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# NEWSLETTER

JUNE 2019

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand





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**Contents**

- 3 New Members
- 5 President's Podium
- 6 Risk Management Plans
- 7 Events Calendar
- 8 Area Reports
- 11 The Long Way
- 12 The BMW Festival
- 13 Nelson Club Ride
- 14 Ride to and From 2019 RAG Rally
- 15 2020 Annual BMW Rally
- 17 Comet Capers
- 20 Coromandel Ride Waikato
- 22 RAG
- 26 Marketplace

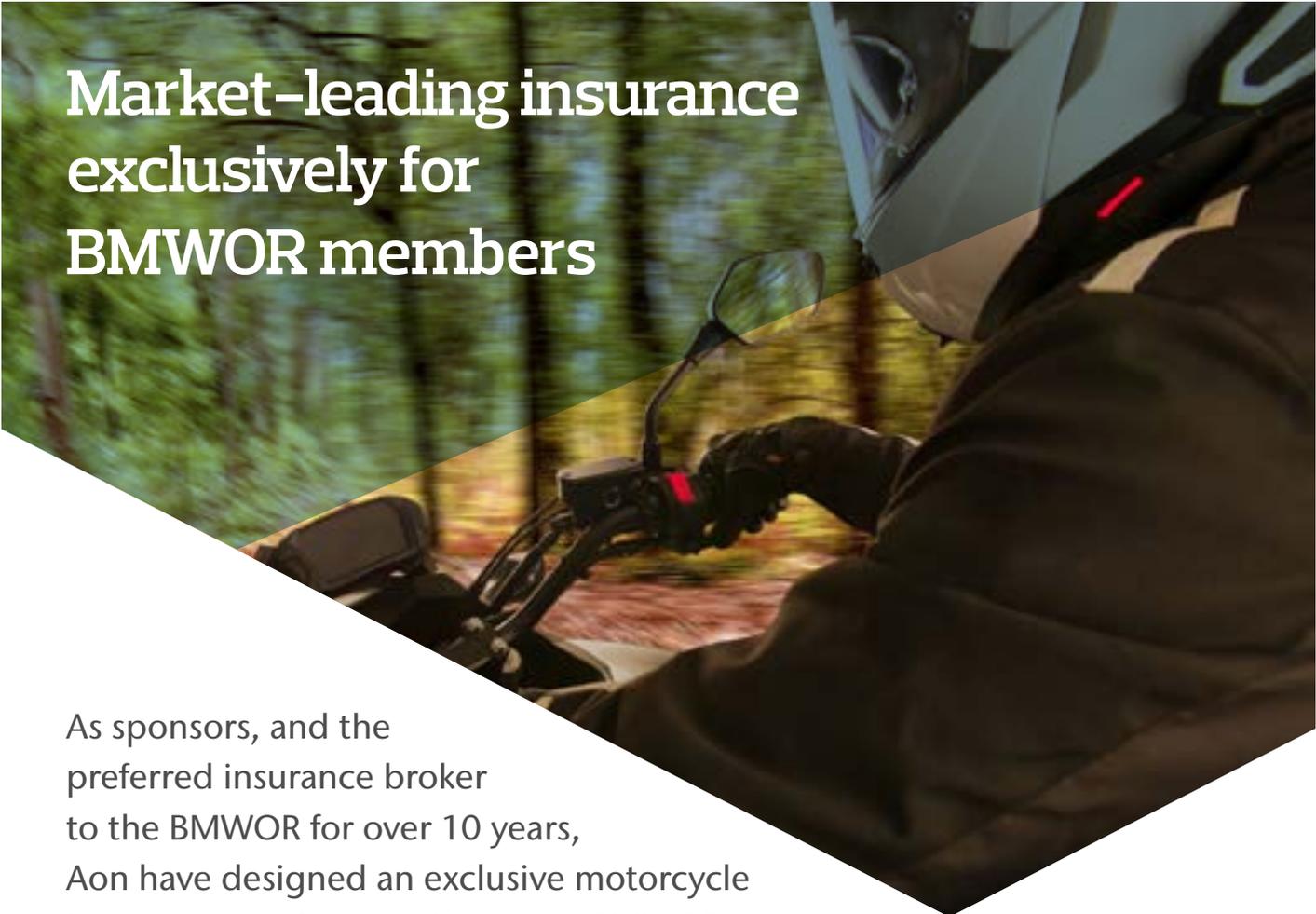
**New Members**

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.

Liz BAYS - AUCKLAND  
Antony GRIFFIN - AUCKLAND  
Deepak VEERASAMY - AUCKLAND  
Steve FOLEY - AUCKLAND  
Gordon LIDGARD - CANTERBURY  
Martyn HARRINGTON - WEST  
COAST

**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 birth of the flat twin opposed engine. 100 yrs ago A bi-plane is photographed at a high altitude flight. First record for BMW17 June 1919. <https://www.press.bmwgroup.com/global/article/detail/T0292575EN/103-years-of-bmw-group-100-years-of-records-and-victories>  
Photo: BMW



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## Presidents Podium

Garry Williams

I can't believe it's been a month since I last wrote, where does the time go? I do recall saying I was looking forward to 10 days off over the Easter break and fully intended to get some jobs done around the block. I also hoped to get some time out on the bike.

Well, I picked up some sort of virus that knocked me over on Good Friday. I didn't get anything done for the first six days of my break, certainly none of the bigger jobs I had planned.

I managed to get the bike out the following Saturday intending to amble across the Lees Valley and loop around the south side of the Waimakariri River back home. I made it to the top of Okuku Pass and turned around as I just wasn't up to it. Sunday was better though. I met up with a gaggle of KTM riders in Oxford before tackling the Lees Valley from that end. Lots of fun, and I think the HP2 blended in okay.

Pleased to let you know that for those of you needing to cross the Cook Strait, there's now a club discount on the Bluebridge Ferry Service. This discount complements the arrangement we have with Interislander and provides more choice around sailing times and the level of service you might require. There's more information around how you access the Bluebridge discount later in the newsletter. The important thing to note is that in their terms and conditions Bluebridge may ask for your Club membership ID when you check-in as proof of entitlement. So carry your membership card with you. If you can't present it, the standard fare will be charged. Also, if you've forgotten or don't know the code for the Interislander service it's printed on your membership card.

Looking forward to catching up with our Area Reps and the Board over the weekend of 8/9 June. We've got a jam-packed agenda looking at our strategy refresh and action planning for the next three years, and what's working well and not so well out in the regions. Well also be bringing the Area Reps up to speed with pending changes to new applications for membership and your membership renewal process.

We're aware that the current process to apply for and renew memberships via our website is pretty average. We've had a look at this with our developers and identified a number of ways we can improve on the current the process.

