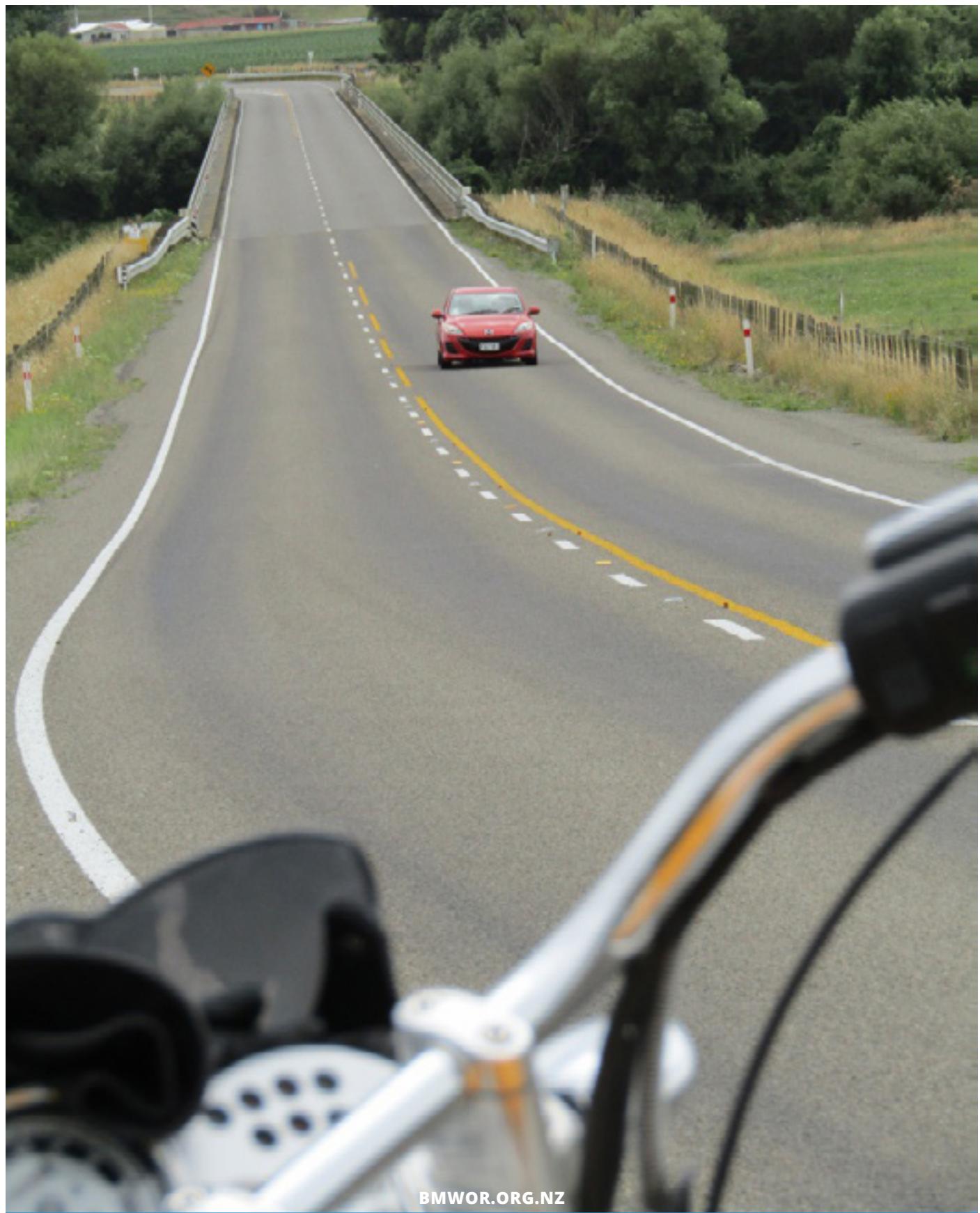


MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

NEWSLETTER

APRIL 2019

BMW Motorcycle Club
BMW Owners Register
of New Zealand



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New Members

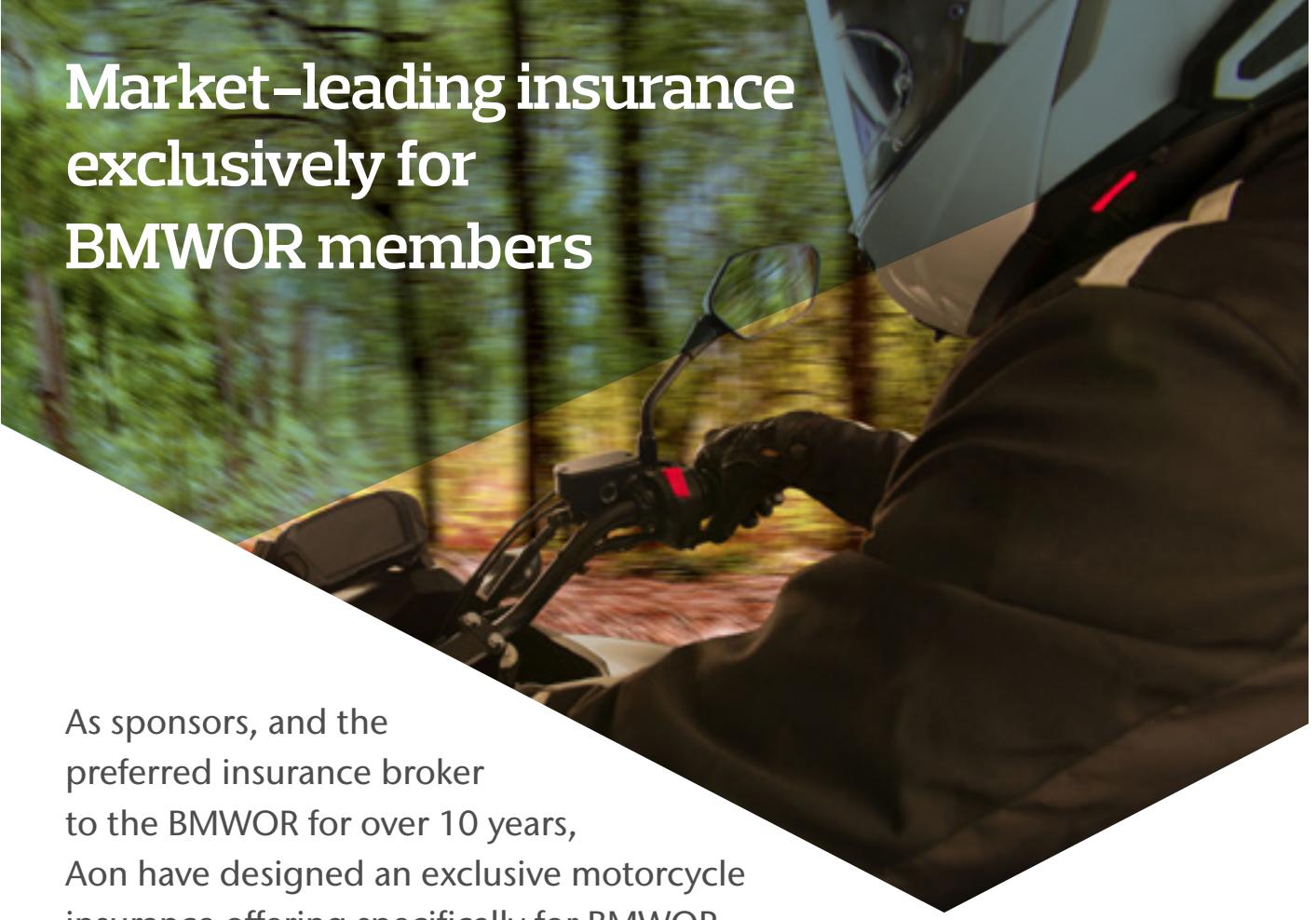
We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book 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.

