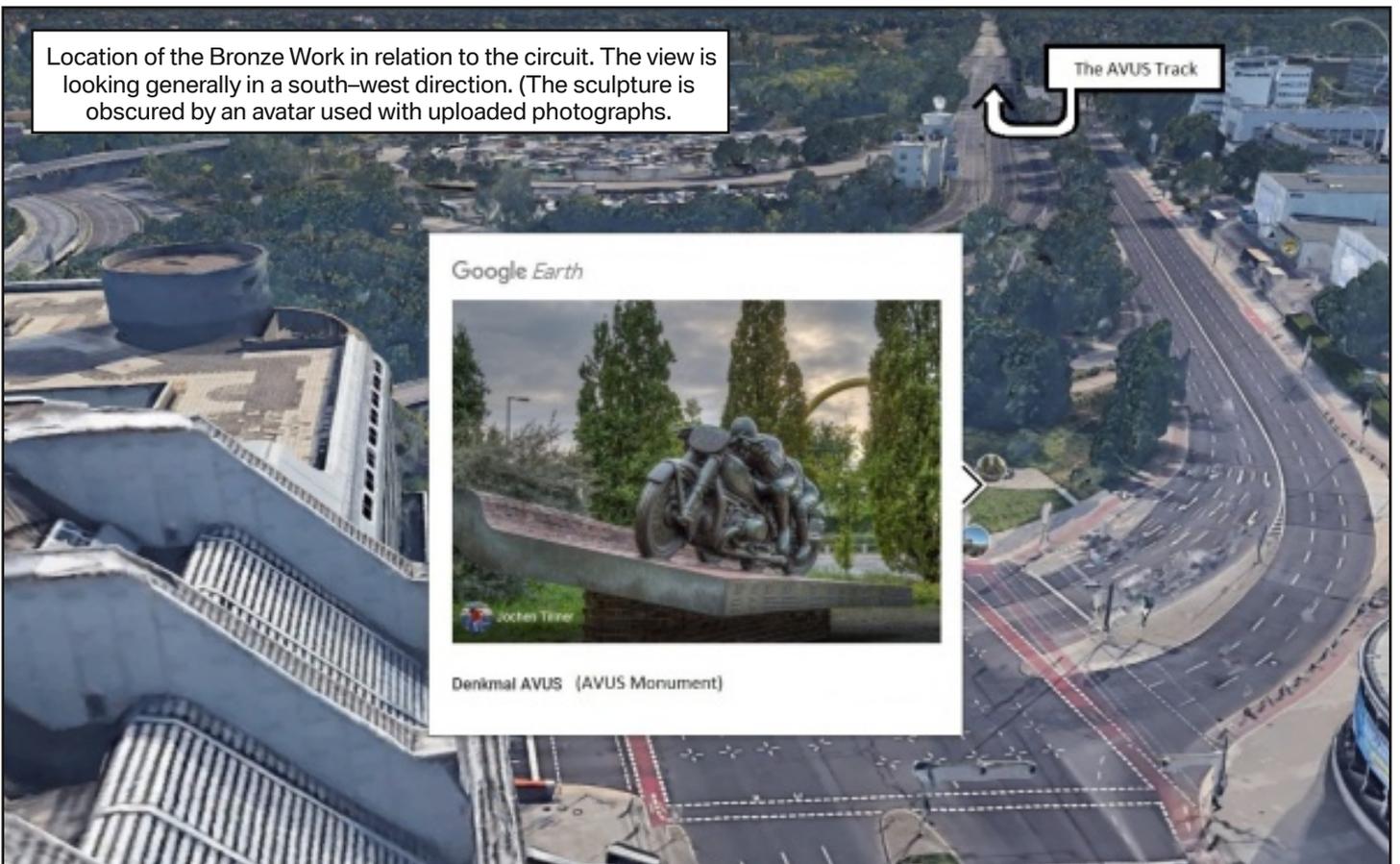
Dave M & Folker L.



DKW racing bike, probably from 1937 and the model used by Esser in the bronze. Currently on display in the Audi museum, Ingolstadt. Photo Kind permission Folker Leibrow.

Below:

The sculpture. The track is behind the shrubbery and the '26' plate. This photo is looking in a south-east direction.



Location of the Bronze Work in relation to the circuit. The view is looking generally in a south-west direction. (The sculpture is obscured by an avatar used with uploaded photographs.)