We've planned some key changes around:

- introducing a single page Application Form for New Members
- making the payment process for both new memberships and renewals super easy – the process will be separate from the Shop
- improving and giving you more choice of Payment Options so you'll be able to pay by Direct Credit (direct into our Bank Account), by Cheque if you still use these and, if you're so inclined, by Credit Card via a subscription based service (although there's additional bank fees that apply to that one)

There is a bit more internal work to be done before we go live but we hope to have everything sorted and ready to use by the end of May.

If you're heading off to the Brass Monkey this year, have fun! If you're not, there are still some local events planned over the next couple of months. We now have around 130 club members who have joined our BMW Motorcycle Club - New Zealand Facebook Group, there's already lots of good banter going on, posts of people adventures and a good number of events starting to get published. My particular thanks to Area Reps Steve Parkinson in Auckland and Pete Nash in Wellington for being early adopters in the latter. Knowing what's going on and where is really helpful to members looking to ride with others, especially if they are travelling outside their home area.

If you have a Facebook account and are not a member of the Group yet, I'd encourage you join in. Just go to BMW Motorcycle Club - New Zealand Group and click the "Join" button. If you're a financial member of the club you'll be accepted straight away.

If you're a relatively new member, don't be shy! Get out to one of these events, pitch in, enjoy yourself and let us get to know you. We are, above all, a social motorcycle club dedicated to the BMW marque.

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

Garry



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## 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.

### From the Editor's desk.

Two matters I'd like to bring to your attention:

1. Contributions for the newsletter: Please send text by word document (or equivalent e.g. Apple) and images as jpg's or png. A pdf version is a bad option, as the photos are embedded in the document and cannot be re-worked (by me at least). By all means send a pdf version if you want to display the layout of the article. But this needs to be over and above the text and images. The pdf version of a story is essentially an image and placed into the newsletter as such. This includes text and images on the page. Invariably it wastes a lot of space as some articles are put on a page with other items (e.g. part page advertising. Some of these have booked spaces and cannot be moved.)

2. You may have noticed a change in the design of the newsletter in the last three months. Apparently this is ongoing changes to meet the goal of best efficient way to distribute the newsletter with up-to date technology; these changes are the result of a different newsletter to the one I produce, and I accept no credit or criticism. It is beyond editor's control.

Dave Morris

After the game, the King and the Pawn go into the same box.

- Italian proverb

As I sat, strapped in my seat waiting during the countdown, one thought kept crossing my mind... Every part of this rocket was supplied by the lowest bidder.

- John Glenn

## For a bit of a Laugh

A computer once beat me at chess, but it was no match for me at kickboxing.

- Emo Philips.

When a man opens a car door for his wife, it's either a new car or a new wife.

- Prince Philip

The weather person is the only person that I know, that can be wrong 99.9 % of the time and still have a job the next day

- Johnny Carson

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## Events Calendar

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

### National BMWOR Events

January 2020 Annual Rally/AGM. Early-Bird links opposite page.

### Regional BMWOR Events

**Northland - See area Rep.**

#### Auckland -

Thur June 6<sup>th</sup> Thursday ride. This event happens every Thursday. Meet at The Garage 57 Barrys Point Road Takapuna 10am. Because this is a weekly event it's a very good idea to hook your-self up with the BMW Motorcycle Club - New Zealand Group Facebook page as various factors can affect things week to week.

Sun June 9<sup>th</sup> Café run. Red Shed Palazzo 64 Jesmond Road Karaka. Make your own way there for 10.00am.

Mon June 10<sup>th</sup> Monthly meeting. Vintage and Veteran Clubrooms 39 Fairfax Ave Penrose 7.30pm. Take a journey through Chile from crossing the Argentine border in the Andes to Santiago, San Pedro de Atacama (a must see random hippie type settlement) and south to Pucon.

Sun June 16<sup>th</sup> Monthly ride. North Waikato tiki tour. Meet BP Service Centre (Autobarn) Sth M/way between Papakura and Drury off ramps 9.00am for 9.30 departure.

Sun July 7<sup>th</sup> Café run. Lime Tree Café 730 Whitford Road (access down Whitford Wharf Road). Make your own way there for 10.00am.

Mon July 8<sup>th</sup> Monthly meeting. Details TBA.

Sun July 21<sup>st</sup> Monthly ride. Destination Otorohanga. Meet BP Service Centre (Autobarn) Sth M/way between Papakura and Drury off ramps 9.00am for 9.30 departure.

#### Waikato -

Regular monthly dinner meeting held on the third Thursday of every month, 6.30pm at:

Café Oasis  
 35 Duke St  
 Cambridge

**Bay of Plenty - See Area Rep.**

**Taranaki - See Area Rep.**

#### Rangitikei -

Sun April 28<sup>th</sup> Brunch.

Sun May 12<sup>th</sup> Ride to Pongaroa. Details to follow.

**East Coast - See Area Rep.**

#### Wairarapa/Wellington -

Refer to the Facebook Page under 'Events' and the Monthly Email for more detail or contact the Area Rep.

Link: <https://www.facebook.com/pg/bmwmcnz/events/>

#### Nelson -

11<sup>th</sup> - 12<sup>th</sup> May Titirangi Bay overnigher.

**Canterbury - See Area Rep**

**Otago/Southland - See Area Rep**

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# Area Reports

## Auckland

Any opportunity for different regions to interact introduces variety and adds depth to our Club sense of community. Auckland and Northland have an established track record around combining or intersecting on rides and it's been a wish for some time that this type of interaction become common with our southern neighbours. Our April ride to Pio Pio ended up with Auckland, Taranaki and Waikato riders all ending up at The Fat Pidgeon for lunch. The Taranaki involvement came about from a phone call between me and Ray (I was going to be in New Plymouth Saturday and wondered if the Taranaki types felt like doing lunch Sunday at Pio Pio) and the Waikato involvement came about from the BMW Motorcycle Club – New Zealand Group Facebook page. It was an absolute pleasure to meet up with the Taranaki types just out of New Plymouth and ride north with them. Fortunately we arrived early and were able to claim a chunk of table space as, by the time all the northern types turned up there were around 20 or so of us. The beauty of the Facebook group is that (aside from posting events) this type of interaction doesn't have to hinge off the actions of Area Reps, it can be driven by individual members.

Our Pio Pio ride was moved forward a week to avoid anything to do with Easter and Anzac Day; the resultant three week gap until our regular Café run seemed a bit unnatural. Fortunately Max and his Thursday rides are always there for anybody that can or those suffering riding withdrawal symptoms. I had never been in a position to go along on one of the Thursday rides (they happen every week) and there's always good feedback so May 2nd was my day to get a taste. I'm so glad I did, Max does a great job of gauging who has turned up and what their riding appetite might look like. Clearly he looked at those assembled on the day and thought "here's a bunch of distance riders if I've ever seen one" and that was the start of an epic day out. The Thursday rides are at a leisurely pace (as was this one) and usually nowhere near the distance we covered, May 2nd was one out of the bag.