Mitchell FALCONER - AUCKLAND
Richard MEARS - AUCKLAND
Christopher RANGI - AUCKLAND
Michael RAY - AUCKLAND
Ken WILTSHIRE - AUCKLAND
Pieter VAN TONDER - AUCKLAND
Darren GODDEN - LOWER HUTT
Ingrid GODDEN - LOWER HUTT
Pieter WESSELS - NELSON
Steve PATERSON - MANAPOURI

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.

Cover: The approach to the Ngaparua Bridge south of Woodville. See page 10 for story.
Photo: D. Morris

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Presidents Podium

Garry Williams

Electrics, the bane of my life! Heading back home from our trip north for the Annual Rally, my dash was kindly letting me know I had a front lamp out. This happens every 6 months or so, but it's usually the headlamp low beam filament blowing. I didn't worry too much about it and kept going figuring if it got dark people would just have to put up with high beam for a bit, as you do. Then the left indicator started playing up, coming on by itself and not cancelling unless I pressed a whole lot of switches in some random order and, after parking up with the key out, the tail light would just come on by itself. It did rain quite a bit one day of the journey so I figured the problem would be moisture in the ignition barrel or switch blocks causing the random nature of the fault.

Once home, after putting the Muck-off that I won in the dirtiest bike category to good use, closer inspection revealed the park lamp as a starting point. The earth terminal on the bulb carrier was loose and the carrier itself was quite sloppy in the headlight casing, result blown bulb. A bit of solder and a new bulb sorted that, no more front lamp warning light and the tail light was operating as it should.

Onto cleaning up the switch blocks, which actually weren't too bad. But it didn't matter as there was still an issue with the left indicator, it now wasn't working at all! As I have LED indicators, I figured the problem did actually lay within the switch block so off it came again and, sure enough, a couple of wires had somehow shed their insulation and a meltdown ensued. Ordered and fitted a new switch block, no more problems.

Only two downsides really, the first being the \$500 or thereabouts for the switch block, the second being it looks so out of place on a grubby bike that's done nearly 200,000 kilometres.

Speaking of rallies, if you participated in the inaugural annual National Festival with the BMW Car Club on Saturday 30 March, 2019 it would be great to see photos and a few stories in the May newsletter.

Also, we have the Annual RAG Rally at Taylor Memorial Lodge, Pokaka near National Park coming up on the weekend of Saturday 6/Sunday 7 April to look forward to. I'm told to date there are 37 registrations, so likely to be one of the biggest RAG Rallies for quite some time.

We're currently scoping out where we'll be hosting the SI RAG Rally in spring, at this stage it's likely to be somewhere in the Southland/Otago catchment.

If you're a relatively new member it would be great to see you at club events. There are plenty run at a local area so do yourself a favour by looking out for the details from your Area Rep, the club website or our Facebook page.

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

Garry.



Mt Cook. SH 50. Photo by B. Muirhead - Own work. Courtesy Wikimedia Commons.

RAG Rally, Pokaka

Sat 6th - Sun 7th April 2019

At the time of publication registration has closed.

Any inquiry should now be made to secretary@bmwor.org.nz



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.



Nelson: River crossing to Anatori. (See page 19)



Best time
spent behind bars.

Events Calendar

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

13 April 2019 The Yamaha Far North Adventure Ride.
Location: Kauri Coast TOP 10 Holiday Park, Donnellys Crossing.
(Near Waipoua Forest Northland.)

Link: <http://www.adventurerides.co.nz/far-north-adventures/>

National BMWOR Events

Fri 5th April Dawn Chorus Pureora Forest Park
Sat 6th - RAG Rally. Pokaka, National Park. North Island.

Regional BMWOR Events

Northland - See area Rep.

Auckland -

Mon April 8th Monthly meeting 7.30pm Vintage and Veteran clubrooms 39 Fairfax Ave Penrose.
Sun April 7th Café run cancelled due to numbers at NI Rag Rally.
Sun April 14th Monthly ride. Destination Pio Pio. Meet BP Service Centre located Southern Motorway between Papakura and Drury off ramps. 9.00am for a 9.30 departure. This ride is one week early due to Easter.

Waikato -

Now a regular monthly dinner meeting. 3rd. Thursday every month, 6.30pm. Café Oasis, 35 Duke St. Cambridge.

Bay of Plenty - See Area Rep.

Taranaki - See Area Rep.

Rangitikei -

Sun March 24th Brunch.
Sun April 14th Ride: Destination the Top O the Bruce. Details to be advised.

