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NEWSLETTER

MAY 2021



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Aotearoa New Zealand



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New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 20th day of the month preceding publication. We welcome your contribution

3985	Joanna	WHITELOCK	Morrinsville
3986	Brent	GOWAN	Feilding
3987	Debra	GOWAN	Feilding
3988	Cliff	JONES	Inglewood
3989	Graham	AITKEN	Taupo
3990	Martyn	WRIGHT	Lower Hutt
3991	Sue	WRIGHT	Lower Hutt

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 25th 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. 05/3

Cover: Ian Macartney
#3190. entitled Entering
Molesworth Station on
the Rainbow Road



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Presidents Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium April 2021

I've got an extra day off over Anzac weekend, looking forward to it! Will certainly be one day out on the bike, a few of us are doing the loop Lake Heron/Glenfalloch Station loop on Monday. Maybe the weather will hold but it looks like it'll be cold.

Fantastic to see the photos and comments on our Group page from those attending the North Island RAG Rally near National Park. Once again, it appeared that everyone had a marvellous time.

Great also to hear of a few members thinking about donning their most dapper gear to participate in this year's Distinguished Gentleman's Ride on Sunday 23 May. There are rides in 12 locations across NZ, uniting classic and vintage style motorcycle riders to raise funds and awareness for prostate cancer research and men's mental health. To date, 317 riders are registered across the country and they have already raised US\$12,647. If you want to find out how and where you can participate have a look at [Cities in New Zealand - The Distinguished Gentlemans Ride](#)

Planning is well underway for the 2022 Annual Rally in Methven. A couple of our local constabulary are planning the gymkhana, so that will be fun! We've got a few people together to scope out road and adventure rides over the weekend, which will showcase the very best of Canterbury's amazing terrain, which is not all flat I'll have you know. The venue is locked in and the registration form has now been published. It's promising to be a fine weekend!

The Top of the South team are planning this year's South Island RAG Rally. At this stage, it is likely to be based in Collingwood over the weekend of 20/21 November. Details and a registration form will be posted on the website and in a later edition of this newsletter.

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

If you haven't already, how about joining our BMW Motorcycle Club NZ Group page on Facebook? Simply head to the BMWMC Facebook Page, click on the "Join Group" button, answer a simple question and join the banter and post photos and anything else you like about your riding experiences. It's a great way to share!

Winter is almost upon us but there's still more riding to do. Don't forget to layer up when you're out, nothing quite like being cold or wet and you're still a long way from home. Make sure there's a decent amount of tread on your tyres and check your pressures; optimal traction is critical during the winter months.

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

START PLANNING NOW!

Details to follow:

Organised by the 'Top of the South'.
The South Island RAG Rally is the next event on the Club's calendar.

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.



Photo: Ian McCartney #3190

Area Report: Taranaki Travels

BMW Motorcycle Club, Aotearoa, New Zealand

This month's weather has been a test for our riding dedication. We've done a couple of rides which were fun as we managed to skirt around the rain.

The first ride was a bit impromptu as Ray and Colin decided to meet me on my way back from the Ulysses AGM rally. I rode from Lake Karapiro through Arapuni and down to Pio Pio. Ray and Colin rode up from New Plymouth to meet me at Pio Pio. We had a nice lunch and cruised home from the Fat Pigeon in relatively nice weather. We had a little look around the Awakino pub and Mokau on the way home.

The next ride was meant to be a back road ride out from Bell Block through Tikorangi, Tarata, Te Popo, Douglas, Toko, Midhurst, Lepperton and back to Bell Block again. We had a great start to the ride with a couple of new members joining us. The weather was supposed to be fine, but it started to close in on us a bit, and although we didn't get rained on, the roads were getting quite wet, as we rode through areas where it had rained. Discretion became the better part of valour when we saw the huge black storm clouds descending on us. A hasty retreat was actioned as we managed to complete 2/3's of the ride, finishing at Bell Block again, without getting wet. Pizza and coffee, as well as a good yarn or two, were shared at a lovely café called Pekaren after the ride. If you ever find yourself in Bell Block, treat yourself at Pekaren. It's very nice. Hopefully next month's ride will be done in fine weather.

A group of us are heading south for the Brass Monkey Rally in June. We hope to see some of you there.

Keep the sunny side up,
Scott Mills #3542



Ray's Tyre Issue

Also here's some of my TKC70 front tyre on my R1200GSA. The tyre started losing pressure and needing re-inflation part way through a day ride. The previous one did the same with still a bit of wear left so on testing I found 10 or 12 tiny leaks and suspect it had delaminated allowing air to seep through to these pinholes.