Following our Café meet on the 5th May some of us ventured forth on a bit of a local ride which had been conjured up courtesy of the Tom Tom GPS software on my computer. It's apparent that driving software is a bit like riding a bike, learning is a key element. It wasn't all that bad; early on everybody except Lew had a short ride along an amazing but dead end road. Lew being somewhat local elected just to wait a minute for us to ride back out so I guess he missed out. The Tom Tom My Drive software is really great but when modifying basic routes to include some interesting stuff it has a tendency to leave short tails that head off in the old direction for a few hundred metres, ok when you know how to avoid that but gives you practise at U turns until then. The lesson was also relearned that when riding in groups with the intent that riders be spread out, never assume (regardless of your legendary explanation) that everybody in the group has got their head around corner man / TEC or not moving off until the rider behind you obviously knows where to turn.

Four of us braved rain and high wind forecasts to take a look at the Waiuku Steel and Wheels Festival; we mostly dodged any weather bullets and got to view a huge array of classic and modified vehicles. The organisers want to achieve a notable bike presence so we'll be having a chat to them around how to achieve that.

May's Monthly meeting introduced the astonishing country of Peru, its people and its heritage. The South American travelogue being shared by Trevor and Audrey is opening up our understanding of travel logistics and presenting these places in an accessible way. It's easy to look on in wonder at the evidence of past civilisations, it's not so easy to look on and understand that we are probably observing the evidence and outcome of somebody else's barbaric behaviour. On that cheerful note, farewell till next time.

Stephen

## Waikato

Impromptu ride – arranged by John Stewart

We met at Ngaruawahia BP on Sunday 19th May for a bit of a mixture - gravel and tarseal en-route to Port Waikato. 4 riders were present, John, Phil, Paul & Joy.

The route was up though Wainaru to Te Akau road and a stop at the Nikau Caves café for a coffee, then on to Port Waikato where PQ was the only one game enough to brave the soft sand and try out the beach. A ride to Mercer for lunch was followed by the back roads around lake Waikare to Hamilton. I did not make a record of the mileage, but we got back around 3.30pm.

Good little blast and after the recent rain the roads were firm, not dusty, with pretty good grip. (Only felt the bike slide once).

## East Coast

A most enjoyable evening was shared by Pam, Stella, Walter, John, Maria, Tony, Folker, Peter, Bronwen, Leonie, Carole, Robert, Les and myself at café De Laos in Ahuriri on Tuesday 30 April. Only one of us had been there before for lunch and we all enjoyed the dinner. If you ever find yourself in Hawke's Bay on the last Tuesday of the month, give me a call, you are welcome to join us. We had an apology from Xan and Alison as they were recovering from doing the Timber Trail - we look forward to hearing about that adventure!

John Wuts, Napier



East Coast: 'It's what we do!'

## Rangitikei

See photo feature on page 10.

# Area Reports

## Nelson

### Impromptu Ride

On Sunday the 5th May we had an impromptu ride to Wakefield. It was a good turnout with a couple of new faces. We welcomed a couple back after a long break from going out with us and also welcomed our new member Darren Murdoch.

We visited Willowbank Heritage Village in Wakefield. It was their last open day of the year. The owner has a private collection of old buildings kitted out like yesteryear. It is all run on donations and by volunteers.

After a good look around and refreshments, we split into different groups. Four of us went over the Dovedale Hill, Darren christened his shiny newish road bike on the Gravel, and we continued on to the Moutere Inn via Neudorf Road.

### Monthly Ride

Picture featured on page 14. On the morning of the 11th May, we were very pleased to wake up to a nice clear sunny day, as the forecast in the week hadn't been too flash!

We gathered at QE2 car park (14 bikes) ready for a great weekend away. We were also joined by Jeff from Christchurch. First destination was Havelock to meet up with Chris from Wellington, Mike from Tauranga and Ralph from Christchurch. We met them at a cafe of their choice and we were informed by Chris that the omelette was the best in NZ. Both Dale and Jacques couldn't resist. It was a good decision on their part though, as next stop for lunch was the Portage Hotel and the kitchen was closed. There was some scones and muffins left over from the day before, which resembled rock cakes and we managed to convince the server to make up some fries. \$10/serve. That would be the dearest plate of chips I have had in NZ, but not the world. That flash hotel in Singapore that looks like a boat on stilts, the bar/restaurant by the infinity pool, \$100 for 2 drinks and a bowl of chips! Anyway the fries were actually quite nice and made up for the rock cake I had just eaten and shared with Gretchen and Anja, By this time we were all basking in the beautiful sunshine and 20C ambient temperature.

Jacques, Stu and Darren took a detour on the way to Portage Hotel to look at a boat Jacques was interested in purchasing. Turns out it was a pile of rotten timber, barely floating. On their way to Portage Stu had a slow speed off, there was a small patch of fine gravel just around a bend out of sight which we had all been over but unfortunately it got the better of Stu and the front wheel let go, but when you consider the amount of gravel roads this man rides it is rather crazy. He was okay and the bike was okay bar a few scratches. Gretchen and I inspected a cut on his chin and administered very basic first aid, but unfortunately it looked like he needed to get stitches. It was a timely reminder that we need to keep our first aid kits up to date, I found several items to be missing from mine, which must have been used and forgotten to be replaced. (It is now sitting on my kitchen bench to remind me to sort it out).

Dale also had fun getting to Portage, his rear brakes failed on his R1200GS, but he was determined to soldier on.

Stu decided to go back to Nelson for treatment and the rest of us continued on to Titirangi Bay. It got a lot cooler on the way into the bay, 14C and the wind picked up too. On the way up to the summit there was lots of loose stones and exposed rocks along with a few muddy patches, and I am thinking

that I am glad it's not raining. The other side down all the way to the bay was a nice mixture of hard-pack and fine gravel. Somewhere between Portage and Titirangi Dales brakes had now completely failed, and he was relying on engine braking to slow and feet to come to a standstill. We parked up and claimed our bunks for the night before opening beer/wine and consuming an assortment of nibbles, followed by an assortment of dinners. We also got the fire cranking and had some good conversations amongst great company. We started filtering off to bed around 10pm, and I had a room on the sea view side, and drifted off to sleep to the sound of the waves and Wekas.

I was first up at 6.30am, which is quite normal for me. Shortly after getting up I heard the distinctive call of a Kiwi, but despite a good effort I was unable see it, but it was raining and still rather dark. Darren got up at 6.45am and the others started getting up at 7am.

We all had breakfast and tidied up the lodge before loading up between heavy showers. We headed off in a dry spell, Anja was debating whether or not to put her waterproofs on, we all said yes (so it wouldn't rain). Dales brakes were now working again. First regroup by the farm gate for group photo.

Then again at the top of the hill, and it was thick fog here, but still dry. Most of the group went to Anakoha Bay for a quick look (there is an old Maori burial ground here), and I continued on with those that didn't want to detour and we regrouped at Kenepuru Heads.