East Coast - See Area Rep.

Wairarapa/Wellington - See Area Rep

Nelson - See Area Rep

Canterbury - See Area Rep

Otago/Southland - See Area Rep

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Area Reports

Auckland

Raglan, or more specifically the fish and chips served up on the wharf, was our February ride destination. The split between road riders and those taking on the gravel was around 50/50. In the build up to Rally 2019 this part of the countryside looked in pretty good shape so it was a shock to see just how dry everything had become in the short time frame since. The morning of gravel certainly changed the showroom look of Peter's new black on black 1200. Raglan is one of our shorter distance options but serves up a big helping of "why we ride".

A reduced number of us made it along to our March café destination Ciao Bella on the Papakura – Clevedon Rd. This café is in the middle of rural farmland, provides a quaint stripped back atmosphere, pleasant staff and good food. This establishment deserves its place in our pool of "approved" brunch destinations.

Currently Auckland Transport is proposing speed limit reductions across what they describe as 10% of Auckland's roads. It's easier to get a grasp of the scope of this when you realise that this actually adds up to about 700kms. Public submissions on the proposal were closing March 31st so we took a look at AT's plans as the focus for our March monthly meeting. The public submission process allows for comment to be made on specific roads as well as the proposal as a whole. The sheer volume of roads and the bit where some will be broken up into more than one speed zone make for a volume of reading which falls way outside the available time capacity of most people. It's easy to take a cursory look and reject everything because it appears like another example of bureaucracy taking itself way too seriously. The reality is that Auckland continues to undergo a massive infrastructure and housing expansion. This means that some roads probably do call for more appropriate restrictions so a blanket rejection would overlook necessary change. The stance of AA on this resonated as perhaps a blueprint for individual members to make submission. Notably, AA suggest the scope and detail of AT's proposal represents a "step too far" and AT may well experience credibility fallout from this which will compromise their ability to undertake future initiatives. It was good to get some air around this at our meeting and hopefully the public submission process will pare back the excesses of the current document. As a rule of thumb Auckland members support AT initiatives, this one definitely puts the brakes on the uptake they could generally expect from us.

That's it from here.

Stephen

Rangitikei

We had planned an interesting activity for our March ride which involved some challenging navigation and a mystery destination. On the day though we had a number of apologies and only a small group gathered at the appointed time at Ashhurst's Fusion Café.

Over coffee we decided to keep the proposed ride up our sleeves until more bikes were available sometime later this year. An alternative was decided upon which involved the east Pohongina route and Apiti as a first leg.

Riding north from Ashhurst the weather pattern ahead looked rather gloomy and after a discussion on the side of the road we headed up Valley Road, riding through

to a first stop at Colyton. The Ginger Bird café has only recently opened and is apparently the first new shop for Colyton in some 30 years. We checked it out and noted it's a prospective rendezvous point for us in the future.

Sir Michael Hill's catamaran "The Beast" had been the focus of one of our Impromptu Rides a few days earlier but a number of us on this ride hadn't seen the boat so we headed off to the Foxton Boat Ramp. We skirted Feilding and went through Awahuri and Rongotea before turning onto Kellow Road. Next we were off down the Himatangi Block Road and Motuiti Road and then through to Foxton Beach.

"The Beast" is certainly impressive and will no doubt draw another sizeable crowd when in the near future it is taken out over the bar at the Manawatu River

mouth. For lunch we patronised The Little White Rabbit café at Foxton Beach. We had all had a very pleasant day out. We hadn't burnt up a lot of miles but it was enjoyable, relaxing and spent with great company.

Barry P



East Coast

On 1 March the East Coast group had a most enjoyable dinner at My Village Kitchen in Ahuriri. The two at the front left are John and Leonie Forster, the two on the right Tony and Maria Jericevich (ex Auckland!) and the two on the far right our new Auckland imports Walter and Stella Wilde. You will notice Xan Harding (4th at right) still in motorbike mode!

John



Area Reports

Wellington/Wairarapa

See BBQ event on page 17.

Impromptu Rides

1: Pahiatua – 27 Feb 2019

Five riders Denis H, Ken W, Dave H, Carol F and Peter N assembled at the Caltex Rimutaka for the departure over the 'Hill' to the Wild Oats Café in Carterton where we linked up with Peter T, had a coffee and set out for Pahiatua via back roads. The back roads included Masterton – Castlepoint Rd, Te Ore Ore – Bideford Rd, Whangaehu Valley Rd, Route 52, Pa Valley Rd Mangaone Valley Rd, Pahiatua. These roads are all quality sealed roads except for the odd patch of road works and are suitable for all types of bike and all levels of rider experience.

After lunch at the Pahiatua Bakery and Café the Wellington riders returned home via the Pahiatua Track and SH57 and SH1, Peter T rode with the group and peeled off just before the 'Track' for his ride home to Masterton. A great day's riding - home to home distance for the writer was 321 kms in warm breezy weather.

2: Apiti – 06 Mar 2019

This ride had 3 Wellington riders Ken W, Stephen O and Peter N and 3 Rangitikei riders Lance N, Barry H and Peers N all from Whanganui and we all linked up at the Fusion Café in Ashhurst for a quick coffee. Lance N was going to visit an injured friend and did not go further with the ride. Stephen O and Peers N opted for the gravel option and rode over what is essentially the Western Pohangina Valley Rd to the Apiti Pub. The rest of us rode the scenic Eastern Pohangina Valley Rd this another good quality sealed road which brings you out just North of the Apiti Pub lunch site. Post lunch time the 2 Whanganui riders set out for home. Ken W also set out planning to go home via the Wairarapa on his own. Stephen O and Peter N opted to ride home via the Ridge Rd which is gravel and as the name suggests runs along the ridges on the Western side of the Pohangina Valley and provides panoramic views of the Pohangina valley. The hot summer along with the presence of a grader had turned the road surface into very fine dust and fully spread of gravel, no car tyre tracks to ride in so was a bit more of a challenge than expected however fully completed with no incidents.

This was another great day's ride in excellent company on quality sealed roads for the non-gravel riders with a home to home distance for the writer of 393kms in hot sunny weather.