I thought this is no good so bought some "slime" and added a small amount, went for a ride and the tyre has been holding pressure ever since.

Have any others had this problem with tyres?

Ray Senior # 3214



Area Report: Rangitikei Round-up

The ride proposal for 11th April was to meet at the Fusion Café in Ashhurst for an 11.00am departure. From there the ride took the Pohangina Valley scenic route to Apiti where we scheduled a lunch stop at the Apiti pub. From there the route headed back to Rangiwahia and then along Whakamaru Road to Ohingaiti, then via Vinegar Hill to Halcombe from where we would disperse for home destinations.

We duly arrived at the Fusion Café in time for a pre-departure coffee and chat to find Tibsy tucking into a sausage about the size of a roll of dog tucker.... perhaps it was dog tucker? Ann assured us he had already had breakfast prior to leaving home but the ride to Ashhurst must have whet his appetite a bit. When it came time to depart we had 7 riders with 6 of them carrying pillions. Unfortunately, due to having other commitments, none of the Whanganui contingent were able to join us.

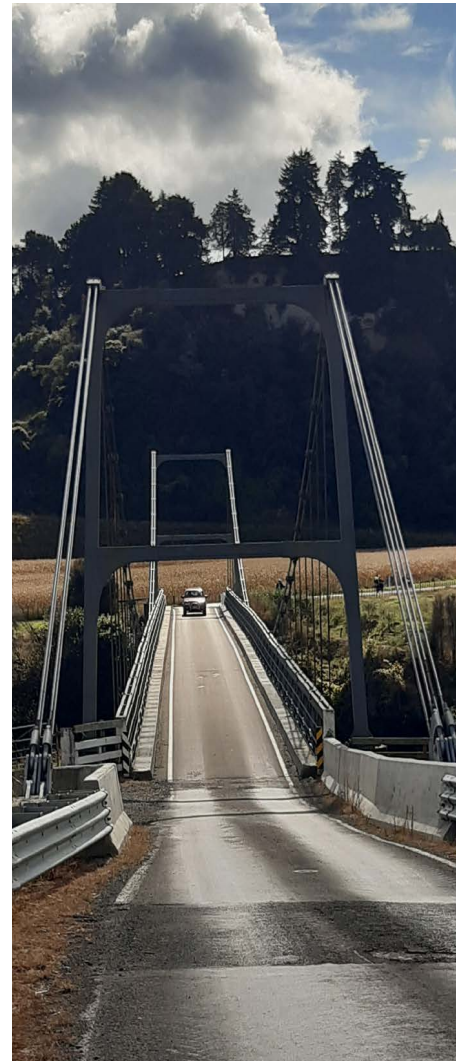
The ride up the valley was pleasant and uneventful with Don setting an easy pace. Encountered a bit of light drizzle prior to reaching Apiti but that was the only precipitation we had all day. Lunch at the pub was good, with a modest selection of well prepared food dishes, although the sequence of serving meals went a bit astray at times.

The ride from Rangiwahia through Mangamako Road and Otara Road was quite 'cruisey', passing through some typical Rangitikei hill country, with a few autumn colours showing on the trees, on a good sealed road with some moderately tight twisties. The group paused for a photo on the suspension bridge over the Rangitikei River bridge but before TEC could get a camera organised they had to move off to let a ute through.

Stopped for a brief leg stretch at Ohingaiti and another at the Stormy Point Lookout. Unfortunately Mt Ruapehu was shrouded in cloud so the normally impressive views were not available that day. Without any Whanganui riders in the group there didn't seem to be any point in diverting across to Halcombe so the Lookout became then dispersal point from where the riders headed home.

All in all a good day out with a good group of members!

Barry Petherick# 2690



Area Report: Wairarapa & Wellington

Monthly Ride to Featherston

Sunday 18th April

It was a perfect weather wise, for a ride over the Remutaka Hill for brunch at the Everest Café in Featherston, bright sun and windless.

The plan was to assemble at Motomart in Lower Hutt for a 10:30 departure and to ride via Whiteman's Valley to Te Marua and then over the Remutaka Hill to Featherston for brunch. Over brunch the riders could decide amongst themselves if they wanted to go for a ride in the Wairarapa.

It was a pleasant surprise when 14 riders assembled at Motomart for this ride one rider said he had a family function to attend so was not going to ride but came along to meet other members.