The roads were quite slippery on the way out as Jacques found out when he laid his bike down for a rest after a wooden bridge crossing. A short rest and rehydrate before continuing on to Mistletoe Bay. Dale now had no brakes again: Another very picturesque location in the Sounds, with a campground.

While we were resting and chatting the heavens opened up for a shower, which passed by the time we were ready to leave. We said farewell to our out of town friends with the exception of Chris, who had a meeting in Nelson to attend. We decided to head to Pelorous for lunch as they have a good outdoor area and if we hit rain and got soaked it would be the best option. Several riders refuelled in Havelock and then the rain came. We did really well to dodge the rain for this long. I had a delicious Wild Pork and kumara pie, which is my usual treat when going to Pelorous. They also make rather tasty Wild Venison pies too. Everyone enjoyed their lunch whilst reminiscing over the weekend and before long it was time to go our separate ways and brave the heavy rain.

A fantastic weekend was had by all. I will endeavour to post any upcoming weekend rides in the newsletter so that we can welcome members from further afield again.



Nelson visit to Wakefield's Willowbank Heritage village.

# Area Reports

## Rangitikei Wanderings in Wairarapa



# The Long Way

Lance Nixon



Many years ago I owned a R80RT. I bought it new in Hamilton. The odometer clicked through the decades and at about 120,000 k, some ten years on, it was time to replace it with an R1150RT from Wellington. The differences between the two Beemers were profound. Now I had ABS, two front brake discs, grunt galore: The ultimate biking experience.

Once again the odometer rolled on, and after a decade the bike was still a great piece of kit. Once more the 100,000 k came and went and the kilometre decades flowed on. Ten years of ownership and some 120,000 k of riding was brought to a sudden end. An errant motorist in a bull barred 4X4 lost control of the beast and the Beemer was left on its side, the left hand water table. Eventually it and I were back on our feet with the help of passing motorists. The good news was that I found that I was able to pilot the wounded wunderbeast home. The bad news was that the event that reshaped the bike happened near Christchurch and I lived in Whanganui. It was a long ride home. The insurance payout was processed in due course and the hunt was on for a replacement motorcycle. After some soul searching and a lot of time scanning info and bike shops the decision was made. A Suzuki Vstrom 650 with ABS. One of the biggest factors in that decision was the fact that the brand was "based" in Whanganui and there was local retail outlet so servicing was only 5 minutes from our front door. No longer would servicing need to be planned weeks ahead, leave

from work wangled and then to take whatever weather occurred for the nearly 5 hour return trip. And so for ten years the V Strom's odometer rolled on. And on. And on. And there it was again. The magic 99,999 k. Only 1 k more and my third bike odometer would roll over to 100 000. In 1000 meters it would be time to capture the moment. Let's hope there was going to be somewhere to safely come to a halt.

There was!



# The BMW Festival

The inaugural BMW Festival was held at Braxmere Lodge Tokaanu over the last weekend of March. This new event brings together BMW Car Club and BMW Motorcycle Club, the only authorised BMW clubs in New Zealand. Four representatives from Auckland helped make up the bike numbers and had a great weekend. Max Kenny took out Best Presented Bike with his immaculate R1200R collecting a \$50.00 BP card and a BMW combination watch / fob watch for his troubles. The winning car was an amazing M6, both winning machines were red so there's a heads up for anyone entering next year. BMW Motorcycle Club put up another \$50.00 BP card for the third Show and Shine event which was pretty much "best presented" attendee at the dinner. Barb Hodges took out the award and this also gave opportunity to thank her for the work put into organising this event.

Ongoing discussion is taking place around how to build on this experience for next year which anyone can have input to through their area rep or directly to the Board. The obvious enhancement is to make sure there's some space between this and the NI RAG Rally as attending events over consecutive weekends is a big ask for most.

Stephen



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# Nelson Club Ride



First regroup by the farm gate for a group photo.



At the top of the hill, it was thick fog.



Havelock, to meet up with Chris from Wellington, Mike from Tauranga and Ralph from Christchurch.



Jacques giving his bike a rest and then demonstrating correct recovery technique.

# Ride To And From 2019 RAG Rally

Saturday 6 April the Wellington weather was looking dodgy having rained about 30 mins prior to Peter N departing for Sanson and the link up with Peter T for the ride to Pokaka. The ride north was rainless except for a brief squall around the Waikanae Kapiti area.

The southerly wind was particularly strong and noticeably colder on the Foxton Straights.

The plan was to top up the F650GS fuel tank at the 'Z' servo in Sanson and upon arrival there were about 15 to 20 Harley riders milling around probably going to the SBK race meeting at Manfeild. After a few pleasantries and payment for fuel the return to the bike coincided with the arrival of Tibsy. On his way into pay for a tank full he noticed one of the Harley lads attempting to take a 'selfie' with the rest of the group in the background and offered to take the photo of the group. He first ascertained that the phone was a high quality, phone from the owner, and told the owner he could run 100 metres



A relaxed Peter. Good enough reason for RAG.

in 10 seconds but would not do it for a cheap phone! The owner gave him an odd look, Tibsy then saw that the phone was set to take a 'selfie' but the owner said it would be ok to take the group photo so Tibsy took two 'selfies' of himself gave the phone back to the owner and we moved to Vivs Café for a coffee.

No doubt when the owner got home that night and checked his photo's he wondered why he had 2 photos of Tibsy.

The plan was to ride up the Whanganui River road have lunch at Raetihi so after coffee we rode off up SH3 turning onto SH4 at Whanganui and then onto the River Road. This road is completely sealed and on this Saturday was being used for what appeared to be a run/walk. Conditions were cloudy and breezy, we gave way to two riders coming the opposite direction at a one-way bridge, the two riders turned out to be 2 ladies attending the RAG rally but doing some riding in the area first. Continuing this scenic ride, we passed another rider at Pipiriki this rider caught us up and rode with us to Raetihi. We introduced ourselves and Tibsy asked him if he would like to shout us smoko and got the second funny look for the day. The other rider Paul, was on a 1050cc Triumph sport bike, lived in Feilding and turned out to know my son as they both serve in the Airforce. After lunch Tibsy and I rode on to Pokaka.

This was my first North Island RAG Rally, I enjoyed the camaraderie and the food particularly and the Rally over all however, like most rallies the ride there and back is the real deal.

It had rained overnight and was cold on the Sunday morning 7 April we departed early and rode through to Taumarunui for breakfast. After breakfast and a fuel top up at the BP Servo, we headed ultimately onto the Ngakonui Ongarue Gravel Road and then via, sealed roads, leading to SH30 and the Pureora Forest Park for the ride to the Geographical Centre of the North Island.

The gravel roads in the Forest were fine and we parked in an

area which is a short walk into the bush to the plinth marking the actual centre. This area was very quiet but for all the birdsong might be an ideal spot for the hardy soles that like to camp out to hear the dawn chorus prior to the RAG rally in future.

