

MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

NEWSLETTER

OCTOBER 2020

BMW Motorcycle Club
Aotearoa New Zealand



BMWMC.NZ



Aon have been proud sponsors and the preferred insurance broker to the BMWMC for more than 10 years. Our exclusive offering to BMWMC members includes discounted rates and enhanced policy cover.

Key features include:

- Age, multiple bike, loyalty, trike, Named Rider and Restricted Usage discounts available
- New replacement motorcycle for total loss within 24 months of registration as a new motorcycle up to 30,000km
- Windscreen/shield, headlights or tail lights covered with nil excess
- Roadside assistance for comprehensive cover
- Automatic Riding Apparel cover
- Optional Replacement Riding Apparel cover
- Nil excess for one claim within 12 months with a Ride Forever training course certificate

Talk to your Aon broker today.

Email | Jodie.mctavish@aon.com **Call** | 0800 65 62 64

aon.co.nz



SEND EDITORIAL COPY TO:

editor@bmwor.org.nz

ALL OTHER CORRESPONDENCE TO:

The Secretary
BMWMC
PO Box 109-245
Newmarket
Auckland 1149
New Zealand

PRESIDENT

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

VICE PRESIDENT

Grant Aislabie
021 989 30
vicepresident@bmwor.org.nz

SECRETARY

David Ross
027 645 8236
secretary@bmwor.org.nz

TREASURER

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

MEMBERSHIP SECRETARY

Chris Souness
021 494 952
membership@bmwor.org.nz

MEMBER REPRESENTATIVE

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

BMWMC GEAR

Ian Sowden
regalia@bmwor.org.nz

EDITOR

Dave Oldershaw
029 200 3679

Contents

- 3** New Members
- 5** President's Podium
- 8** Area Reports
- 14** All things have a beginning - Jean Hayes
- 16** Other Stories
- 17** Rally 2021 Update
- 19** North Island RAG Rally 2020
- 21** South Island RAG Rally
- 27** 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.

James	GARDINER	Auckland
Geri	SIZOO	BOP
Philip	YEARLEY	Wellington
Tony	BOUSTRED	Auckland
Thomas	WILLEM	Otago / Southland
Graham	APPLIN	Auckland
Robin	MOSS	Waikato
Mark	ARMSTRONG	Auckland
Iain	MCDERMID	Canterbury
Odette	GROVER	Nelson
Sue	WILKINS	Otago / Southland
David	LAGGIARD	Auckland

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 BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

**Cover: By David
Oldershaw**



The motorcycle insurance revolution began here.

Let us protect you from a disaster at claims time.

Before we launched in the 80s, specialised motorcycle insurance didn't exist. Today, we provide the most highly tuned, customised motorcycle insurance available. If you're not with us, you have everything to gain by visiting our website anytime for a no-pressure, online quote. We'll then personally customise it with options you can choose. The only harm in not getting a quote from Star could be when you make a claim.

Get the best protection for your bike and gear before you need it.

Petch A Quote
starinsure.co.nz

Find us online: starinsure.co.nz

Give us a call on: **0800 250 600**





Presidents Podium

Gary

President's Podium September 2020

A big shout out to members in Tamaki Makaurau. You've been doing it tough under stronger Covid restrictions than the rest of, and now there's the harbour bridge issues to contend with. Fingers crossed that the next alert level review on Monday 5 October results in a decision to move you down to Alert Level 1 at 11:59pm on Wednesday 7 October, and the bridge gets sorted quickly.

Despite a pretty hectic schedule over the last month I've been out on the HP2 quite a bit, including getting into Avon City Motorcycles for its 210k service, a warrant and a new set of tyres ready for the rallies coming up.

I hope members who got their cravats on, tussled their ties, pressed their tweed, and participated in the Distinguished Gentleman's Ride had an awesome day.

Sadly, Jo and I won't be travelling to Austria for this year's BMW Clubs International Council Meeting in October. Due to Covid-19, this traditional 5-day event that brings all the BMW Club delegates from across the world together was cancelled. The Council meeting is still happening though, via a 4 hour on-line event (at 3:00 am our time!) on Sunday October 11th.

Looking forward to seeing everybody at the South Island RAG Rally in North Canterbury over Labour Weekend. We'll be congregating at the Glentui Meadows, an unpretentious rural resort on Glentui Bush Road, between Loburn and Oxford. Accommodation is in straightforward cabins, plus there's a communal kitchen & dining area. Registration details are on the website with more detail on what the weekend involves sent when you register. And with the club's North Island RAG Rally re-scheduled to the weekend before (16/17 October) it's an excellent opportunity to treat yourself to both!

KiwiRider is hosting the 2020 GS Rallye in Martinborough on 7 November. Jo and I will be heading north on the Thursday prior, and we're looking forward to another great weekend.

Our intrepid Northland Area Rep, Ian Macartney, has been busy planning an event to celebrate the 40th GS Anniversary and thanks to some financial support from BMW Motorrad it looks like it's going to happen.

Over an eight week period encompassing other events that are going on for the club, we're running a relay from Bluff to Cape Reinga. All our Area Reps have been contacted so have a pretty good idea of how this is going to work. Each Area Rep will be co-ordinating the effort across their own areas to make the links either side of their regions for the baton handover.

As a rough outline, the relay starts in early October departing from Bluff to get the baton to the SI RAG Rally where it will be handed over to the West Coast, then it's on to Nelson, Marlborough and across to Wellington to turn up at the Martinborough GS Rally. Following the GS Rallye it will make its way to Auckland via Hawke's Bay, Rangitikei, Taranaki, Waikato and Bay of Plenty to be handed over to Northland in Waipu early December with the final run up to Cape Reinga over the next couple of days.

So, we're estimating four weeks to get from Bluff to the GS Rallye, and another four weeks to Cape Reinga. The second half is somewhat more compressed as it needs to get through seven regions post Wellington.

We're asking that everyone involved posts as many photos as they can on the Club's Facebook Group page from iconic locations within their region that include their members and bikes with the baton. These can be from day rides, lunches and other social gatherings, or solo efforts. The best photos from each area will be posted on the Club's main page as the relay unfolds.