After a ride briefing, we departed with Peter N leading and Denis H as TEC we stopped a couple of times so the 14 riders could reassemble and rode through Whiteman's Valley. This Valley contains lifestyle properties, a sealed road, and 3 one way bridges. There was a group of at least 30 Mazda MX Sports Car Owners Club members doing the same as us but going the opposite direction, that we met on the windy entry to the valley over the Blue Mountains.

After reassembling at the Te Marua intersection with SH2 we rode over the Rimutaka Hill in light traffic with at least one Sunday driver in front of us who was dawdling along at around 40 to 50 kph and unwilling to pull over into in 'Slow Vehicle' places provided so a small tailback formed behind him.

We met one other rider at the Everest Café he had ridden of the 'Hill' and was waiting as we arrived.

I also had a family function to attend so spent 20 minutes thanking the riders for supporting a club ride. Three of the riders were new members which was also good to see one had been on an Impromptu Ride a couple of weeks ago and the other new Members had both attended the April Club night one and his wife then joined the club the next day.



Three of the riders (Stephen O, Denis H and Keith T) decided to do a gravel ride from Hinakura to the Admiral Hill and the feedback was great in that road surface was in good condition even though there had been rain in recent days.

The riders I spoke to all said they enjoyed the ride so will look at similar rides in future.

Peter Nash # 3184

Area Rep

Area Report: Wairarapa & Wellington

Impromptu Ride – Lake Ferry



Thursday 8th, in Wellington was a warm, windless day for a ride, particularly to the Wairarapa. Six riders (Phillip Y, Iain M, Keith T, Denis H, Bruce F and Peter N) departed the Caltex Remutaka and rode over the Rimutaka Hill to Featherston in light traffic, our link up point for riders from the Wairarapa was at the start of what became the Western Lake Road, where we joined Peter T.

The Western Lake Road is sealed, narrow and winds down the side of Lake Wairarapa. A cautionary note as there are one way, bridges on this road not particularly well sign posted in terms of warning before you are at the bridge, fortunately there was almost no traffic coming the other way. The Lake was flat calm and provides scenic views on the left going south and farmland on the right.

We rode over the East West Access Road which took us back to the Lake Ferry Road. We crossed what looked like flood gates on this road, controlling the level of

Lake Wairarapa to mitigate flooding to farmland adjacent to the lake.

Our lunchtime destination was the Lake Ferry Pub which has an extensive menu of Pub food on offer one of the favourites being fish and chips and the normal range of Pub liquid refreshments. We sat outside and the banter started which is always an enjoyable part of these rides particularly when we have not seen a couple of riders for a while. We had a new member with us Phillip Y and it was his first ride on a BMW and he was a welcome addition and we hope to ride with him again in future.

The return ride was again in light traffic on the Remutaka Hill the density started to increase closer we got to Wellington.

Another excellent day's riding in great company and beautiful weather, for Peter N it was 230 km home to home.



Area Report: Top of the South Te Taihu Ride

Sunday 11th April

The weather on Saturday was abysmal. Heavy rain, windy, awful! But the forecast kept saying Sunday was going to be fine. And it was!

This ride was the first of our shared organiser/leader rides and Murray stepped up this month and did a great job.

We left early and stopped at Riuwaka for our coffee fix (luckily Peter checked with the Woolshed Café on top of the Takaka Hill a minute before we left. They were closed 'cos their coffee machine was broken).

The first part of the ride to Riuwaka was a bit of a magical mystery tour, perhaps with more mystery than magic! We're all used to the lights and waiting times on the Hill with everyone having their own strategies - riding right to the front and zipping off first or just being happy with their place in the queue. The Takaka River was pretty high and brown but that didn't detract from the lovely scenery on the sealed section of the lower half of the valley to the power station.

Following the earlier heavy rain all the streams and water-falls were on full song. We regrouped here then the three road bikes turned around and headed to Takaka for lunch.

Eight gravelers continued on a good gravel road, through the beech forest to the top of the hill for views over the dam reservoir and mountains before going down the hill and along the side of the lake to the DOC hut (Trilobite) at the head of the lake. We sat outside the hut, ate our picnic and watched Hilary put up her new fly (without the instructions but with lots of 'help' from everyone else).

As we rode back down the valley there were a few rain drops but they came to nowt. The temperature the whole day, even in the mountains, was very warm.

The turnout was 14 bikes, 15 people - Murray, Tony, Greg & Ange (first time out with us), Trevor, Dean, Richard, John, Dirk, Hilary, Anja, Peter, Revti, Matthias, Gretchen.