The ride out of the Forest Park was interesting for the writer particularly on Swamp Road where we came upon a large full road with mud puddle of unknown depth etc Tibsy skirted around the right- hand side. I decided to go straight through the middle which quickly showed the puddle to be half metre deep and rutted mud resulting in me tipping myself into the puddle. I thought to myself I know I didn't have a shower this morning, but this is ridiculous. However, the bike was still running lying on the left pannier and headlight etc all working. Tibsy waded in and between us lifted the bike upright, I put the bike into 1st gear 16 and walked it out onto the gravel road no damage to the bike or rider. Unfortunately, all the dry clothing was in the pannier that went into the water and was all damp and muddy. Lesson learnt pack all the dry gear in the top box next time.

The ride out to the Western Lake Taupo Road was gravel and mostly hard packed. We stopped at a café/Bar at Tihoi for a drink and for me to remove my muddy wet weather gear which had dried as we rode, the Draggin jeans were damp not as wet as I expected. A decision was taken that we would stay in a motel in Ohakune that night and use the hair dryer, heated towel rail to help dry our gear and the toilet brush to get the mud off the boots along with newspaper to dry inside the boots. The ride to Ohakune dried the jeans. We stayed at the Top 10 Ohakune which was ok, but the unit did not have a 'dish cloth' so had to clean the mud off the seat and body work with a pair of wet sox. Top 10 Club membership gave us 10% discount off dinner at the local Pub which we used. It started to rain around 9 O'clock and carried off and on most of night which washed off most of the mud still on the bike. Monday 8 April overcast misty and cold we had another relatively earlier start and refuelled at the BP Servo in Ohakune and then rode through to Raetihi for breakfast. After breakfast the ride took us down the Parapara Road for about 10 kms and then turned onto Oruakukuru Road which was sealed for about 5 - 6 Km in poor condition in places before it went to gravel. The gravel had, had something that looked like silt or some other finally ground material laid over the top about 50mm deep, vey recently and made staying upright an unwanted challenge. We turned onto the Whangaehu Valley Road leading to Fields Track ultimately joining the Parapara Road SH4 down through Whanganui East joining SH3 through to Sanson for lunch at Vivs Café. After lunch we parted where me met; Tibsy rode home to Masterton and I rode home to Tawa. The three-Day ride for me was 946kms home to home.

Peter Nash



Peter T tries to convince Ralph. Neil looking on.



## **BMW Motorcycle Club BMWOR NZ Annual Rally & AGM**

Friday 24<sup>th</sup> to Monday 27<sup>th</sup> January 2020 | Hosted by Nelson Area BMWOR



### **To be held at the Marlborough Convention Centre**

42a Alfred Street  
Blenheim

30 Minutes from the Picton Ferry Terminal  
Accessible via SH1 and SH6

Only 10 minutes parking on site on Friday  
Parking is being arranged at the Blenheim School, next to the venue

Please book your own accommodation, a group of us are staying at the Blenheim Top 10 campground, there were still some cabins available last time I checked.

The Marlborough region is about world-famous Sauvignon Blanc, delicious fresh seafood and diverse landscapes, from valleys of vines to sheltered waterways.

Explore one of the many cellar doors for some wine tasting, or if you prefer a cold beer, check out the local Renaissance and Mōa craft breweries producing quality brews.

Visit the world-renowned WWI and WWII exhibits at Omaka Aviation Heritage Centre, where aircraft are brought to life in a theatrical manner. Also featuring Peter Jackson's own rare collection of historical aircraft and memorabilia.

Registrations are now open, and the basic registration also includes Saturday night dinner, a scrumptious 3 course buffet with fresh local produce.

The Nelson Region BMWOR look forward to welcoming you in January 2020.





## Registration Form: 2020 Annual BMW Motorcycle Club Rally

Marlborough Convention Centre, 42a Alfred Street, Blenheim

Friday 2<sup>nd</sup> to Sunday 27<sup>th</sup> January 2020

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

BMWOR number	Area		
Name 1: Name 2:	Number	Cost PP	Total
<b>Registration:</b> Participation in events over the weekend (Includes Saturday dinner) This provides access to tea and coffee in registration area over the weekend.		\$95	
<b>Friday dinner</b>		\$30	
<b>Sunday dinner</b>		\$40	
<b>Surcharge for Non-BMW members</b>		\$30	
<b>TOTAL</b>			

### Accommodation:

Individuals to arrange own accommodation needs for the Rally.

### Memorabilia: BMW Motorcycle Club Annual Rally Blenheim 2020

Pre orders appreciated.		Size	Qty	Cost	Total
<b>2020 Rally Badge</b>				\$15	
T-Shirt size (Men)	<b>Available sizes – Small to 5XL</b> <i>Please refer to sizing chart</i>			\$50	
T-Shirt size (Women)	<b>Available sizes – 6 to 26</b> <i>Please refer to sizing chart</i>				
Polo Shirt Size (Men)	<b>Available sizes – Small to 7XL</b> <i>Please refer to sizing chart</i>			\$60	
Polo Shirt Size (Women)	<b>Available sizes – 6 to 24</b> <i>Please refer to sizing chart</i>				

Registration forms: Email to [bmwor.nelsontasman@gmail.com](mailto:bmwor.nelsontasman@gmail.com) (All entries will be acknowledged)

OR Post to: Z Hewitt – 34 Coster Street, Enner Glynn, Nelson, 7011

Payment by internet banking to

BMWOR Event Account

03 1519 0034447 001

Reference with Name - \_\_\_\_\_

BMWOR member number

Rally2020

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 pertinent health concerns with the appropriate staff member at registration.**  
**Meals are all buffet style:** the kitchen is experienced at providing meals for all special dietary requests.  
**Please indicate below if you have specific dietary needs.**

<b>Meal requirements</b>	Dairy Free	Vegetarian	Gluten Free	Other:	
	Please Specify				

**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.

# COMET CAPERS or The "Out of Gas" Ride.

It was a full 46 years ago in March 1973 that I had first ridden my Vincent Comet down to Bluff at the bottom of the South Island. The NZ VOC Annual Rally at Roxburgh in Otago sounded like a prime excuse to do some sort of re-enactment.

Planned itinerary was a bit over 2,500 miles (4,000 k's) total, generally to be ridden in the company of Trevor Hackett and his son Rick. Trevor and I have been mates for more than 65 years, quite a long standing friendship!

## Day 1: Whakatane to Taupo.

I knew I had to gas up soon after leaving home, so headed for the local Z station at Awakeri. Unusually it was closed for maintenance, and the next nearest servo was in Edgecumbe; another few k's down the road.

Had only just got over the Rangitaiki River Bridge entering Edgecumbe, when the engine spluttered and died, with just enough inertia to coast to a halt in front of the very welcome petrol pumps.

I must remember to gas up regularly.