3: Kimbolton – 12 Mar 2019

This ride was originally planned to go via Ohingaiti and over the Saddle Rd into the Wairarapa and back over the Pahiatua Track and if ridden would have been the fat end of 500kms or more for the Wellington rider's it was toned down to around the 400kms mark.

Five Wellington Riders Ken W, Keith T, Neil T, Denis H and Peter N gathered at the BP Mana for the 9:00 departure up SH1 to the Horseman Café in Shannon for coffee where we were joined by Graeme Flyger from Rangitikei, he rode with us to Kimbolton going North. We departed Shannon and rode up SH57 turning onto SH56 for the ride through Opiki and on to Longburn and then onto the Longburn – Rongotia Rd. Just before we turned right onto the Green Rd at Kopane we passed Marshalls Motorcycle Museum where there is a magnificent collection of vintage and classic motorcycles, a

ride to this museum will probably become a monthly ride in the future. We continued North through Feilding and out onto the Kimbolton Road passing the Kimbolton Pub which was going to be the lunch venue. Continuing through to Pemberton and onto Te Parapara Rd, and then Main South Rd (shown AA maps as gravel but it is sealed and has been for several years) passed the Apiti Pub down the Oroua Valley Rd and back to the Kimbolton Pub. The country north of the Kimbolton Pub all the way around to the Apiti Pub is very scenic windy, hilly with panoramic views of the Ruahine Range.

We went down 3 times to cross streams again very scenic bush clad valleys. After lunch 3 riders Ken W, Denis H and Neil T decided to return home via the Saddle Rd and the Wairarapa the other 2 Keith T and Peter N returned via SH57 and SH1 stopping for fuel at Shannon. The roads ridden were well maintained sealed roads that all experience levels of riders on any type of bike could safely ride.

The total distance home to home for the writer was 398 kms in fine warm conditions.

Peter Nash

Nelson

We mixed it up this month and had an overnighter to Collingwood on the 9/10th March.

We met near 3 Brothers Corner on a wet and dull Saturday, Peter and Sacha made it over from Blenheim too. We went through the Inland Highway to Motueka where Peter Wood joined us. We had a slow ride up the Takaka Hill behind a police car, which was also stuck behind multiple camper vans!

We stopped for refreshments at the Woolshed Cafe, after which we split into 2 groups. 5 bikes headed into the Cobb valley and the other 5 of us continued on to the Mussel Inn for lunch. At lunch Gretchen unintentionally volunteered to lead us on to the Langford Store in Bainham via some gravel roads for dessert/afternoon tea.

By the time we stopped at Bainham the rain had finally stopped. We had our Teas and coffees before continuing on to check out the Salisbury Falls, on more gravel. And then even more gravel to the start of the Heaphy track. We walked to Browns Hut, about 5 minutes! And then another 5 minutes to the first bridge.

When we got back to the bikes the rain had returned. We went to the Collingwood motor camp next for our overnight stop, passing the rest of the group from the Cobb detour on the way out. They went to check out the Falls and met us at the camp.



Area Reports

We freshened up, had a couple of beers and then all had dinner at the Tavern. We woke up to a much nicer looking morning with no rain. After breakfast, Odette settled into a book, Peter and Sacha headed home and Peter Wood led the rest of us on a ride to Anatori. The road was a mixture of seal, mud, gravel, hard pack and stones. The scenery was stunning, especially when getting out onto the coast.

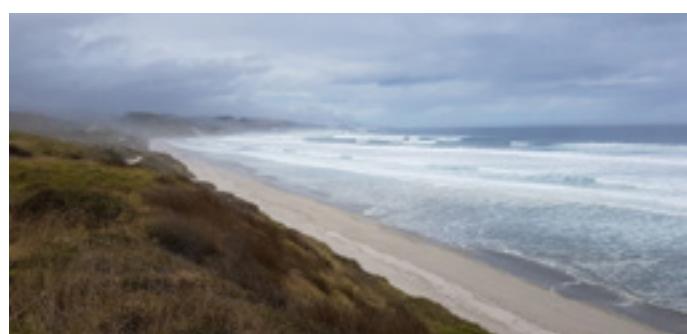
On the way in several bikes took a detour in to view a lake over private land, which required a swamp crossing, I wasn't there (which I am glad about), but I was led to believe that it was rather deep. We all caught up in Anatori by the Beach.

On the return we stopped at the Cafe in Mangarakau, which is only open at the weekend. Highly recommended, probably the best cafe I have been to in NZ, and certainly very good value.

A fantastic weekend was had by all, even in the rain.

Thanks for coming guys and gals and making it a memorable trip.

Kevin



The Rugged West Coast. Looking towards Anatori on the coastline. The cliffs in the distance is Anatori., (North West Nelson Forest Park)



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This pretty bridge takes one through the Gorge to Ashhurst.