The AVUS Track

Google Earth



Denkmal AVUS (AVUS Monument)

(from page 11) ID and DS prices are out of this world. - Like the cars! - I digress.) At Manaia, back in the '70's there was a Citroen fanatic who sold, bought and repaired these cars. 'Mac' was his name and he was known right through NZ for this marque. Riding along, Opunake is a good spot to stay overnight. We usually go to the west end of town and use a place down there. Eating in town is (was, - 10 years since I was there) not a problem, but you wouldn't want to be caught in a downpour walking to or from the bikes. Further 'round, instead of side roading out to the Cape Egmont Lighthouse, go right and pay homage to the Parihaka incident. It's a haunting place. During my family tree research, I discovered on my mother's side, one of her uncle's served there with the Armed Constabulary when he was 19. Okato is a good coffee stop too, just in passing. A few K's on and you have arrived in New Plymouth. So if you didn't opt to go The Forgotten Highway, don't worry, the Mt Messenger way to north is just as great. Time it right for whitebait fritters at Mokau. About an hour north from N/P. Oops, I've past the SH45 finish.



Wanganui to National Park. Ahh yes, the Paraparas: Or SH 4 if you need to know. Straight up is fun on your terms, but travelling the road less travelled following the river and going through Pipiriki is a ride of International standard. Visiting places like London, Athens and Jerusalem. Light heartedness aside, this route surely has to be a before-I-die ride. Take your time and soak in the history. There is accommodation at Matahiwi, and a café. It's not the Parapara road, but it's just as good; and takes longer. It is sealed right through now, and it re-intersects with SH 4 in the town of Raetihi. That's where the Parapara road finishes. One of the best rides I enjoy is from here is through to National Park. I love the bush (Scrub actually), towns and the villages flyin' by, - in quick succession; and then carrying on through the mountains on '47 and ending up at Turangi.

State Highway 54. For argument's sake, let's say we are on a round trip with the road just above. From Turangi, head south and we'll pick up the story at Mangaweka. SH 54 is another 20 kilometres down the road, but at Mangaweka, one has the option to turn left at the long decent into the village and take the country route and not blinking in the settlements of Ruahine, Rangiwahia, Peep-o-Day and Kimbolton These roads are Straight! Added, the road very deceptively loses altitude. You won't notice that, except that the engine just purrs along! What's with this Peep oh day, you inquire? Simple: Peep-o-Day peak is the first to see the sun of a new day in the Rangitikei. There is absolutely nothing there; and if you blink, you have missed it. I believe the name is Irish origin. Now, back to the start of SH 54. 20 kilometres south of Mangaweka is an intersection at Vinegar Hill. (Don't ask me how that name came about.) Rewa, Waituna West (? - There is no Waituna East.) and Cheltenham, where the other aforementioned road comes in. This is the shorter, quicker way to travel. From Chelt it's a short distance to Fielding. Re-fuel, eat and take the break there.

Western Access Road, Lake Wairarapa. One of Wellington riders' favourite: Find Featherston and that's where it starts. It's a road that prefers the summer as wet spots will hang around in the cooler months. Having said that, Wellington Area go this road to the annual Lake Ferry Fish'n'chips run in the winter. That's because it's a short ride - and we could boast we know the road - but that would breed contempt. Oh, and there's safety in numbers. How about it's a popular ride with us.

Arthurs Pass from the east coast. For me coming down from the ferry, I usually hook in at Rangiora and head out to Oxford. First stop is always Sheffield for a pie. They are consistently good. On the road, the approach to the Pass has fantastic scenery and something completely different from anything in the North Island. Like the braided river, the eroded hillsides, the kea, and Cass the smallest permanent populated settlement in New Zealand; one. Then riding west the historic town of Kumara. Then at the intersection of 73 and 6 is a place for coffee before going south toward Haast, or north to Greymouth. This whole highway - SH 73 is an absolute super



road for the R1200C's.