Murray was overheard to say, when asked how traumatised he was organising the ride, 'Not too bad actually. The ride coord is there to help out and the main thing is knowing that you're not alone'. (I put that in to encourage others to leap up and volunteer to lead another month). Murray added that he does need to elevate the leadership skills to match the navigational ones (but I think he did a superb job of both).



Area Report: Branch Ride to Kekerengu

March 2021

An invitation to lunch from Gretchen of the Nelson group. A group ride for the Canterbury team was put out to travel to Kekerengu on Sunday to lunch with the Nelson crew. There were one or two apologies but still hope for a good turnout. Sunday dawned fine but cold, 2degrees and frosty... that's Autumn. Off we went (Julie & I) to meet Bob, a new member for the first time, at the Red Post in Culverden and introduce ourselves over coffee. Off through the Inland Road to Kaikoura.... No one else turned up. What a fabulous day for a ride. Another break in Kaikoura as we were ahead of time. A chance for further chat with our new friend from Rotherham via the UK. Then carry on up the coast past seals basking in the sun and surfers searching for a wave.

We beat the Nelson team to lunch at Kekerengu meeting our own Geoff S as he had gone all the way up SH1 alone. The Nelson team of 10 straggled in over half an hour as they had split into 2 groups, one on the tarseal and another who skipped through Taylors Pass for some gravel fun. A great lunch was had by all with the usual bike chat. We headed home pretty soon to jobs waiting for our return. Good day out on a fully sealed trip was had by four GS riders.... Not a roadie to be seen.... Maybe next time guys, 515km, 8am to 4:30pm, from 2degrees to 32degrees

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Other Stories: After The RAG Is Over

I had an agenda after the RAG Rally. I'd got a servicing done on the bike by our Mike and he was telling me a tale about a ride he had just done in the Ural (with sidecar), to Waitanguru. Where's Waitanguru you ask: - So did I. It's some 23 kilometres from Piopio in a northwest direction. But a side-track comment here first. I was intending to go to Piopio to look for the location of a painting scene done by Auckland artist Megan Lee-Richards. I had purchased it some 20 years ago in an Art Gallery in High Street, Downtown Auckland. When I got to Piopio, the information centre and art gallery were closed/shut, so that was that.

Back to Mike's story: He had found a memorial of WW1 soldiers at a local school site. It was an arched gateway with the fallen on the left column and the returned on the right side. The paddock was covered in grass and had returned to a farm paddock, and there



*Piopio. Megan R-Lee
Artist Megan Richards-Lee based in Auckland*



Something in common Got talking to the driver of this truck. This is at Mapiu SH4.

A night with my brother and continued the ride to Napier in the second day of wet. I was staying with Les here and it coincided with the East Coast monthly dinner night. We all enjoyed an Italian night in the company of our native host. (I leave the story to the Monthly reports

in this newsletter.)

I rode the last leg of the trip Napier to Wellington in one bite topping up at Taradale and Pahiatua. Road works at the north end of the town gave my bike a change of colour to slush ochre.

And so my tale finishes. The bike went well and was comfortable.

Dave Morris



Memorial Gateway, Waitanguru

Photos by Dave Morris #1774

Other Stories

Road Ally Article

(Pieter van Tonder # 3721 & Adele van Tonder # 3957)

Pieter van Tonder and his wife, Adele, residing in East Auckland, started a YouTube channel in October 2020, called Road Ally, as a platform to share their passion and love as a moto vlog production. Road Ally captures Pieter and Adele's passion for motorcycle riding on the roads of beautiful New Zealand, discovering epic routes and scenic places, taking videos and pictures to share their adventures with keen motorcycle riders like yourselves. The you tube videos capture motorway and back routes on dirt roads through the most picturesque parts of New Zealand's North Island, including Coromandel Town, Muriwai, Piha, Raglan, Fletcher Bay, Port Jackson, Waiheke Island, Waitakere Ranges Regional Park and more. Pieter and Adele always enjoyed the outdoors and they are the proud owners of BMW GS motorcycles - Pieter has a 1200 GS and Adele a 310 GS. Their motorcycle adventures started in South Africa with their participation to multiple GS trophy events over the years. Their future plans are to explore New Zealand's South Island and more motorcycle challenges and adventures abroad

Please follow Pieter and Adele on their YouTube channel called Road Ally - https://www.youtube.com/channel/UC3PonMBss_dm3I7WjVjyQ



Power to the People. Getting near Whakamaru

All things have a beginning... Jean Hayes

History of the Register – Part 12

(Re printed from the May 1993 Newsletter)

Introducing . .