Four branded 40th GS Anniversary Relay fluorescent vests will be made available to the group accompanying the baton on its journey, and each Area Rep will receive a commemorative T Shirt to be worn on their part of the relay as well. We are working on making the T Shirts available to purchase for any member who wants one, we're just working out the cost and detail of how we're going to do that.

We will be setting up a fund raising page for the relay so you can share the link with everyone you know. All donations will end up with the Westpac Helicopter Trust.

If you want to be involved in this relay, have a chat with your Area Rep as soon as you can or catch up with us at the SI Rag Rally or the GS Rallye in Martinborough.

We hope at the end of this relay we can turn the baton into a Club Trophy and present it at our Annual Rally, possibly the next one in Taranaki. The purpose of the trophy is yet to be determined by Board but if you've got any good ideas please let one of us know.

Jo and I are booked for the club's Annual Rally in New Plymouth and we're very much looking forward to the journey north and spending some time in Taranaki.

Registration forms for all three club rallies are published in the newsletter and you'll find them on the club website at www.bmwmc.nz

There are plenty of other local area events happening. Do yourself a favour and get in touch with your Area Rep, or keep an eye on the club website or our Facebook page. There's plenty to be getting on with!

Finally, a reminder that the Annual General meeting in January 2021 will see the end of the second term of a maximum of three (as per the constitution) for all six current Board Members. It is highly likely there will be a couple of retirements at the end of this term, although all positions are contestable. It's an ideal opportunity to have new people involved thus reducing the risk of all positions vacating at the same time in 2024. If you've been thinking about standing, or have been approached by someone because they think highly enough of you to ask you to stand, I'd encourage you to have a chat with any of the Board Members about their experience over the last few years. It's a real privilege and not at all as scary as it might seem.

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

Garry

Destinationz

Connecting New Zealand

ANCHOR INN MOTEL
KAIKOURA

BOOKINGS ESSENTIAL
BOOK ONLINE



KAIKOURA'S SUPERB WATERFRONT LOCATION
WELL APPOINTED **FAMILY APARTMENTS** - One Bedroom Garden View (Sleeps 4); Two Bedroom Ocean View (Sleeps 4)
STUDIOS (Sleeps up to 2)
Executive Ocean View with Spa; Superb Ocean View; Standard Garden View
Reservations Freephone 0800 72 00 33
208 Esplanade, Kaikoura, Canterbury | Ph: (03) 319 5426 | Email: info@anchorinn.co.nz
www.anchorinn.co.nz



ANCHOR INN MOTEL
KAIKOURA

BOOK ONLINE
BOOKINGS ESSENTIAL



KAIKOURA'S superb waterfront location

- Superb Ocean View Units (sleeps 2) • One Bedroom Garden View (sleeps 4)
- Two Bedroom Ocean View (sleeps 4) • Executive Ocean View with Spa (sleeps 2)
- Standard Garden View (sleeps 2)

208 Esplanade, Kaikoura | Ph 03 319 5426
info@anchorinn.co.nz | www.anchorinn.co.nz
Reservations Freephone 0800 72 00 33

20815286

START PLANNING NOW!

RAG Rally is next on our Calendar after the AGM/Annual Rally. More detail to follow next month, but this meeting usually falls on the Weekend of Daylight Savings eve.



BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand 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 Club members on Club 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. Club 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 standard 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. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the 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 Ride Organiser and or the Club are not responsible for the 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 the Road Rules and Laws.

Losing Your Grip?

Get your new

HEIDENAU
TIRES

Tires, or rental bike from:



**4 McLean Drive Leithfield Amberley RD1
New Zealand**

Ph 033149947 or 0274876570

e-mail: andrea@motorcyclere rentals.kiwi

web: www.kiwimotorcyclere rentals.com

Area Report



Northland

We've been fortunate to have some mild temperatures this winter allowing for some summer type day rides and overnights.

Mangonui staying at the Acacia Bay Lodge with Jeff & Karen Stewart was an excellent Friday afternoon ride. Met up with local members Eddie & Kirsty for breakfast then rode south on the Te Ngaere Bay loop enjoying twisting roads and postcard views.

Last weekend 4 of us rode 200km southern circle route to Mangawhai, Eutopia Cafe in Kaiwaka, Paparoa the home of illustrious poet Sam Hunt then north to Oakleigh and back to World HQ Ruakaka.

Late last month 13 riders met at the Whangarei Town Basins The Quay for lunch to celebrate Snow & Catherine Bucktons 20 years of Club membership.

Good turnout and memories from Snow.

Coming up 6 of us are heading to the NI RAG Rally, with a couple Unable to stop & carrying on to the South Island Rally. Hubert's heading back down to the GS Rally in Martinborough as well in early Nov.

If the Motorcycle Show is still happening at Greenlane, we could well head to the big smoke and enjoy that, Nov 6/7

We're also looking forward to taking part in the Bluff to Cape Reinga GS Relay delivering the Baton to the Cape on Friday 4 Dec as part of a planned Northland ride.

I was in Wellington this week so had to visit the Britten Motorcycle on display at Te Papa .

Ian Macartney



Area Report

Waikato

Saturday 12th September was looking like fine weather, so at lunchtime on Friday I made the decision to send out a "last minute – Impromptu ride" email. I apologise for the lack of notice for some members, but weather at this time of year is fickle at best.

At 10am we met up at the Mystery Creek Waitomo gas station with new members Robin and Pixie Moss on their almost matching (790R and 790S) KTMs. Joy Q was on her R9T and I was on my old trusty Brunhilde – the K1200RS.

En-route we picked up Graeme Duncan on the outskirts of Cambridge and Graeme Sutherland at Arapuni.

Our ride took us down Old Taupo Rd through to Kinleith and then down SH1 to Atiamuri where we turned onto SH30 till we got to the Turn-off to Waikite valley.

The roads here are nice twisties with little traffic and the conditions were great.

We arrived at the Waiotapu pub just as they were opening for lunch at 12 on the dot.