West Coast. Karamea to Tarras. No dissertation of this genre would be complete without this route. What motorcyclist does not want to ride the West Coast? For me this is the quintessential dream ride. In an order of preference (not geographical) this IS number one. Why? Well, first it's a long two days riding in the best scenery. (Even that's too short.) People are friendly. So much to see: Spend as much or as little as you want. Accommodation is plentiful and you can pick what sort you want; camping to luxury. Oh yes, many side trips to do too. If I were to mention but one, go up to the Denniston Plateau. You can feel the despair of the families that lived up here in the continual mist or rain. The only way down was in a coal-cart or walk a bridal path. This plateau is 600 metres above sea level. The new road up there has many tight steep corners, but is sealed. Do some research about the mine before you come here. It has an interesting history. At the other end of the road is the way out via Haast. This road is not so old in New Zealand's history; it celebrated a 50 year since opening in 2015. This road is a great climax to a two day ride: The numerous waterfalls along the roadside, the bush, again the braided river and then the Gates of Haast. One thing I have noticed here is the dramatic change of flora from the lush West Coast to arid dry parched conditions in Otago. I made Tarras a finishing point as there is petrol and coffee there. The Shreik the sheep put Tarras on the map.

So, in closing, think about planning a trip on one/some of these routes. You won't be disappointed. Drive safe.

Pictures - clockwise from the top.

p16.The garage at Haast. Citroens should be in Taranaki!

(That's not a production model - BTW)

p17.Mahinapua is famous for cheese!

p17.Tarras. Sum total of the shopping area.

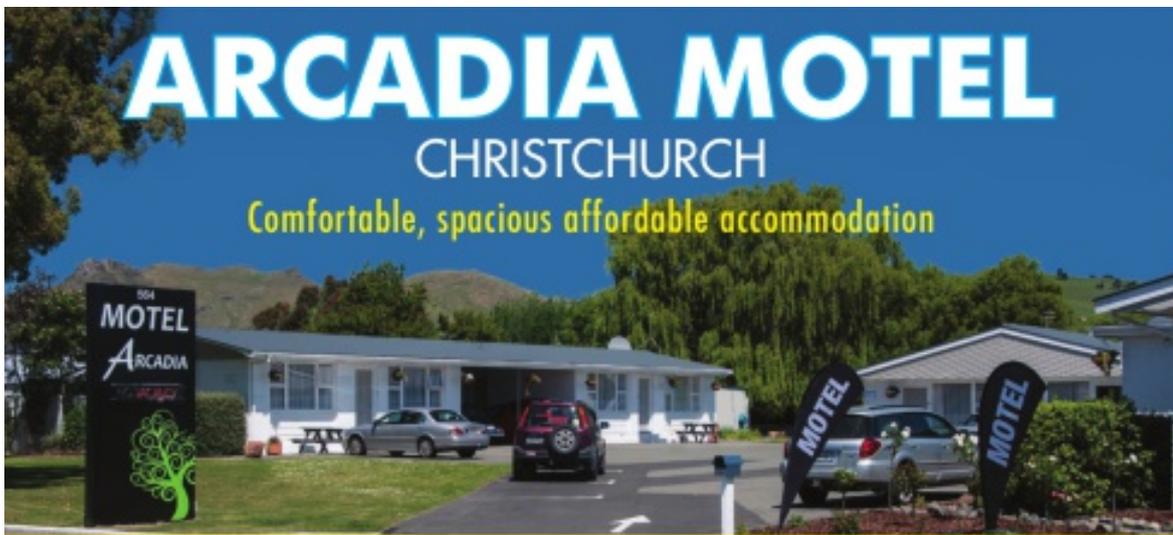
p16.Arthurs Pass: Lake Pearson.



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Peter Tibbs at the Matahiwi cafe.
See page 16.



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Drone Racing at Munich

13.07.2018 Press Release

On July 28, 2018 BMW Welt in Munich will be transformed into a gladiator arena in which the best pilots in the international Drone Racing League will be battling for a place in the final of the 2018 DRL Allianz World Championship in Saudi Arabia. The drones will be flying at speeds well in excess of 90 miles an hour around a specially designed course inside the building and above the vehicle exhibits.

Munich.

More and more people around the world are discovering a passion for drone racing. On July 28, 2018 BMW Welt in Munich will be transformed into a gladiator arena in which the best pilots in the international Drone Racing League will be battling for a place in the final of the 2018 DRL Allianz World Championship in Saudi Arabia. The drones will be flying at speeds well in excess of 90 miles an hour around a specially designed course inside the building and above the vehicle exhibits. The line-up of twelve highly experienced pilots includes competitors from Germany, USA, England, Sweden and the Netherlands as well as the German eGaming stars McStralle and UpsidedownFPV. Fans and visitors can follow the event live and enjoy an exciting fringe program.

Racing at high speed through BMW Welt.