The pleasant tour around the Rotorua lakes was punctuated with multiple roadworks, fortunately without any significant delays.

Took the SH30 backroad across to Atiamuri onto SH1 for the run down to the arranged rendezvous with the 2 Hacketts with Vincents in Taupo. Unusually for this stretch of road there was significant law enforcement present, but fortunately with a Comet it is not easy to misbehave badly enough to attract too much attention from that quarter. Trevor (Comet) and his son Rick (Rapide) duly arrived in Taupo, with eager anticipation for our extensive Vincent tour.



Moment of truth. Let the ride begin.

## Day 2: Taupo to Levin.

This was planned to be an easy run of a bit over 200 k's. All was running well until south of Hunterville with Rick enjoying the Rapide and Trevor on the Comet. Quite suddenly the Comet lost power and was distinctly reluctant to continue. The engine was very hot and the complete loss of any detectable compression indicated the end of the line. While deliberating our options a local contractor stopped with his flat deck ute. He offered to take the Comet to his home in Palmerston North for storage until transfer back to Auckland could be organised.

Rick kindly offered the Rapide to father Trevor, and our good Samaritan ute driver then delivered Rick to the Palmerston

North airport to catch the next available flight back home to Auckland. Undeterred by this set back, Rick then climbed onto his recently acquired R Nine T BMW, and proceeded to play catch-up following in the wake of the 2 remaining Vincents.

## Day 3: Levin to Wellington, the ferry to Picton, and then to Westport.

This was going to be a long day, with 400k's to ride plus the 3 hour ferry crossing.

We were on the road before 6am, which was just as well because of the quite horrendous traffic congestion getting into Wellington. In spite of lane splitting and queue jumping it still took nearly 2 hours to travel 100 k's into the capital. The joys of city living!

At the ferry check-in we met up with Mark Cooper on his lovely 750 Ducati. He is in the process of rebuilding a Series B Rapide, and as he was also riding down to the Roxburgh rally he decided to travel with us.

Cook Straight behaved itself, and the ferry trip was very pleasant. From Picton (where we gassed up) it was a straight run through the Waiau Valley to St Arnaud. There is very little in the way of towns along this road, and the last time I travelled along it I ran out of gas on the R75/5 BMW, in spite of a large fuel tank.

Lesson learned ???

The lower Buller Gorge towards Westport was an absolute delight under clear skies, warm temperatures, and virtually no wind. The road hugs the river, and at Hawk's Bluff the road is literally carved out of solid rock. At this point during heavy rain the river level can sometimes cover the road.

After a little minor fettling and our faithful steeds under secure lock and key, it was time to rest our weary bones. That first beer always tastes good.

## Day 4: Westport to Geraldine via Arthur's Pass and Rakaia Gorge.

Again another long day in excess of 500 k's. The road down the West Coast from Westport towards Greymouth is another marvellous ride. We elected to take the inland back road around the back of Lake Brunner to Inchbonnie. It was great to try some less busy minor roads, although a bridge closure caused a detour onto about 10 miles of good gravel. Quite pleasant in spite of the dust, and I was the lead rider!

Arthur's Pass in fine clear conditions was truly memorable. The road climbs sharply to over 900 metres to cross the main divide of the majestic Southern Alps. The scenery through there is really stunning, and the road conditions just perfect.

I thought that there was petrol available at Arthur's Pass township, but there was no obvious gas station. Apparently there are indeed pumps there adjacent to the local store, but we all missed these, and this later proved to



Lower Buller Gorge – magic.



Arthur's Pass summit in the sunshine – brilliant

be our undoing.

From the summit the scenery changes dramatically. After a few nice twists and undulations the route leaves the mountain forest.

The expansive valley catchment of the Waimakariri River is typified by long straights and sweeping bends. Lush green native forest changes to multi-hued browns and tans of the tussock clad hills, all set amid impressive mountains. After passing Lake Lyndon the road descends quite dramatically into the Kowai River valley.

After 176 miles the Rapide's tank ran dry and the bike chuffed to a halt and stopped. The affliction was contagious because a mere couple of miles further on my Comet was also out of fuel. With Mark on the Ducati now the only one mobile he carried on to the next gas station which proved to be only a few k's further on in Springfield. He bought a container and fuel and was about to head back to replenish the 2 dry Vincents. I had scrounged some fuel from a local farmer lady who refused payment and then Trevor arrived after some starting issues and use of his emergency 1 litre bottle of fuel. We were re-united once more.

It was then that I noticed one of the Rapide's leather pannier bags appeared to be leaking oil. A full 1 litre oil bottle had lost its lid and disgorged its entire contents to mix with everything else in the saddle bag. A scrap bottle was converted into a small shovel, and the bulk of the errant contents returned into the original container.

Upon finally arriving rather weary in Geraldine the Ducati and Comet were parked up on the freshly laid gravel adjacent to the motel unit. The Rapide had stopped at the reception and was again reluctant to start so we wandered down to give Trevor a hand to push it up through the campground. To our dismay we then found that the Comet had fallen over onto the Ducati, and both our loved bikes were now both lying on their sides in a heap. Bugger!

Apart from a few minor scratches both bikes appeared to not have suffered any real damage. It was then that I noticed a distinct lack of under-seat tool tray on the Comet. It must have fallen out somewhere and disgorged a selection of tools onto the road. Bugger again!

The Rapide was now running more and more erratically and was becoming more difficult to start. Inspection of the magneto showed only minimal points gap, and this was adjusted.

#### Day 5: Geraldine to Roxburgh.

This was planned to only be a relatively short stint of around 300 k's along the picturesque shores of Lake Pukaki, through

the Lindis Pass and on down to Cromwell.

Shortly after leaving Geraldine, on a particularly narrow and windy section of road before Fairlie, the ailing Rapide stuttered to a halt.

Spark plugs were changed without improvement. A more thorough inspection of the magneto revealed more issues. The entire points assembly was loose, and its keyed location to the armature had been lost, resulting in lost ignition timing. At some stage the key had been repaired with a dollop of solder and this had disintegrated. A visual alignment was estimated by eye, and the central bolt tightened. It was noted that the small insulating button on the points pivot had got lost, and a small stone was substituted.

Misty conditions on such a narrow road made roadside repairs rather difficult, and I was quite glad to be able to drape my HiVis jacket over the back of the Comet to provide some warning to the passing traffic of the roadside activities.

Because of the now doubtful ignition timing I was very dubious about trying to kick start the Rapide, and we pushed it back down the road in the direction we had come. Once out of sight we eagerly awaited its hopeful return. Suddenly we were heartened to hear a familiar thumping exhaust note as Trevor approached and sailed past with an apprehensive but satisfied grin on his face. Away again!