Can't argue with fish and chips with salad for \$9, which is why this is a popular stopping point for us.



After a chat and refreshments we carried on south on SH5 till we got to the turn off heading west towards Orakei Korako, then up to Atamuri again and across to Whakamaru, then up via Waipapa and northwards where we parted company with Graeme and carried on the Kihikihi and home.

A great day for riding (although a little cold in places) with 345kms covered.

Taranaki Tales...

Sunday the 13th of September saw a mixture of our Taranaki BMW Motorcycle Club riders, joining forces with the Taranaki Ulysses Motorcycle Club, for a trial run of one of the proposed routes for the 2021 Taranaki Rally and AGM.

Just a touch over 200km for the day with a couple of very picturesque stops to take in the amazing vistas that the Taranaki region has to offer.

Lots of twisty roads that crest ridges and have amazing views of the mountain. We stopped for lunch at a well known Stratford motorcycle hang out.

The Covid-19 restricted service still saw us getting our refreshments in a timely manner which meant we were able to complete the proposed route in the afternoon.

The afternoon ride had some fast stretches of road as well as some beautiful twisty roads to finish the day. We had one more stop at a beautiful spot with a very nice cafe.

All in all it was a great day out.... If you want to know where we went and what we saw, you'll need to book in for the Taranaki Rally and AGM on the 16th of January 2021. Accommodation is booking up fast as New Plymouth is a popular summer holiday destination with its fantastic beaches, walkways and national parks. Head to the events page on the website to download a booking form.

Scott

Area Report

Rangitikei

With a fine forecast out for both Manawatu and Wairarapa we looked forward to a good day out on the bikes.

Our meeting place was once again The Fusion Café in Ashhurst and it was a pleasant surprise to find Folker there waiting to join us, having made his way over from the Bay.

The start of the ride took us over the Saddle road then via Woodville to Dannevirke where we turned east, eventually enjoying our first leg stretch at Weber. The section of road from Dannevirke to Weber is very good bit of motorcycling offering a good surface with plenty of cruisy bends and a few hills. At this point the wags in the group scanned in the QR code on the door of the Rural Fire Service upon whose frontage we had parked.

Just past Weber we turned south onto the famous Route 52 and soon arrived at our lunch destination, the Pongaroa pub. The meals here are of magnificent proportions and feature an array of temptations including burgers, fries, fish with salad etc. It'd be very difficult to depart from here still hungry. Lunch was an appropriately leisurely affair and eventually it was time to be back on the road. Folker went back north on 52 to get home and the rest of us headed west on the road to Pahiatua.

Immediately leaving the Pongaroa it became very apparent the weather forecast hadn't told the whole story. Straight away we were battling into gale force winds with showers spraying through. Gusts hammering at the screen that I wondered might actually smash it. It was very daunting to come out of a section of sheltered road and have the wind hit to the extent you could feel the bike slowing down and moving around. It was slow and cautious progress all the way to the top of the Puketoi Range. Here a reprieve had been hoped for as the descent is sort of in the lee but this didn't in the end offer much relief. The winds and the wet slippery surface made for a very cautious trip down the long windy path to Makuri. From here the conditions became easier and after returning to the Manawatu over the Pahiatua track we split up to go our separate ways.

It was one of those rides that will be remembered.

Barry Petherick #3104



Wellington/Wairarapa

Impromptu Ride to Mangaweka – Saturday – 12 September 2020

Saturday 12 September saw 5 Wellington riders depart the BP Mana for the ride through to Ashhurst where we were joined by 3 more riders at the Infusion Cafe. The sealed road ride took us through Apiti and onto Main Road South eventually leading to Ruahine Road and back onto SH1. This country is rugged with bush down to the roads edge and follows the Rangitikei River through scenic, winding, narrow steep country with high drop offs into the river; add to this a heavy dusting of snow on the back drop Ruahine Range. Scenery we past drew positive comments from the riders.

After lunch at Hunterville the group split into riders going home via gravel and those returning home via sealed roads.

While at Ashhurst we met up with Peter and Ann Tibbs who were going on an overnight ride through to Raetihi hadn't seen them for a while and it was good to catch up.

Peter Nash

Area Report

Wellington and Wairarapa September Monthly Club Night

The Wellington and Wairarapa Monthly Club Night at the Petone Working Man's Club drew 20 members and included 1 new member 4 we hadn't seen for a while and the rest were regulars. We filled 2 of their 10 seat tables and were able to move around and talk to a wide range which was great. Several indicated an interest in joining the Monthly Ride on Sunday to the Kimbolton Pub with an addition of a gravel element to take in the Peep - O - Day road and adjoining roads through to Ohingaiti.

See also the Ride Reminder Email.

Peter Nash



Impromptu Ride – Whakataki Pub – 4 September

Four Wellington Riders departed the Caltex Rimutaka at 09:00 and rode over the Rimutaka Hill to the Wild Oats Café in Carterton for a coffee and a possible link up with any Wairarapa and Rangitikei Riders, none turned up and we departed at 10:30 for the ride down to the Whakataki Pub on the Masterton – Castlepoint Road.

The above Pub was the 'Pub with no Welcome' even though the 'Open Board' outside said 'Open' the Pub was shut with doors locked, the Pubs website noted it was open for lunch but no times quoted. So, we backtracked to the Tinui Pub where a Lady weeding the garden advised us the Pub opened at 3pm so no lunch there either.

The ride originally was to include a gravel section through Kaiwhata Road known to have forestry blocks however, the ride down to Whakataki quickly showed that, this part of the Wairarapa had received a lot of rain accompanying the Southerly up the East Coast on the previous days, it was also very cold. At one point in the Tinui area we came upon a large slip being cleared by a road maintenance crew. The number of log trucks encountered indicated that a lot of forestry activity was going on, so the gravel part of the ride was postponed for a dryer warmer day.

After experiencing the non, ability to access either of the Pubs noted above we decided to back track to the Gladstone Pub only to find it too was shut due to the interior being painted, so it was back to the Wild Oats Café for a late lunch.