Bridges of the Manawatu River

Dave Morris

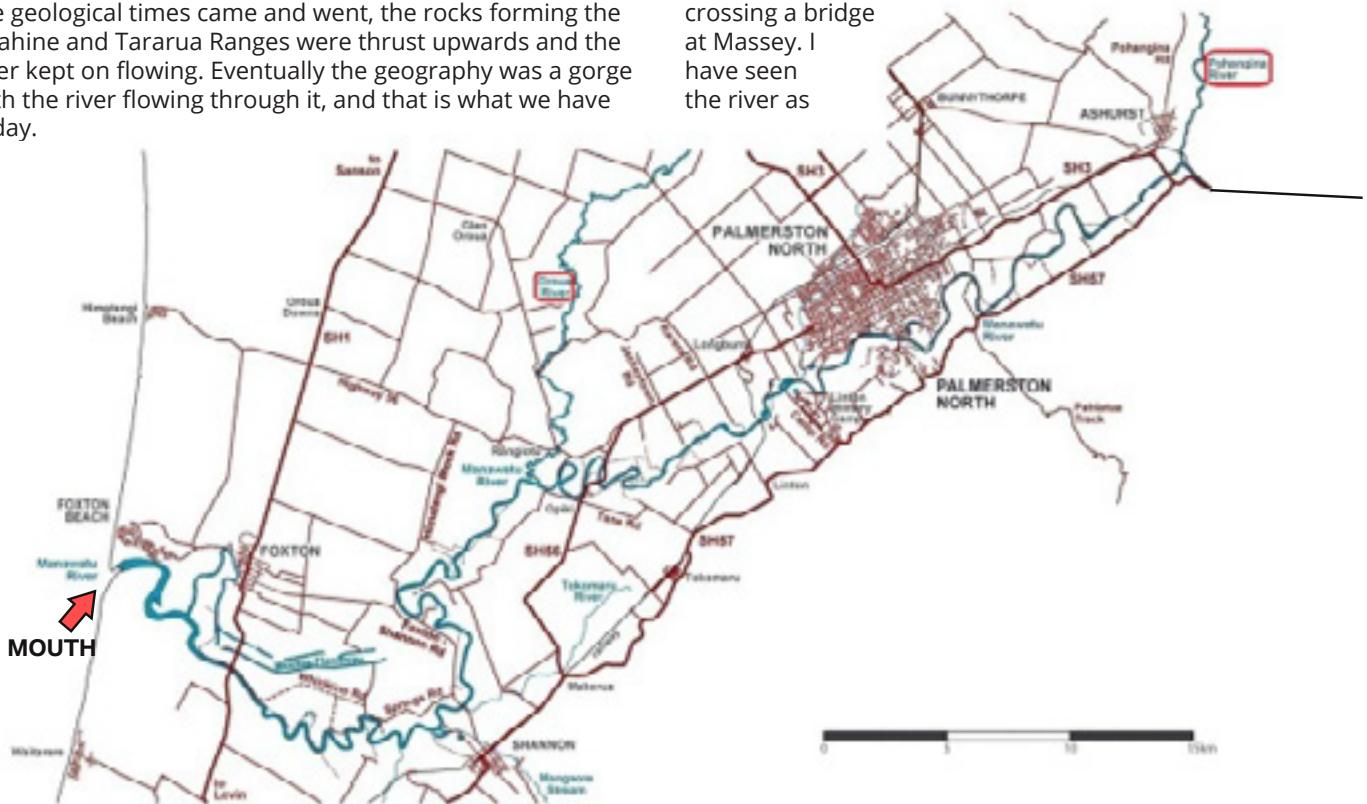
If for no other reason than 'boasting rights', I can take claim to have crossed all the public road bridges over the Manawatu River. I doubt I am the first, and I guess I won't be the last, but perhaps I am in that small exclusive brotherhood of fellow explorers.

The Manawatu River is one New Zealand's major rivers. While it does not claim to the longest river or the biggest volume of water or have the cleanest water in New Zealand, there is one very distinctive and rather unique feature it can claim. The Manawatu River is unique in that it is the only river in New Zealand that headwaters are in the east and the mouth is on the west of the island. The explanation is that the river is older than the mountain divide it passes through - the Manawatu Gorge. Once the land was flat. As the geological times came and went, the rocks forming the Ruahine and Tararua Ranges were thrust upwards and the river kept on flowing. Eventually the geography was a gorge with the river flowing through it, and that is what we have today.

The overall length of the Manawatu River is 180 kilometres (110 miles) and the average discharge is calculated at 102 m³/sec. Five principal tributaries feed into the river; Mangatainoka/Tiraumea, Mangahao, Pohangina, and Oroua.

One of my most frequent trips is Wellington to Napier. Short of a commute, but a regular ride at the least; say once every three/four weeks. What I have noticed on my way home, on the north side of Dannevirke (Southern Hawkes Bay), a sign at a bridge on State Highway 2 that says, Manawatu River. Now to me, that's a small surprise; this is Southern Hawkes Bay. Manawatu is on the other side of the mountain divide. I spent nine years at Linton Camp and it is on the true left side of this river; Every trip into Palmerston

North meant crossing a bridge at Massey. I have seen the river as



a raging torrent and as a trickling stream in the drought conditions that occasionally happen.

One of those Wellington/Napier trips triggered a thought in my mind, which in turn started me thinking. Where does this river start? What is the course from there to Palmerston North? (And to the coast.) Idea: Cross all the road bridges. I say road bridges as the Railways have some bridges too, and I haven't come across any dedicated pedestrian bridges either. I discounted privately owned (e.g. farm) bridges also. For identity purposes I have numbered the bridges 1 – 19. The first bridge is, in fact a farmer's bridge and the only one I saw. (Simply because I had started numbering the bridges and it saved me a lot of script adjustment in my notes). Near Foxton I have included the crossing at the Moutoa flood control.

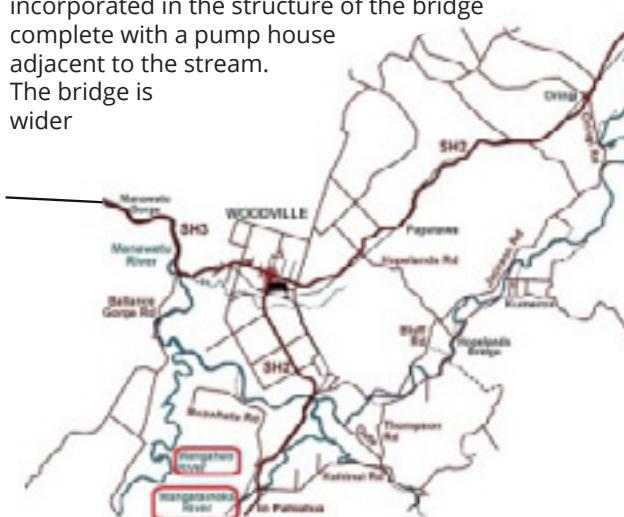
East of the Divide

Let's start the Ride: State Highway Two in Hawkes Bay: Norsewood is a small settlement that was established by Norwegians 1872. In the 1870's over 3,000 Scandinavians immigrated to New Zealand and established themselves in what was known as "The 70 Mile Bush". An area which stretched from Makaretu (off SH 50 near the Ruahines,) in the north to Mauriceville down in the northern Wairarapa. The headwaters of the Manawatu River begin in the Ruahine Ranges. The easiest way to get there is to find Odin Road in upper Norsewood (the pub is on the corner.) Head for the hills and ride on until you find the aptly named Manawatu River Road. Less than two kilometres the road takes a good decisive left bend and the seal ends. Over to the right the stream is the Manawatu River.