Once at the VOC rally site at the famed "Riders' Rest" it was great to meet up with the group, which now included Trevor's son Rick who had followed religiously in our footsteps through the Buller Gorge, Arthur's Pass and the Lindis Pass. It must have been a spirited ride to cover all that distance from Auckland in such a short time, and this was clearly illustrated by the state of the BMW's rear tyre. The internal construction was clearly visible without any rubber covering in several places. Obviously well past its "Useby- Date". Unbeknown to us, this was actually a long weekend due to the Otago Anniversary Day statutory holiday on the Monday, with all weekday businesses closed. Bugger!



There's oil in your pannier bag, Sir!

#### Day 6: Relax at the Annual Rally in Roxburgh.

Trevor needed to visit a customer in Cromwell. As the Rapide was now only in possession of the lower 3 gears and was suffering from a dragging clutch, he took my Comet for a relaxing ride. I must admit I was indeed very pleased to hear and see his (and the bike's) safe return.

#### Day 7: Roxburgh to Te Anau.

The original plan was to include the return ride from Te Anau out to Milford Sound and back on this day. Because of the bike issues, a weather forecast warning, (and some weary



The rally over. All we have to do now is get home!

bones) this was curtailed and a relaxing afternoon was spent drinking beer with a German tourist and then some of the local ladies. Young Rick seemed to make an impression there! Rain arrived in the evening and the weather forecast was for a "weather bomb" on the West Coast the next day. Not a good feeling.

#### **Day 8: Te Anau to Makarora.**

The ride up through Queenstown was slightly disrupted in order to replace the BMW rear tyre, which by now was utterly shagged. Its condition had now been of concern for quite some time, and our extremely capable rally organisers Mal and Cag had very efficiently organised for a local bike mechanic to both supply and fit a new tyre at his private home. Real great service on a public holiday, and very much appreciated.

It was not without quite substantial relief that we now headed up over the Crown Range and through Cardrona in quite blustery but fine conditions heading for the West Coast. The weather deteriorated markedly, and at Makarora on the entry to Mt Aspiring National Park just before Haast Pass, the rain became heavier and heavier. We had arranged to meet up with the "Bikescape" group there, with the next overnight stop scheduled up the coast at Punakaiki.

#### **Day 9: Makarora to Punakaiki.**

By morning the rain had become quite horrendous. We were told that the road north up the coast was closed with slips, but these should be cleared by 10am. We then heard that the bridge across the Waiho River just north of Franz Josef had



Historic bikes (and riders) outside the historic pub.

been washed away.

Parts of the West Coast had received in excess of 1,000mm (yes, more than 1 metre) of rain in the preceding 48 hours. This was the highest recorded 48-hour rainfall ever recorded since records began.

Not a good day for old bike riding! Bugger!

Because of the steepness of the western flank of the Southern Alps, all this rain descends to the sea at a great rate of knots. The failed bridge was indeed already a temporary Bailey bridge built to replace the original bridge which had been swept away in a previous storm.

There was now no alternative but to retrace our steps and head back "up the middle" of the Island through the Lindis Pass and the Scenic Inland Route bypassing Christchurch.

On reaching Rangiora we had all had enough riding, and after more than 500 k's in variable conditions decided to stop for the night.

#### **Day 10: Rangiora to Picton.**

Rather than take the main SH1 north we elected to ride the inland SH70 up through Waiau. This road had taken quite a beating from the heavy trucks forced to take this route when the coast road was closed for a prolonged period after the Christchurch earthquakes.

A lot of repair work was being done with some delays, but the low traffic density made it all worthwhile. It was also certainly great to get some actual sunshine again at last.

The ongoing road reconstruction all up SH1 on the Kaikoura coast is absolutely massive. The amount of material involved defies description. Great areas of cliff face adjoining the railway line and roadway are being protected from future rock fall by heavy steel wire rope netting, which was being anchored by workers suspended on abseil harnesses as we passed.

There is still a lot of work required all along this road. From Blenheim we diverted back to Havelock in order to sample the delights of the tortuous Queen Charlotte Drive skirting the Marlborough Sounds: A great bit of tight riding which really drained the last vestiges of energy from this elderly rider. Again tired but happy!

#### **Day 11: Picton, ferry to Wellington, and as far north as we are able.**

Another good crossing of Cook Strait, not quite as calm as the initial one the week before, but quite pleasant with the aid of sea sickness pills. The exit from Wellington at around midday was an absolute breeze with no real delays. However the main road SH1 was indeed busy, and we were already missing the lack of traffic of the South Island.

Up over the Desert Road misty rain developed, and the temperature dropped markedly, well below anything we had experienced over the entire South Island tour.

By Turangi the aged bodies were crying "enough" and we settled in to the Bridge Motel for a hot shower, beer, food and sleep.

#### **Day 12: Turangi to home.**

After a good breakfast at the Liquorice Café (highly recommended) we parted company for our homeward trek.

I elected to take SH1 north up as far as Upper Atiamuri, and then head east for Rotorua. Unfortunately SH1 was closed at the Wakamaru turnoff, and all traffic was being diverted till north of Tokoroa. It was later found out that this was due to a fatal head-on truck smash near Kinleith. For me this detour would have resulted in a massive additional distance, and in hind-sight I should have requested to travel just a few k's further on up SH1 before turning off SH1 towards Rotorua.

I decided to U-turn back towards Taupo and take SH5 direct to Rotorua. About halfway there a quick bit of mental arithmetic indicated that I would run out of gas before then. Oh, hell. Not again!!

I just hoped that there was petrol available at Waiotapu. I could see the geothermal steam rising from the cliffs in the distance as the Comet began to misfire, and once more I was on to the meagre reserve supply. A mere few miles further on, and there was the most welcome sight of a petrol pump. Phew!

Now with a tank full sufficient for the ride home, it was nice to feel the increased warmth in the sun and to relax with no more dramas.

**Reflections.**

Having ridden motorcycles for more than half a century, I have a lot of memories. Like it or not, the most memorable rides have generally been the more challenging ones. Riding modern bikes is enjoyable for sure, but the ongoing problem solving and fettling that is part of the classic scene has to be part of the fun. Sure it can be frustrating at times. However as long as this is approached with a positive frame of mind (sometimes difficult), it can add positively to the experience. I must remember to gas up more regularly!

Thanks to all who contributed and made this enjoyable experience possible. It was fun!

Neil "Barny" Barnard.  
1954 Vincent Comet.



Waiho River bridge near Franz Josef



Just some of the bikes at this year's RAG Rally

## COROMANDEL RIDE WAIKATO

John Stewart kindly organised this ride and as it was to be a gravel ride, I quickly reassembled Joy's bike which was in bits (partially upgraded to the Rally Raid spec) in order for us to join in.

It was a foggy morning in March when we set off at 8.40am to join John (F800GS) and Peter (R9T) at the Rototuna BP. It was fine at Rototuna. A quick fuel up of the baby GS bikes was very painless on the wallet and away we went at 9.05 am across the Hauraki plains. The fog was quite thick as we got towards Tahuna, but then cleared to a lovely fine day. Just after the Tahuna Roundabout Joy informed me via intercom that she could not cancel her indicator and "something was wrong" with her bike. After a rapid stop I found that it was my fault – I had not tightened up the screws on the left switch block and both screws had fallen out. Having an identical bike, I removed one screw from my bike and we both continued with half the factory spec screws in place.