The Tararua Range had a lot of snow on it and one of the riders who is also a keen skier noted it looked a bit like the Southern Alps. The ride to and from the Whakataki Pub was on good quality sealed, windy, hilly roads through rugged great rural scenery, shame it was cloudy. It's a great day ride from Wellington to the Wairarapa which is blessed with plenty of great rides both sealed and gravel and not a lot of traffic.

The return ride over the Rimutaka Hill was cold but uneventful with progress being slowed by Log trucks and other large trucks however, most truckies pull over and let following traffic past. Home to home distance for Peter N was 316kms

Attached photo taken by Denis Hulston.

Peter Nash



Area Report

Wairarapa & Wellington September 2020 - Monthly Ride

The September ride was in fact 2 separated rides both to the same area – Kimbolton one for sealed road riders and the other a gravel ride option.

Ten riders assembled at the BP Mana Service Station for 09:00 departure for Ashhurst behind the sealed road ride leader Dave O. The plan was to link up with Stephen O and some of his Adventure Riders at the Fusion Café at around 11:00 – 11:15. Two additional sealed road riders also caught up at the Fusion Café.

After coffee, the plans were for the road riders to ride to the Kimbolton Pub for lunch. The gravel riders, ably led by Stephen O, rode up the Pohangina Valley road and on to the Ridge road for the gravel ride which eventually led to the Kimbolton Pub for lunch.



After lunch, the Road riders left for the ride home hoping to avoid the worst of the Otaki tailback. The Gravel riders rode north of Kimbolton and turned onto the Peep O Day road. This is a rugged, windy, hilly gravel road with a lot of tight corners and a variety of gravel surfaces through interesting scenic country. The ride paused at the intersection of the Peep O Day road and the Upper Pakihikura road. One of the Riders Brad T who is a new member and a very experienced GS rider from South Africa gave the group a few pointers to improve their riding on gravel. He reiterated areas covered by Peter Tibbs last year during Tibsy's Gravel Riding Training and talked about the minimum speed on gravel to maintain safe control and the position and use of your arms.

The ride continued to Pakihikura where 3 riders turned left onto Lower Pakihikura road and headed for home two of these riders rode down through the Wairarapa and over the Rimutaka Hill experiencing very bright sun strike which added an interesting experience to the ride home. The other gravel riders continued the ride exiting at Ohingaiti and from there to Hunterville for a drink and then home.

A great days riding Home to Home distance for Peter N 498 kms with a refuel in Eketahuna arriving home at 18:10 in great company and thanks go to Dave O and Stephen O for their leadership of two great rides.

Photos by Keith Thomson

Peter Nash



Area Report

BMW Nelson September Ride Little & Local – Aniseed Valley picnic lunch

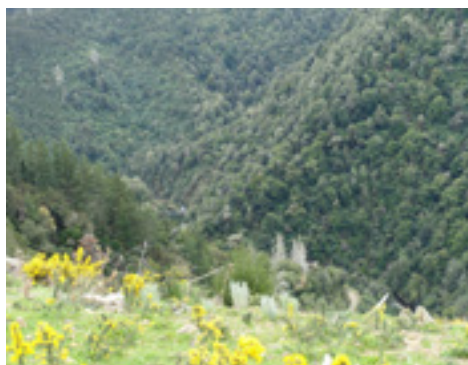
Ten bikes turned up on Sunday 13 September for the ride Dale asked me to organise while he and Odette were away. The riders were - William, John, Matthias, Dirk, Anja, Trevor, Tony, Richard, Murray and Gretchen (scribe).

It wasn't going to be a big day as after I'd agreed to organise it, Tony and I suddenly had something else on in the afternoon. Fortunately it was subsequently cancelled. But it still wasn't going to be a big day...

Aniseed Valley lies to the east of Hope and has several nice summer swimming spots. First stop was the Hackett Bridge car park. This provides access to a lot of really nice walks and tramping tracks (all the way to Marlborough if you want). We looked at the maps and the river (and weren't tempted to go for a swim) before heading up valley on 7kms of gravel to the road end car park. This provides access to more tramping tracks, pine forests and the Roding River dam (a small dam supplying some of Nelson's water supply via a tunnel through the hill to Stoke). As we were milling around deciding who wanted to walk the 1.5km return trip to the dam the caretaker tootled over the concrete ford on his side by side and asked if we'd like to go up the Mt Malita forestry road to one of the skid site lookouts. Trevor was on the only road bike so he got ferried over the ford and walked to the dam while the rest of us followed the caretaker and his wife/gate opener up some quite steep and sometimes gnarly roads. Some of us were very grateful there were no oncoming trucks! The roadside gorse was in full bloom and the scent was delicious while the views from the skid site over Tasman Bay and the Western Ranges were fabulous.

Back down and over the ford we decided it was lunch time so we crammed onto the picnic table with the river babbling away behind us as we babbled on ourselves about whatever it is motorcyclists babble on about whenever we get together.

A nice wee ride with an added bonus – so much for the 20 minute nana ride you were expecting Matthias...



All things have a beginning... Jean Hayes

History of the Register – Part 6 (Re printed from the September 1992 Newsletter)

Woburn, that “special place”, behind, and the Register, its path now clearly defined, moves on.

The Register run for the month took riders to the Karangahake Gorge, and in fine weather many tried their hand at gold-mining. The richest find of the day went to Frank Panes, who found a broken pair of gold-coloured glass rims. The lunch break was interrupted by the arrival of a classic motorcycle run, and a selection of British bikes joined the group. A gathering of 35 motorcycles in the 70's caused many waves from passing motorists, and the lunch groups from the Picnic area ambled over in friendly interest.

The November newsletter also created a stir, with an article about the whisperings of a new BMW. This was sent to the Register from our “man on the spot” Bill McLellan, and was a reprint from Cycle Guide. There were persistent rumours about a 1000cc displacement, but no one was sure of the configuration, but eventually the R100 (to replace the R90 line) came into being. The fairing on the new machine created much interest, as did the new frontal shape. Also the 1977 range saw the new thicker cylinder fins (to reduce fin resonance), and a colour selection was on the way.