Fitness for Motorcyclists

November 14th saw past-President Keith Robinson married to Yvonne, and a great reception was enjoyed by many Register members. Hawkes Bay territory once again paved the way to the Woburn Rally, and many incorporated the Castrol 6-hour with the weekend riding. Ivan and Diane once again put in much time and effort in ensuring the success of Woburn.

December '81 - Meeting night saw much interest in the arrival of one John Kuriger and his BMW fitted with a 40 litre petrol tank. South Island news covered the Wigram "Wings & Wheels" meeting, which proved to be a great day of racing. Many Register members holidaying in the South Island, were evident. Guest of Honour at the forthcoming Classic Rally (Pukekohe 20/21 February) would be John Surtees, and hopefully, the MV. January 9/10th would see the Register once again heading south to Lake Rotoiti, Nelson. Roger Young (now Australia), sent an article on his ride from Sydney to Alice Springs, with more to come.

January 1982 saw The Register as an enthusiastic and ever-increasing group, who enjoyed the sheer pleasure of riding. Members could look back to some memorable rides, the vibrant stimulation of new people, and new machines, and a participation rate second-to-none, in the early '80s. Nevertheless, "rumblings" were evident with the continual source of motorcycle media speculation on the BMW "breakaway" model soon to begin a controversial life. BMWs were Twins - and already there was talk of forbidding this non-traditional (even "outrageous") drawing board apparition into The Register Ranks. By early '83 it was to become a distinct possibility, in the eyes of some.

Thirty-three BMW Twins lined up outside the Lodge at tranquil and beautiful Lake Rotoiti on January 9/10th. This event, organised by Gail & Phil Scott and Anna van de Weil, was undoubtedly "a boomer". Apart from giving the 66 folk attending a great ride from all corners of NZ, it supplied a wealth of activity in the area, at a superb location. The catering, the gymkhana and the scenic ride, encompassed yet another memorable weekend.

"Crash Hats, Skidlids & Bloodbuckets" made interesting reading in the February newsletter, with controversy raging on the pro's and con's of full-face v open face crash helmets. The F.I.M. Medical Committee were looking at banning full-face helmets for racing, and investigating polycarbonate v fibreglass shells. Certainly full-face helmets had come under attack from the medical profession generally, yet 10 years "down the track" sees little discussion on the question, other than the wind-roar / hearing loss problem, still not addressed, yet continually talked about.

Grumbling continued on the question of spare parts and Simon Ganley and Stu Marshall continued to put in much effort to solve existing problems. To this end, a surplus stock sale was to take place at Bavaria Spares Ltd during March, and continued efforts by the Agent (through the newsletter) to have feed-back on requirements, brought little response.

The month saw the unveiling of the new model from BMW - the R65 LS (luxury sport). The styling concept, called "The

Flyline", gave one flowing sweep, encompassing fairing, tank, seat and high rear mudguard.

Thirty-two members attended the April meeting. Discussion took place on a letter received from a member in Palmerston North, and the implications of publishing such controversial material. The affair was to escalate later to a point where the committee had little option but to instigate the unused "expulsion" clause in the Register Rules. Simon spoke of the great turn-out to the Bavaria Spares Sale, and a very successful film evening at Whangarata. The 49er Rally in Yosemite Park, California (reputed to be the top Rally site) was to see 6 Register members head out for a fabulous and exciting trip abroad. (More on that later).

The run in April had taken riders to the Matakohē Kauri Museum, and an article "Life begins at Forty", was the Ian Walker story of how his ambition to ride a motorcycle, came to pass. Ian, a graduate of the very successful Western Springs Motorcycle Riding School, gave high praise to this group of highly experienced instructors, and their remarkable success rate in riding skills, relative to accidents.

Ern McBryde again gave us a wonderful opportunity to read into early NZ history with his article "A Road to the Past" and his favourite beauty spot, "The Valley of the Lee" near Outram. His history and writings are a Treasure Chest in the Register archives and his journeys (taken by horse in days gone by) must surely make Ern's R60/5 the first, and ultimate, back-country farm bike!