This year, BMW has been named as an official partner of the Drone Racing League (DRL), which is organizing one of the largest international racing series in this futuristic sport, the “2018 DRL Allianz World Championship”. Experienced FPV (First Person View) pilots will guide their custom-made DRL drones around complex three-dimensional courses, reaching speeds of more than 90 miles an hour. The course around the award-winning architecture of BMW Welt and the vehicle exhibits has been plotted with millimeter accuracy thanks to state-of-the-art hardware and software. As a result, around 1,000 spectators on various platforms throughout BMW Welt will have thrill-a-minute drone races, and the drone pilots will be faced with an attractive and highly challenging course. This calls for a huge amount of equipment and high levels of organization on both sides – the BMW Welt and the DRL, whose teams have been preparing the event together for months. The set-up is impressive: A crew of 150, some 600 identical, custom-built DRL racing drones and the rest of the equipment are coming in a total of eight articulated trucks. Once they arrive at BMW Welt, up to 3,000 meters of cabling need to be laid, including power supply cables for more than 60 cameras.

“Drone racing is becoming more and more popular thanks to DRL professionalizing the sport and bringing it into the mainstream. We are bringing the semi-final races of the DRL Championship to BMW Welt, so our visitors can experience this new sport close up”, said Jörg Reimann, Head of BMW Customer Brand Experience. “Our involvement addresses an exciting new target group with an interest in action sports and with great affinity for digitalization, state-of-the-art materials and advanced technologies.”

A varied package for an unforgettable experience.

The spectacular on July 28, 2018 starts at 7 pm with the semi-final and will close with the official award ceremony for the finalists at 10 pm. The 30-minute half-time show features a DJ to keep the mood exuberant. Anyone unable to get a ticket can watch the action live and free of charge on a big screen in the fan zone on the forecourt of BMW Welt and in the Double Cone. Fans of action-packed racing can look forward to a varied fringe program starting at 2 pm. DJ sounds will create a fitting atmosphere, while food trucks will serve tasty snacks and beverages. The latest “hands-on” BMW exhibits, a VR flight simulator and drone flight instruction from an experienced pilot are just some of the thrills on offer.

The race will be broadcast this fall on 90+ sports channels worldwide. In Germany, the entire Drone Racing League will be broadcast every Thursday from September 13 to mid-December on ProSieben MAXX.

For more information go to www.bmw-welt.com

Website: www.press.bmw.de

BMW Welt – at the heart of the brand, on the pulse of the city.

With more than 3 million visitors per year, BMW Welt in Munich is Bavaria's most visited attraction and has become a real magnet for visitors since its opening in 2007. With its iconic architecture, BMW Welt is the heart of all the brands in the BMW Group – BMW, the sub-brands BMW M and BMW i, MINI, Rolls-Royce Motor Cars and BMW Motorrad, which are impressively presented in their own worlds of experience. But it is not only the exhibitions and the collection of new vehicles that are highlights for car lovers from all over the world. Visitors can enjoy a year-round programme of varied events covering culture, art and entertainment as well as a popular event location for over 400 external events per year.

The various restaurants of the BMW Welt offer a variety of culinary delights up to star gastronomy. In the BMW Welt Junior Campus, children and youngsters can enjoy exciting guided tours and workshops on the themes of mobility and sustainability.

ABOUT DRL.: DRL is the pro drone racing sport for elite FPV pilots around the world. A technology, sports and media company, DRL combines world-class media and proprietary technology to create thrilling drone racing content with mass appeal. In 2018 DRL is hosting a global series of seven races, the Allianz World Championship, to be broadcast on ESPN, Sky Sports, ProSiebenSat.1 Media SE, Disney XD, OSN and other leading broadcast channels in 75+ countries around the world. Founded by Nicholas Horbaczewski in 2015, DRL is a privately held company headquartered in NYC. For more information on the 2018 race season, visit www.drl.io. To join the conversation, follow DRL on Facebook at facebook.com/thedroneracingleague, on Twitter @DroneRaceLeague, and on Instagram @thedroneracingleague.





'With Or Without ICE?'

N.B. This item is not written with smart phones in mind.

Do you know about ICE?

ICE is an acronym for, 'In Case of Emergency'. It was conceived in Great Britain by a paramedic Bob Brochie in May 2005. ICE is a listing program that enables first responders, such as paramedics, firefighters, police officers, and hospital personnel to contact the next of kin of the owner of a mobile phone to obtain important medical or support information.