The day I travelled here the gravel had been freshly graded and the road was rather treacherous to ride on. Less than a kilometre up I found a farm bridge (No.1) It was here I made a 'command decision' to stop and turn around. The Cruiser is a long bike and not designed for loose metal roads; – and I know my limitations. Pity I couldn't go up. A study of Google Earth indicated possibly another public bridge a little way up, say 2 kilometres. Not far from here the road meets the bush line in the Ruahine Ranges and in here is where the river starts. The altitude where the river starts is just under or about 900 metres; as a comparison, the Takapau Plains sit at about 300 metres. From the end of the tar seal to the headwater of this river I estimated in Google Earth just short of 8 kilometres.

Ellison Road is the first public bridge (No.2) on the list. It is interesting that there is a weir incorporated in the structure of the bridge complete with a pump house adjacent to the stream.

The bridge is wider

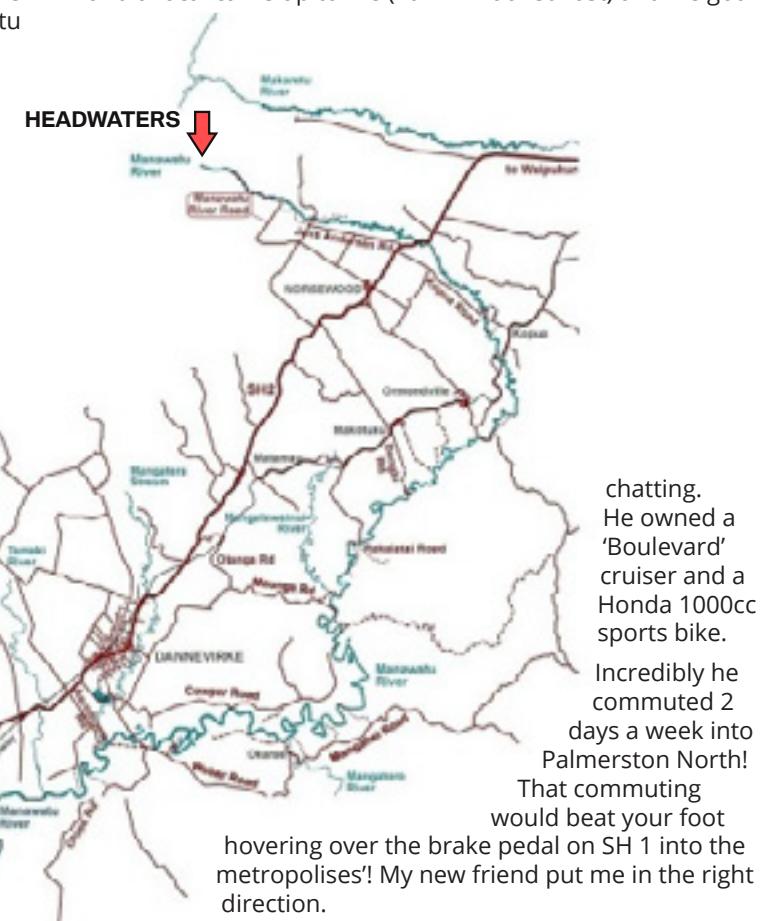


than the road and has what looks like a footpath on the side.

An interesting diversion along Jens Anderson Road was a 1950's Dodge truck. I used to ride shotgun in similar trucks, as a kid. The next bridge (No.3) is previously mentioned on State Highway 2. It is a very hard bridge to stop at and entailed a walk down the busy highway to the crossing. The river is hard to see with overgrowth and bends on both approaches of the bridge.

Now in a southerly direction on SH 2, take the next left turn into Kopua Road. The Manawatu River crossing is easy to find: Bridge (No.4) it's the first, one comes to. There's an old derelict bridge off to one side. (A sight I was to see on a number of bridges on this trip.) The volume of water flowing under at this point was fractionally larger at this stage. I was looking for this as I travelled downstream. Moving on and less than 2 kilometres and here is the next crossing on the Takapau/Ormondville Road: A wide modern 2 way bridge (No.5) with an easy approach.

One of the most off-the-beaten-track bridges is the one on the Ormondville/Te Uri Road. The bridge (No.6) is a 1 way lane and there is another road, Bolton Rd, virtually at the end of the bridge. This is a gravel road and has a bridge very close to the Manawatu River feeding a small tributary into it. Now a return back and into Ormondville. I blinked here and missed it! Stopping in the settlement I checked my bearings and a local came up to me (I think I looked lost) and we got



I ride in the direction to SH 2 and about halfway I take a left turn and ride Rakaiatai Road to (No.7) bridge on my list. There is a molding at the end buttress dating it as built in 1971. Back up on the road and out to the Highway. At Matamau there's a good all-day breakfast Truck-Stop here. A short distance past this settlement there is a picnic area and a road off to the east takes you down to the next bridge (No.8) on Maunga Rd. The interesting thing here is a sign headed Hewitts Motorcycles Recreational Moto X Track. The bridge is a 1 way bridge and quite new.



The 1950's Dodge truck.

The next bridge (No.9) is located quite close to Dannevirke on the road to Weber (Weber Rd.). Built in 1967 and opened by none less than Sir Keith Holyoake. There is a very informative plaque on the bridge that records almost everybody that was there. Sir Keith was a Northern Wairarapa farmer before politics. He was Prime Minister 1954 to 1957. He was the 13th Governor-General of New Zealand and was in office from 1977 – 1980.

To get to the small settlement of Kumeroa, one must cross over the Hopeland Road bridge (No.10) that crosses our river. There are no cafes here: Just a hall and country school. It was intended to be a thriving town planned out with streets and sections, but failed to attract settler-buyers back in the 1870's as the final decision to build the railway further to the west killed the hopes for a settlement.

This is where the river is noticeably bigger in size and starts to look like the Manawatu River we know. The water here is (still) clear. It too is a 1 way bridge. Again there is evidence of an earlier bridge. This route is a great short cut through rural farming country for motorcyclists: Sealed all the way.