Caught up to the other guys in Paeroa and continued on up to Thames for a coffee stop. I spotted a mate of mine from Tokoroa who normally rides an Aprilia Tuono, but today was on 4 wheels for a family event.

Pushing on up the coast it was the usual mix of slow traffic and bikers that wanted to go faster, with minimal places to overtake. The sea was as flat as I have ever seen it and a lot of fishermen were out in their boats taking advantage of the conditions.

We fuelled up again at Coromandel on the assumption that we might as well be safe rather than sorry – the route was flexible and depended more on the enthusiasm of the riders to explore new bits of gravel as opposed to having to fit a timetable.



A stop for a pie (very good) and a drink at Colville and a short shower had us thinking about donning wet weather gear, but it soon passed as we munched our pies and by the time we had finished it was fine again.



quite a clip as we headed down the Hauraki Plains via Awaiti. We never saw him or Peter again... as the G310GS bikes are not exactly speedy when on main roads, with passing operations having to be well planned with lots of empty road ahead!

John kindly stayed with us and we parted company at Mangateparu as John headed to the northern suburbs of Hamilton and we headed via Morrinsville to the southern suburb of Tamahere.

A lovely day, good weather and great scenery – this is what our club is all about – people enjoying their bikes and the great outdoors together.



Port Jackson

Pressing on up toward Port Jackson we finally hit the gravel and got to practise our skills on some pretty hard and easy surfaces. There had been a little rain, which kept the dust down and obviously lots of traffic had swept the tyre tracks free of gravel.

Some uphill sections had the usual axle tramp ruts, which caused amusing stutters via the intercom chats. Stopped at Fantail Bay

DOC camp for a loo break:

<https://www.doc.govt.nz/parks-and-recreation/places-to-go/coromandel/places/northern-coromandel/things-to-do/fantail-baycampsite/>

Then onwards towards Port Jackson avoiding campervans and cars that at times got us perilously close to the edge of the road. Arrived at Port Jackson and enjoyed the fabulous views.

There were just a handful of people up here, so I made a mental note to come up late in the season for some camping.

<https://www.doc.govt.nz/parks-and-recreation/places-to-go/coromandel/places/northern-coromandel/things-to-do/port-jackson-campsite/>

A few pics and a chat and then we were heading back via the other side of the Coromandel. It had been decided to extend the ride a little rather than just go back the way that we had come. So we turned left just above Colville and headed across to Waikawau, then down to Kennedy Bay and on through to Coromandel.

The section down from Port Jackson to Kennedy Bay was my favourite and gave us a mixture of great gravel as well as riding in Thailand.

The info below may not be quite accurate as I only remembered to start recording the trip whilst stopped for coffee at Thames. The total trip was therefore 445 kms and 10 hours in total for us from door to door.

On the way back down the coast we were held up by an accident where it looked like a truck transporting a car had hit into a spa pool on a trailer and knocked it off onto the road and possibly into other cars. It was certainly pretty well dis-assembled!

It had just started to rain a little so I took the opportunity to put on my rain jacket. Of course that prompted the rain to vanish!

Stopping at Thames for fuel we saw a young guy on a Suzuki GSXR with very noisy pipes filling up. He was to pass us at

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# RAG

Just a couple of points from the RAG.

RAG Rally trophy was hotly contested this year.

Contenders were:

1. Max Kenny - Stephen Parkinson had a story about Max Kenny and his encounter with a one way bridge resulting in loss of a wing mirror and of course some damaged pride to the man who won the 'Show & Shine' at the Tokaanu Car & Bike event the weekend before.
2. Peter Tibbs - Peter Nash related a story about our esteemed Past President, Peter Tibbs, and his encounter with a group of Harley riders at the Sanson Z Service Station. Suffice to say that Peter has difficulty knowing which way to point a mobile phone camera which resulted in the group of Harley riders unknowingly riding off with a couple of 'selfies' of Peter instead of a photo of their group. I'm sure his photo will now be hanging on the Harley Club rooms wall with the caption "Harley Enemy No1".
3. Anja Claus. Travelled all the way from Nelson just to tent at the Rally. Unfortunately Anja had a slight packaging issue that resulted in her tent resting on the bikes exhaust! I'm betting we all can guess what happened - yes a large burn hole in the tent.
4. Dave Morris/Oldershaw - Organisers of the Dawn Chorus. Unfortunately they didn't make it!!!!

And the winner of the RAG trophy for 2019 was Anja.

Steve Parkinson had a couple of spot prizes to give away (left over from the National Rally). Firstly a size XXXL T shirt, and secondly a compact travelling hairbrush and mirror. All



in all a most successful RAG with record number (50). Magic weather, fantastic meal (thanks to Chef Clifford) and of course great fellowship and as the Irish say 'craic' (translated to Kiwi - Bulls\*\*t).

Venue all booked again for next year 4/5 April 2020. Mark those dates and let's see if we can increase our numbers again.

Dave Morris has retired from organising the Dawn Chorus sleepover but the baton has been taken up by Stephen Oatley

('Oaters') and Dave (I'll try and make it this time!) Oldershaw. Many thanks to you both.

Robin Wood

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## For Sale:

Sarah Croucher is offering Mike's old gear:

Spidi jacket On Track  
lady's Hydroguard jacket 12/40  
BMW Tourguard jacket s54  
BMW Motorrad jacket liner  
one Nolan Classic Plus helmet XI  
one BMW helmet 59/60  
one HJC helmet s58  
one Schuberth helmet 60/61  
one leather racing suit  
one B&W Hot Shots racing suit (speedway) Tecnic  
one pair BMW motorcycle boots s47 (European size)  
one Frank Thomas boots sz11  
She is not fussed about any money for it but koha would be appropriate. Her phone number is (06) 877-7149 if anyone has any questions about it.



Pedal Bike. <https://www.shopbmwusa.com/PRODUCT/6187/BMW-MOTORRAD-R1200GS-PEDAL-BIKE>

## For Sale:

Hex EzCan Accessory switch and controller. Will work on any liquid cooled R1200 model.  
Avant and MudSling from MachineArtMoto. (Fender extension.) Includes hardware and installation instructions. Can be bought Will fit any liquid cooled R1200R or RSBMW factory low seat to fit any liquid cooled R1200R or RS  
California Science Touring Screen to fit liquid cooled  
R1200RS  
Puig rider foot pegs to fit any liquid cooled R1200R or RS or RT  
Items can be bought as a job lot or individually. Anyone interested can contact me at my email [jpaulkane@gmail.com](mailto:jpaulkane@gmail.com) or my cell 021 02988258 (2)



Port Jackson



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