November saw the cancellation of the forthcoming Shell 500 trial. Poor response to the event was the decision. Walter & Meryl arrived home during the month and members were looking forward to hearing of their travels.

The November newsletter included some interesting advertisements...

Mechanic- thinking of emigrating to NZ, requires work. Mercedes and BMW specialist mechanic. Owner of a R57, R69S and R50S, and ex truck mechanic in the Rhodesian Army.

1927 T Ford Tourer complete except for hood. Exchange for hike, preferably BMW.

Full Avon Fairing, traffic dept. type, brand new \$70.

Daytona Crash Helmets - blue, green, yellow or white - only \$16.50.

December 1976 - 30 members and friends were present at the meeting and discussion revolved around the finances of the Waipukurau Rally. \$185 was taken in rally fees, \$42.47 spent on provisions, \$58 to KFC \$3 on liquid refreshments, \$2.40 postage and stationary and \$37 to Woburn Hostel.

Simon Ganley sent up a write-up of South island members who attended, and raced at the Woodford Glen International Raceway. 6,000 enthusiastic fans watched the event with members Jack Storm, Dave Cross, Theo van de Wiel and Simon competing.

Gordon Rigg from Jensen's entertained us for the rest of the evening with a very good film on BMW riding technique.

Year-end saw BMW's very much a part of the NZ motorcycling scene, and most of them were Register affiliated Ownership meant pleasure, yet it came to pass that it was not all “sheer riding pleasure”.

A controversial article was reprinted in the newsletter - “Working out the Wobbles”, and it drew forth a surprising amount of mixed, sometimes emotive, discussion.

A ‘hands off’ demonstration at slower speed, by Walter, highlighted the BMW wobble, and other members not wishing to admit to a flaw in ‘perfection’, did concede a problem at certain speeds. There was also the odd member, who having fulfilled his dream, argued excellence on all fronts, with eyes closed.

What brought about such in-depth out-pourings? On writing up a history of the Register, and re-reading the Roe & Thorpe article on motorcycling stability, I felt it was pertinent to once again include this interesting and rare analysis of specific two-wheeled development. It featured largely in Register activity at the time, and now, 20 years after the camber and castor theory began, it is strangely, still relevant. Today we still have riders fitting stronger fork springs, heavier oil, fork braces, and replacing the rear shock with the sophisticated models from specialist manufacturers.

We also have the tyre “experts” solving our problems from the road up, by convincing us to buy rubber with strong damping characteristics which tend to stifle handling problems.

Did the motorcycle manufacturer choose to ignore the research? Did the economics of stability at all cost, not add up? Perhaps the manufacturer reached a compromise, for it is interesting to note that few riders who replace the rear shock absorber, can stop there. The entire balance of the hike is then changed and consequently front fork alignment, and action, come under attention. Nevertheless, many riders today have improved the stability of the breed, and it is apparent that owners accept this state of affairs without question.

Perhaps Drs. Roe and Thorpe have some answers....

Editors note: Jean forwarded a copy of the 4 page article as printed in the Newsletter of Sep. 1976, but unfortunately space does not permit it being reproduced in full; so I have taken the liberty of doing an overview of its contents, and a few quotes. Editor

WORKING OUT THE WOBBLES

As published by “Two Wheels” Sep. '76...

“Dr. Geoff Roe and Dr. Terry Thorpe have established the world's first purely scientific research facility for motorcycles, at Manchester University and their work and findings are causing stirs among the manufacturers. Their work made the new BMW's such improved machines...”

Who were these learned gentlemen? -

“Both men are not only enthusiastic motor-cyclists, but are skilled ones, using two wheels for everyday transport. Roe prefers a BMW R75/6 {Whatever its failings it is still probably the most practical motorcycle made}.”

The start of the search...

“In early 1971, the pair began constructive research into a phenomenon causing them great concern - stability, particularly on high speed motorcycles.”

All things have a beginning... Jean Hayes

Problem and cause...

"Instability, that peculiar flutter you occasionally notice, is a front wheel wobble, usually an under 65k/h indication of lack of lateral stiffness.

"Manufactures prefer to use tyres with strong damping characteristics to stifle this... High speed instability is the echo of this, brought on by the same unstable castor effect, but as the trial is so much longer, the effect is that much greater".

And they point out how other factors can aggravate instability, such as the slightest defect anywhere in the system: i.e. Sloppy spokes, a weak pivoted fork, worn hearings, underdamping etc. Once started it's difficult to stop and measures to prevent its onset, merely delay the final outcome!

Also mentioned, is the fact that the instability factor can be circumvented by various clever techniques, particularly when applied to the circuit racer. Thus had basic designs are disguised by the skilled race mechanic/rider although giving the impression to those who purchase a machine that has proven to be a winner on the race track, that the production model they are able to purchase, will be equally capable and safe at speeds of say 110mph! Hidden dangers to the inexperienced road rider!

And this to say on the Ducati...

"Ducati claims it has to race, win or not, in order to maintain its high standard of performance... at least it proves that Ducati has its heart in the right place, for as Roe and Thorpe pointed out: 'Of all the machines we have tested, (which excludes Moto-Guzzi only), the Ducati, although not perfect, was aimed in the right direction'"

It should be mentioned here, that this testing must therefore include all British, European and Japanese machines of the period (no doubt confined to the larger capacities)?

Telescopic forks, disc brakes and cast wheels

They were very critical of the design and inherent weaknesses of tele forks in general, particularly as fitted by Japanese manufactures of the period and found cast wheels in general to be badly designed with little or no scientific research or development evident.

An exhaustive testing of various wheels, found that of all the types and makes tested, that from the Vincent, was by far the best. Its spokes were closely aligned and its twin drum brakes, correctly positioned out in the airstream.

Early disc brakes also came in for a slating being found very much wanting in wet conditions when build-ups of foreign matter under the pads reduced friction to zero.

Their use, as fitted, also had the unfortunate effect of making wheels weaker than ever before as manufactures still continued with the wide hub distances designed for drum brakes without the tradeoff you get when shorter - spokes are fitted when drums are used.