For the moment let us change our bearing and discuss the short cut options. Short cut essentially means by-passing Woodville. Travelling north, there are two options to turn off.

On SH 2 the easiest to identify is the Tui Brewery at Mangatainoka or, carry on to my next listed bridge, crossing it and turn right into Bluff Road.



The Ellison Road Bridge. West of Norsewood

But be warned; there are two or three very sharp corners to watch out for. The bad news is bypassing Woodville and all the café options there.

Downstream from the last bridge (Hopeland Road) there's another unmarked settlement called Ngawapurua. But the name is on the bridge (No.11) with Bluff Road on the north



The Palmerston North bridge that takes one to Massey and south via SH 57.

side. This is a long wide new bridge and is approached (both sides with wide, graceful sweeping bends. Being on State Highway 2 it is maintained by the Transport Authority and not a local council. A Railway bridge is immediately upstream from the road bridge.

There are many members in the lower half of the North Island, who have dined at the 'Beyond The Bridge' café. That 'beyond' bridge (No. 12) is the next one on the list. Some years ago the existing bridge was washed out and totally destroyed. The new replacement bridge is a long one and only 1 way; no passing place. Never-the-less, it is a grand looking bridge, and from the river bed, it is tall and sleek.

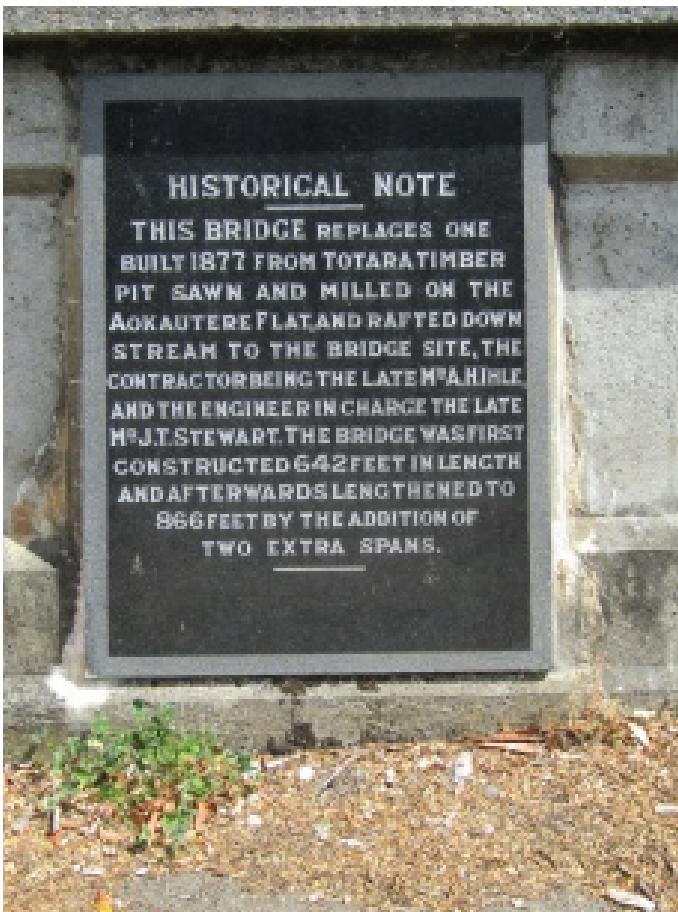
Very close to this is the bridge (No.13) that takes one into the Manawatu gorge: The spans under the road give some idea



Weber Road

of when it was built. It's different but looks strong, from the picnic area below. Technically it is now closed, as a barrier to stop traffic is on the Woodville side of the bridge. (I walked over.) On the other side of this bridge you are actually in the gorge. This road (SH 3) was

officially closed after a second storm caused major slips and NZTA basically didn't have money to clear it. They had just spent a large wad of money clearing an earlier slip that took months to clear. So the alternative roads between east and west are the steep and windy Saddle Road - goes directly into Ashhurst, and in the south, the Pahiatua Track, which will take you into the Massey area of Palmerston North.



Plaque on the second bridge with notes about the original bridge

West of the Divide

After a 6 kilometre flow keeping the north and south of the ranges separated, the river comes out into the fertile plains of the Manawatu - from whence the river derived its name. The river does an immediate southbound turn and heads in the general direction to the west coast. Here close to Ashhurst is a 0.35km length modern bridge (No. 14). It doesn't get used much now as the gorge is closed. The original bridge was washed away in 1895 by floods and crossings were done with a cable controlled punt. This got travellers across until a bridge made from local timber was opened in June 1909. This was replaced in 1969 with the existing bridge today.

An important bridge to the people of Palmerston North is the bridge known as the road it is built at. Fitzherbert Bridge (No. 15). The first bridge was erected in 1877 and was demolished in the mid 1930's and replaced with a second bridge constructed of concrete. This in turn was replaced in 1988 with a modern 4 lane curved bridge. In one corner some plaques can be found with details around a pedestrian arch remaining from the 2nd bridge. Easiest place to approach is from the Botanical Gardens.



Second Ashhurst Bridge under construction – Unknown 1908 to 1909. Kind permission by Attribution Alone, Palmerston North Libraries & Community Services



Opiki Bridge

Opiki (No. 16) The old bridge can be seen nearby on a farmer's field. It was a very grand suspension bridge and still looks impressive. The new bridge is by comparison, dull but utilitarian.

On the road between Foxton and Shannon is the Moutoa Sluice Gates (No. 17). This area has a history of flooding over the years. A flood control system was installed and completed in 1962. Anyone who has travelled on SH1 will have crossed the very long bridge just south of Foxton. This is where the flood waters go when the gates are opened. Without this control, flooding of a large area of fertile farming land is saved including livestock. It is quite unimpressive place and even looks quite strong and robust with the sluice gates ready for any event.

The bridge closest to the mouth of the river is on SH 1 and while it is affectionately called the Foxton Bridge (No. 19), it is identified officially as Whirokino. - The name of the nearby Kāinga. The bridge is actually two separate bridges. The southern one is around 14 metres and is spanning the Manawatu River. The other longer bridge is actually known as a trestle and is spanned over dry land for the excess flood water when the sluice gates upstream are opened. It has a length in excess of a kilometre.