It is recommended that one also carries contact information and relevant medical information in writing inside one's wallet, bracelet, or necklace. Do not rely on ICE contacts solely as a primary identification. Some motorcyclists have information on the hem of their helmet, near the buckle/clip

It has not been without some opposition to the idea. In Germany, the concept has been criticised for:

Medical service personnel on site normally do not have the time to contact relatives. Information stored in a phone is thus useless for medical care prior to hospital.

Contacting relatives of a seriously injured person is a sensitive task that is not carried out by telephone in the first place.

Bear in mind, everyone's mobile is different and setting up the ICE needs to me made for the individual phone.

This wikiHow teaches you how to add an "in case of emergency" (ICE) contact to your iPhone or Android phone.

<https://www.wikihow.com/Add-ICE-to-Your-Cell-Phone>

More info at:

https://en.wikipedia.org/wiki/In_Case_of_Emergency

Slip these in your conversation and ~~impress~~ confuse your listeners!

Anaphora: n. Repetition of a word or phrase.

Ipsa Facto: (Lat) adv. By that fact alone.

Concatenation: n. Connected or linked in a series.

Contra mundum: (Lat) Against the world; Standing alone.



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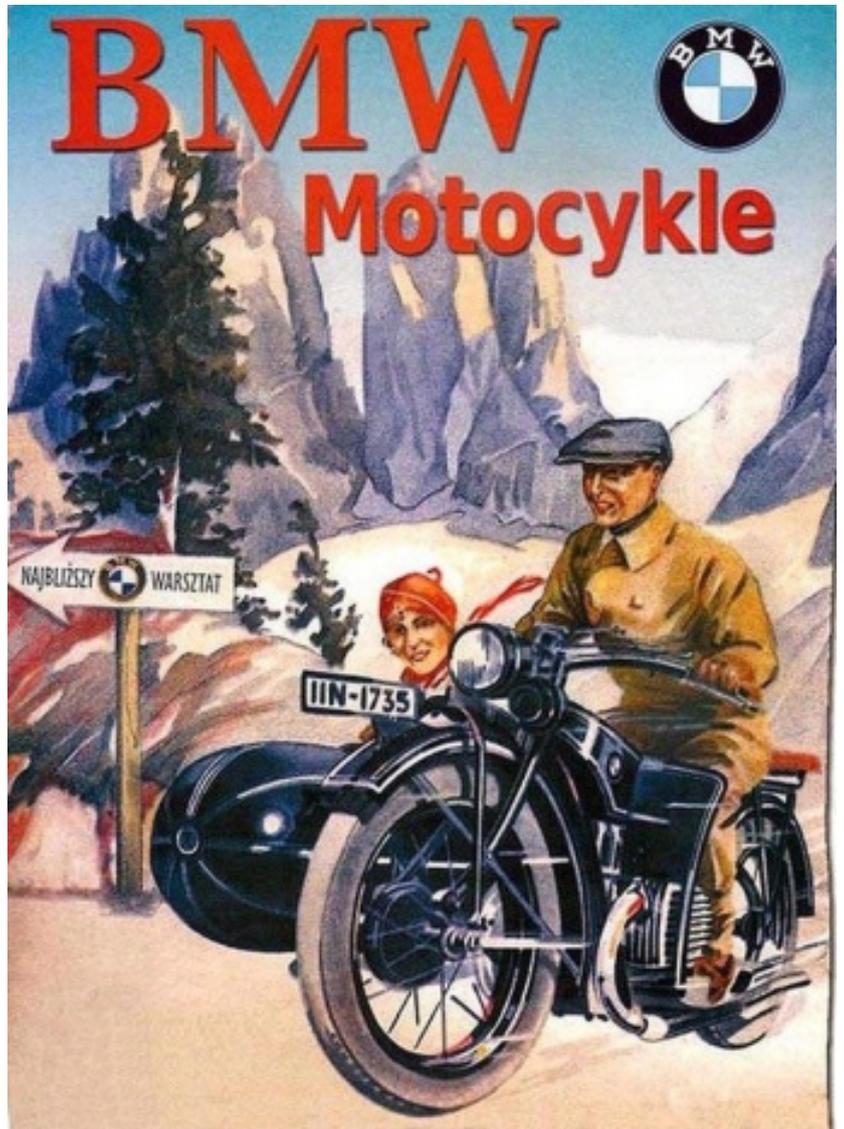
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1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last thinks slowest.
4. Change is inevitable; - except from a vending machine.
5. Those that live by the sword get shot by those who don't.
6. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
7. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.



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

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