Unfortunately, space does not permit any further analysis of this interesting pioneering research, to which we almost certainly owe much of the greatly improved handling and stability of modern machines (well, most of them anyway). And of course, whilst the only mention of BMW, was in the introduction, it stands to their credit that they had the foresight to contract the above two gentlemen to do investigative research for them.

The article pointed out that "The great advantage Roe and Thorpe have over development engineers within the industry, lies in their ability to see a problem dissociated from the normal preconceived notions and dogmas pervading the scene."

BMW of course make a great deal of use of the services of outside consultant engineers and stylists. The "K" series was styled by such (in Germany). Though it has taken them a long time to fit decent front and rear suspension (as is now happening!)

Part seven of Jean's original writings will be in next month's Newsletter.

Avon City Motorcycles



The Ultimate Riding Machine



That's right! Present your BMWMCNZ Club membership card at Avon City Motorcycles and you'll receive a 10% discount on all service costs, parts and genuine BMW accessories.

MAKE LIFE A RIDE



Other Stories

The Hugger Saga

I had asked about a hugger for the rear wheel of my F700GS at Motomart. A chap at Motomart recommended that I buy it directly from Pyramid Plastics in England and fit it to the bike myself as it would be cheaper for me to do it that way.

The Pyramid website indicated that the hugger would also fit an F650GS, so I thought that it would fit my G650GS. Therefore, I ordered two huggers. They weren't cheap, each costing \$183. The postage, covering both of them, was \$134.

My online order was confirmed. But soon afterwards, I got an apologetic email telling me that Pyramid had only one left in stock and that the line had been discontinued. I said that I'd take the one, even though the postage was no less. My problem now would be deciding which bike got the hugger!

The hugger kit arrived eight days later. Which bike was to get the hugger turned out to be easily decided. After I attached the two brackets that came in the hugger kit to the hugger and looked closely at each bike, I could see where the brackets would attach to the F700GS but not where they would attach to the G650GS. At this point, I was glad that I had got only one hugger, though maybe I could have sold a spare to someone else with an F700GS!

I also realised that I had been misled by a BMW foible. They had made two different bikes with the same name, F650GS, one being a twin cylinder bike with an 800cc motor, very much the F700GS, and the other being a single cylinder bike with a 650cc motor, not like the F700GS at all. And my G650GS is a variant of this latter one.

When I looked at my F700GS, I saw that it was very dirty underneath. So, I decided to give it a good clean before fitting the hugger to it. That took much longer than I expected, especially because I went on and washed the car too!

Later, I went back to do the fitting. In preparing the bike for the fitting of the hugger, one step involved removing the chainguard. But, gee, the three screws attaching it to the bike were very difficult to budge. Eventually, I undid two of them but nothing I did would free the third and I was starting to burr the socket in the head of the screw.

The instructions that came with the hugger kit referred to a YouTube video showing how the job should be done. I had looked at that before and now looked at it again more closely. But it showed the bike with the chainguard already removed, so that was no help. This time however, I noticed that there were three comments below the video. Two were thumbs-up emojis. But the third said: 'Nice. Shame that BMW did up one of the chainguard screws so f**king tight the head sheared off trying to undo it.' In view of that comment, I decided against trying again to remove the screw.

Instead, I rode in a gale to Motomart and booked the bike into their workshop for them to fit the hugger to the bike. Of course, that will cost more. The Service Manager told me that in cases like this, they use a heat gun to soften the Loctite that has been used to prevent nuts, screws and bolts from working loose!!!



Life is full of lessons!

Keith Thomson 3366





Rally 2021 Update

With New Zealand now approaching something closer to normal it is time to resume your planning for our 2021 Annual Rally.

The Registration Form is now in the Newsletter and will shortly be on the Club's website. We have an awesome deal on Rally Polo Shirts. These are 100% polyester Sports Polo's with interlock weave and weight. Material rated 155gsm.

The features are the Grid Mesh underarm panels for breathability, a unique sleeve print feature, contracting panels and piping with a knitted collar with contrast placket.

Please get your order in and paid early to secure one as with the World's Covid19 situation, supply is limited.



SIZING CHART

These sizes are half chest measurements in centimetres

Mens:

S	M	L	XL	2XL	3XL	5XL
52	55	58	62	65	71	79

Womens:

8	10	12	14	16	18	20	22	24
46.5	49	51.5	54	56.5	59	62	65	68

The Plymouth Hotel is standing by for your reservations so why not stay on site and be right amongst it. There are Limited Rooms so get in quick and with full breakfasts included, the prices are pretty amazing.

If you'd rather save a couple of dollars, check out the other options in the Newsletter for Hotels, Motels, Cabin or Camp Sites.

There are lots to do here, lots to see and plenty of great riding to keep you occupied.

We look forward to greeting you all in January.

Ray Senior – Taranaki Area Rep.



BMW Motorcycle Club – Rally 2021 Registration Form

Friday 22 January - Monday 25 January 2021

Plymouth International Hotel - 220 Courtney Street, New Plymouth 4312

Phone (06) 759 9128 - Email: reservations@plymouth.co.nz

Name 1			Membership Number	
Name 2			Membership Number	
Address			Post Code	
Contact Phone				
Email				

Rally Fee (Includes Saturday Night Dinner) - per person	\$110.00	
Surcharge for Non Club Members – per person	\$30.00	
Friday Night 'Meet & Greet' – per person <ul style="list-style-type: none"> Casual 'Mix and Mingle' Serviced Bar for guests to buy their own drinks Light Buffet 	\$32.00	
Saturday Night (Included in Registration Fee) <ul style="list-style-type: none"> Serviced Bar for guests to buy their own drinks Dinner – 3 course option Venue has round tables / 10 guests per table Bar Leavers 	\$0.00	\$0.00
Sunday Night - As per Friday Nights – per person	\$32.00	
Rally Polo Shirts (See sizing Chart in the Newsletter) <ul style="list-style-type: none"> Orders received prior to 20 August will be \$48.00 each Orders received after to 20 August will be \$55.00 each 	\$55.00	Order Size Mens
Mens S M L XL 2XL 3XL 5XL (half chest size) 52 55 58 62 65 71 79 (cms)		Womens
Womens 8 10 12 14 16 18 20 22 24 46.5 49 51.5 54 56.5 59 62 65 68 (cm)		