In the pioneering days of Foxton the river was an important part of the settlement. A wharf was built for the coastal trade and flax products were an important export. The wharf closed in the 1940s and the river was realigned (straightened) in late 1942.

Today, overall, because the bridges have been updated, modernised, modified and replaced, most of them are similar to look at. The piers are singular and round and the beam is manufactured off-site and trucked to the construction site. The photo of the Opiki bridge typifies the style. In the course of travel I rode parts of SH1, 2, 3 and 56. The exercise was done on two separate trips.

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The South of The North. Manawatu and it's Neighbours. Edited by B.G.R. Saunders. Massey Univ. 2000.

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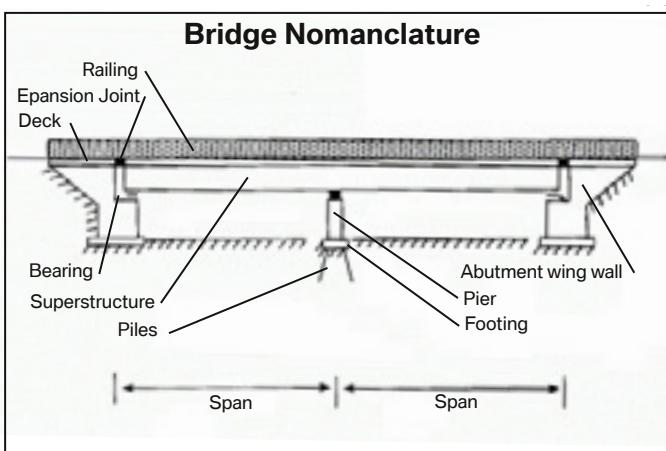
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Road closed - the Woodville side



The old suspension bridge at Opiki.



Ride Home from the 2019 Annual BMWOR Rally

Monday 14/01 dawned overcast with heavy rain forecast for the ride route planned for the six Wellington members Dave R, Keith T, Dave and Julie O and Peter and Jenny N, setting out for home. Plan was to ride across the Bay of Plenty via Karangahake Gorge (SH2) with an overnight at Awakeri Springs. Tuesday's ride was planned to go through Opotiki then onto the Waioeka Road continuing via the Tinirito Road to the Tuesday night stay at Bayview. The ride on Wednesday was to take us over Gentle Anne from Hawke Bay to Taihape and then down SH1 to home.

The best laid plans etc were completely revised after our ride from Wesley College to Awakeri Springs in the forecasted rain which brought back memories of monsoon rain in Singapore with at times, almost zero forward vision. It was clear from monitoring weather forecasts that had we continued as planned, we would be riding into the heavy rain moving eastward. It was decided to head South through Kawarau, skirting Rotorua, through Taupo to Turangi and then South via SH1.

Our night at Awakeri Springs started with a dip in the springs which was very welcome the setting where the swimming pool is sited is very pleasant with bush, well kept, lawns and paths. Our swim was followed by a fish and chip dinner from the only food outlet close to the springs. This was the second time some of us had stayed at the Awakeri Springs and the Motel units had been refurbished which was an improvement over the first visit.

Tuesday morning was not raining although the country side was very wet as we departed for our breakfast stop in Kawarau. The Town and Country Food Café is

an establishment that has an enormous range of food to choose from and is not expensive and is heartily recommended for anyone travelling in the area. After breakfast and refuelling was completed, we rode on SH30 passing the lakes in and near Rotorua always very scenic and from there on SH5 to Taupo. South of Taupo we again rejoined the rain heavy but not as bad as Monday. The shelter provided by the Turangi Z Station was welcome and we decided to have lunch and to wait and see if the rain showed any sign of relenting, it didn't. Keith T decided he would ride home anyway and reported that once he got South of Taihape the weather fined up and the issue then was the wind. The rest of us decided to spend the night in Turangi so checked into the Parkside Motel across the road from the Z Station, very comfortable and included a restaurant so was a great way to celebrate one of our members birthdays with dinner and a couple of glasses of plonk.

We left relatively early on Wednesday morning and rode into dense fog on the Desert Road but apart from that the weather was fine for our ride down SH1 stopping at the BP Taihape for coffee and food and stopping again at the Woolshed Café just South of Sanson.

The increment weather had taken away a lot of the scenic part of the planned ride home and so we were all glad to get home without incident. It was a good test of the wet weather gear and from a personal point of view it was only the bottoms of my dragon jeans and my gloves that got wet. The ride home was enjoyable from camaraderie perspective even though the weather did its best spoil things.

Peter Nash



Kaitoke (Wellington) BBQ 16 March

The day started overcast and was the sort of weather that would have one check e-mails for a postponement at the eleventh hour.

Assembly was around 11.30 a.m. and although the group gathered in two locations, we came together right away. Volunteers were soon turning meat on the grill and spreading spread on the rolls and laying tables. Someone (plural) had bought cake too which rounded off the diet intake. Then a call came – summarized – ‘Come & get it!’

How to silence a crowd: Get them eating. Sitting around BBQ tables and enjoying kai and company. We must have had around 20 members there. The site had been prebooked so our area was secure. We dispersed about 1:30.



Link: <https://www.doc.govt.nz/parks-and-recreation/places-to-go/toyota-kiwi-guardians/sites/kiwi-guardians-aroundwellington/kaitoke-regional-park/>



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For a bit of a Laugh

Sally and Bill celebrated Bill's 70th birthday with a small party at their house. When all the family and guests had left their house, a fairy appears from nowhere and says to him, "Happy birthday, Bill. I'm here to grant you one wish. What would you like?"

Bill replies, "I wish I had a wife 30 years younger than me." So the fairy picks up her wand and POW! – Bill is 95 years old.

As Joe nears his 70th birthday, he decides to prepare his will and goes to see Patrick, his solicitor. They spend a couple of hours putting together the details. Just before Joe leaves, he says to Patrick, "I have two final requests to make. Firstly, I want to be cremated and secondly, I want my ashes scattered over Brent Cross shopping centre."

"Why Brent Cross?" asks Patrick.

"Because then I'll be sure my wife will visit me twice a week," replies Joe.

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Déjà who?
Knock knock.

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