TOTAL PAYMENT FOR THIS RALLY

Payment to BMWMC's Account 03-1519-0034447-01

Use your Name and Membership Number – Reference Code R2021

\$0.00

HOTEL SPECIAL

Special Hotel Rate - Bed and Breakfast (Book Direct)

- \$ 199.00 per 2 nights (Single/twin/double room)

- \$ 189.00 per night for a three night stay

Special Dietary Requirements

Send completed Registration Forms to: ray.senior@xtra.co.nz or Post to:
Rally 2021 c/- 206 Seaview Road, Westown, New Plymouth 4310
All registration forms will be acknowledged.

Disclaimer: This rally will be run under the BMW Motorcycle Club Aotearoa New Zealand (Inc) Risk Management Plan as published in the Club's Official Monthly Newsletter. By registering for this event, participants agree to abide by all the conditions of the said Risk Management Plan.

North Island RAG Rally 2020

Taylor Lodge Pokaka National Park



<https://www.taylorlodge.co.nz/>

16th – 18th October 2020

The NI RAG Rally is on, albeit slightly delayed.

Taylor Lodge has new owners and I understand that there have been several improvements made.

So, this year by popular demand it has been decided to run the event over two nights. Friday 16th to Sunday 18th October 2020.

This means that members can now arrive after midday on the Friday and spend two nights at the lodge and some may then choose to make their way south and attend the SI RAG Rally which is to be held the following weekend (Labour Day) at Glentui in the Waimakariri District of Canterbury

The Saturday is all yours to play with as you wish. There are many interesting rides to undertake and sites to visit in the National Park area. Whakapapa, Turoa, Pureora Forest (geographical centre of the NI) and Te Porere Redoubt to name a few.

Meals:

Friday dinner, Saturday lunch and breakfasts are your responsibility but the kitchen will be available for those that wish to use the facilities. Saturday's evening meal will be as in the past - Sumptuous roast meats will be provided with members to bring along vegetables for the communal pot.

Drink:

BYO.

Cost:

\$30.00 per member and \$60.00 per invited non-member.

Any questions please contact:

Robin on:

021-724859 or treasurer@bmwor.org.nz





REGISTRATION FORM - RAG RALLY (North Island) Taylor Lodge, Pokaka

Fri 16th – Sun 18th October 2020

Name/s	
Address	
Email	

BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
• BMWOR Member		\$30.00	
• NON BMWOR Member		\$60.00	
• RAG RALLY Badge		\$15.00	
TOTAL			

Cancellations - Registration fee is non-refundable. Special applications may be considered.

Please mail all **Registration Forms**
-(including cheques made payable to
BMWOR) - to:

BMWOR - NI RAG RALLY
P O Box 109-245
Newmarket
AUCKLAND 1149;

Or
SCAN and EMAIL to:

secretary@bmwor.org.nz

Payment by Internet Banking

BMWOR Event Account
03-1519-0034447-01

NB - This is NOT the
subscription account

Please reference with:

**SURNAME,
BMWOR Member #
NI RAG Rally**

General enquiries to:

Rally Coordinator
Robin Wood
06 355 0911
021 724 859

treasurer@bmwor.org.nz

Registrations close:
Friday 2 October 2020

DISCLAIMER: This Rally will be run under the BMW Owners Register Risk Management Plan as in the club's official newsletter.

By registering for this event participants agree to abide by all the conditions of the said Management Plan and by any Government Covid-19 restrictions/protocols in place at the time.

SOUTH ISLAND RAG RALLY

Good news! The South Island RAG Rally will happen later this year. We've got a lot to do to equal last year's successful rally at the Borlad Lodge.

The Canterbury team are inviting all to come to our home base Glentui Meadows, a glorious wee spot between the mountains and the sea in the North Canterbury foothills. Perfect for day rides to the likes of Arthurs Pass, the West coast, Akaroa, the Lees Valley, and Lake Lyndon. There's a great deal of choice to suit everyone.

As true locals, we will show you some neat byways. The more adventurous might even attempt Mt Richardson. The Venue is booked for Labour Weekend. More information and a registration form will be out soon.

Garry Williams

President BMW Motorcycle Club Aotearoa New Zealand

Mobile : 027 2427799



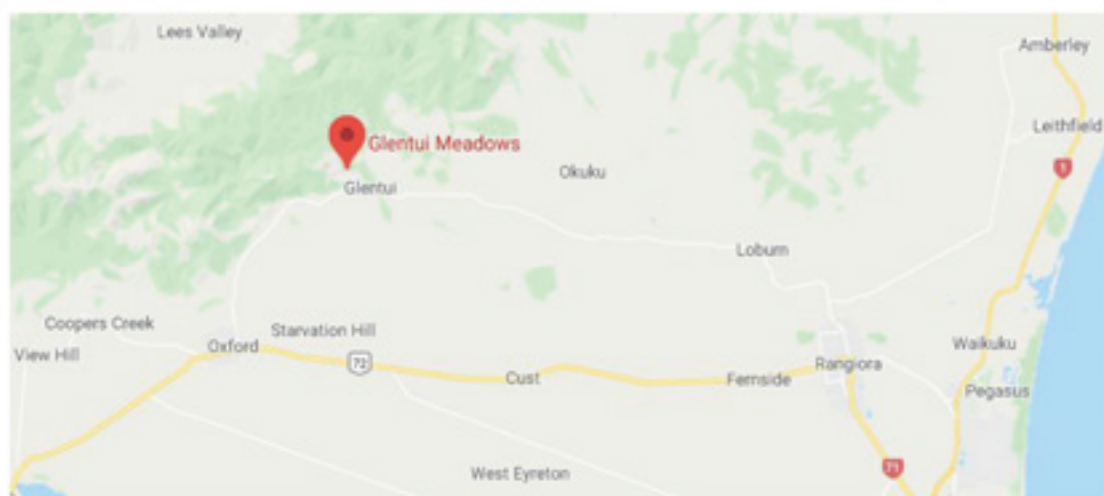


South Island RAG Rally Registration

Glentui Meadows, 140 Glentui Bush Road, Glentui 7495
Friday 23 – Sunday 25 October 2020

Name			
Address			
		Postcode:	
Contacts	Mobile:		Phone:
	Email:		

Membership #:	Area:			
Name 1:	#	Cost PP	Total	
Name 2:	people			
Registration: Weekend Participation (includes two nights' accommodation Friday & Saturday, Saturday breakfast and dinner, and Sunday breakfast)		\$94		
Surcharge for Non-Club members		\$40		
TOTAL				\$



Glentui Meadows is located in North Canterbury nestled amongst the beautiful terrain of Mount Thomas surrounded by native forest all within 50 minutes of Christchurch City. There are some amazing road routes west or east of the venue, and you're in for a real treat if you ride a GS!

Registration forms: Email to juliehyde530@gmail.com (Entries will be acknowledged)

Or Post to Julie Hyde, 530 Pestors Road, Rangiora RD 5, 7475

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG

Disclaimer: This event is run under the BMWMCNZ Risk Management Plan as noted in the Club's newsletter. By registering for this event, participants agree to abide by all the conditions set out in the risk management plan.



**MCIVER
&
VEITCH**



BMW Motorrad

ESTABLISHED
1932

112 CRAWFORD STREET, DUNEDIN / PH: 03 477 0298

www.mcivrandveitch.co.nz

ARCADIA MOTEL

CHRISTCHURCH

Comfortable, spacious affordable accommodation



FREEPHONE 0800 272 2342

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



SERVICING AND REPAIR OF ONLY BMW MOTORBIKES

- ✓ We only do BMW
- ✓ Specialists in our field - you cant beat knowledge
- ✓ Many years of technician experience on the BMW products
- ✓ We are passionate in what we do
- ✓ We care about personnel customer service
- ✓ Bike moving service available within the Auckland area
- ✓ NZ owned and operated



09 818 5448

021 128 5546

thebmshop@hotmail.com

2A Akatea Road, Glendene, Auckland

www.thebmshop.nz

facebook.com/thebikemaintenanceshop

SPORT

TOUR

ROADSTER

HERITAGE

ADVENTURE



The Ultimate
Riding Machine

AUCKLAND'S #1 DEALERSHIP

Genuine Service. Genuine Parts. Genuine Experience.

Cyclespot Group

61 BARRY'S POINT RD
TAKAPUNA, AUCKLAND

FERG 021 190 7733
HENRY 0274 330 650

P (09) 486 1136
E SALES@CYCLESPTBMW.CO.NZ

HEAD TO HEAD.

MAKE LIFE A RIDE.



BMW Motorrad



You decide which one, the R nineT Racer or Urban G/S.

Now only \$19,990 RRP + ORC



Visit www.bmw-motorrad.co.nz or your nearest dealer today.

Cyclespot BMW
Takapuna
Auckland
09 486 1106

**Experience
Motorcycles**
Kingsland, Auckland
09 845 5950

**Boyd
Motorcycles**
Hamilton
07 608 1209

**Mount
Motorcycles**
Mount Maunganui
07 575 4150

Motomart
Wellington
04 553 5106

**Avon City
Motorcycles**
Christchurch
03 341 3450

**Moliver &
Veitch**
Dunedin
03 477 0206



Marketplace

Marketplace is a service for members of BMWOR of NZ.

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

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

As new BMW Rallye Jacket, Pants & Gore-Tex over jacket Jacket size 60 Pants size 58 Bought in Germany last year. Finding sleeves 2 inches too short. Having owned the Rally 3 gear this is a big step up with more venting options and the waterproof Gore-Tex over jacket. Fit someone 6'3" 50kg or more. Waist 44" Chest 50".

Check out pricing of a Klim Badlands \$2300 or a Touratech Jacket \$2000 and you'll see this is exceptional value incl Pants & quality Rain jacket. Price \$2400 Ph Ian 0272810242

WANTED TO BUY

Let us Know what you're looking for and we can post it here.

A pair of BMW Vario Panniers to fit a 1200GS 2015 onwards. Contact Ian Jaques on 021 111 6173.





**MAKE
LIFE A
RIDE.**

motomart

Service Department:
Gareth: 04 589 5106

Sales Executives:
Ian: 027 5138 033
Kent: 021 445 787

Dealer Principal:
Richard: richard.massam@motomart.co.nz

Wellington's
Proudly servicing the Lower North Island with
Genuine Parts, Genuine Accessories and
Genuine Service.

Address:
7 Rutherford Street
Hutt Central
Lower Hutt

Phone:
04 589 5106

Web:
www.motomart.co.nz

BMW Motorrad

Area Representatives

NORTHLAND

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

AUCKLAND

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

WAIKATO

Paul Quilter
07-859-2512
waikato@bmwor.org.nz

BAY OF PLENTY

Philip King
021 659 484
bayofplenty@bmwor.org.nz

TARANAKI

Ray Senior
06-753-6044 or 021-479-231
taranaki@bmwor.org.nz

RANGITIKEI

Barry Petherick
06-368-2059
rangitikei@bmwor.org.nz

EAST COAST

Coordinator: John Wuts
06-844-4751
eastcoast@bmwor.org.nz
Ride Master: Xan Harding
027-612-7927
xan.harding@xtra.co.nz

WAIRARAPA & WELLINGTON

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

NELSON - INCLUDING MARLBOROUGH

Dale Grover
027 297 1759
nelson@bmwor.org.nz

WEST COAST

Kevin Hewitt
022 632 0025
westcoast@bmwor.org.nz

CANTERBURY

Julie Hyde
027-465-6626 or 03-312-5395
canterbury@bmwor.org.nz

OTAGO AND SOUTHLAND

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