The May run took riders to the Maratoto Valley, near Paeroa, and the newsletter carried an interesting article titled "Fitness for Motorcyclists". The Institute of Sports Medicine at the University Clinic, Freiburg, noted that motorcycling can be compared to athletics and athletics requires training. From their investigations on both racing motorcyclists and your average rider, they established the following facts:-

1. Even when riding under "normal" conditions, the pulse rate in day-to-day traffic situations goes up to 150 per minute.
2. In long rides (2 hours or more) muscle fatigue reaches values which have so far only been recorded in sports requiring a high degree of strength, fast reaction and physical and psychological endurance.
3. The strain measured in motorcycling is 40% higher than in car driving (under the same conditions), and higher than in ski-jumping and bob-sledding.

So the clear and logical demand is: fitness programs for the motorcyclist. "A fit motorcyclist substantially reduces the risk of accidents caused by his own deficiencies", say the experts. (Well Finn, maybe an hour of jazzercise next meeting night!!)

The month of June had seen enthusiastic correspondence from the BMW Club of Victoria. They had been highly impressed with our newly published Touring Guide and asked our permission to follow the same format. (Perhaps they didn't realise we had "borrowed" the idea from BMWMOA.) June 20th was the Register Run to Raglan, via London Motorcycles. The report of the July meeting confirmed the booking from St Arnaud and the 1984 Rally at the Lake Rotoiti Lodge.

Following receipt of a cyclostyled letter to all members of the Owners Register, our member from Palmerston North continued to insist on his rights for publication of abusive material. This action, and the committee's decision not to publish, brought forth much discussion at the June meeting.

The implications of this action and the re-action was finally summed up with reference to the Constitution:

"To link together in a sense of friendship, all persons with a common interest in BMW motorcycles".

The Newsletter exists to entertain and inform, and whilst we welcome responsible constructive criticism, its aim is to maintain the spirit of the Constitution. It was not a carrier for personal grievance.

The month's articles included yet another Ern McBryde adventure; Tony Redfern and his travels through the U.S, British Columbia, the Yukon and Alaska; and from Australia and Brian Bird's thoughts on his new Moto Guzzi Monza.

August saw a group of enthusiasts ride off for a weekend at Okoroire Hotel. This delightful spot encompasses hot pools, a great golf course and an excellent dining room. The old hotel has changed little from its early history and the building nestled amongst majestic oak trees make it an ideal place to "escape" to. The roads and rural scenery are made for motorcycling.

Djakarta, Bali and Java were the venues of Brent Mander's contribution this month, and from the Sinai Desert, member Terry Dingwall gave us an insight into the lives of the Bedouin...

"The women carry water, dig and weed the vegetable patches, build the houses, milk the goats, herd the camels, carry large bundles on their heads and the men well, they sit around a lot discussing things."

Future travels would take Terry to Cairo and Ismalia. September saw discussion on next month's AGM. With amembership of over 200 now, Simon was looking for ideas and direction of future Register activity, and new faces willing to take over some of the responsibility of the growing membership. Two amendments to the Constitution had been submitted for consideration at the AGM - one on an Expulsion Clause and the second outlining Newsletter policy and the Editor's right to make a decision on obviously controversial material.

Terry continued his travels across a war-torn desert, an instruction manual on the hazards of camel-riding, and the awe-inspiring wonders of Tutankhamen's treasures.

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

Rally Information

Annual Rally & AGM - Early Notice

- Booked for The Lodge, Methven 21 – 24 January 2022.
- Pricing deal worked out that includes breakfast
- Three GS Rides planned. Road Rides and self-led rides also planned.
- Working on the Registration Forms and information will be available shortly via the Website and Newsletter.

South Island RAG Rally – Early Notice

- The 'Top of the South' (Peter Brandon) has accepted the organisation of the SI RAG.
- Date TBA but either side of Labour Weekend.
- Location being investigated.
- Information will be available asap.

REMINDER

The 40th GS Anniversary Baton has been repurposed into a Trophy for the best GS Photo submitted for the year. It will be presented at each Annual Rally, therefore entries end on 31 December.

There is currently no entry form, but your photo/s including your name, Member Number and Bike details should be sent to editor@bmwmc.nz under the subject of GS Baton Trophy.

Entries have already been recorded.



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Rally Information - 2022 Registration Form

BMW Motorcycle Club – Rally 2022 Registration Form

Friday 21 January - Monday 24 January 2022

Methven Resort - 51 Main Street, Methven 7730

Phone (03) 302 8724

Email: reservations@methvenresort.com

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

	Cost pp	Number of people	Total
Registration	\$40.00		\$
Surcharge for Non Club Members – per person	\$20.00		\$
Friday Night 'Meet & Greet' – per person	\$45.00		\$
Saturday Night	\$65.00		\$
Sunday Night	\$45.00		\$
Rally Polo Shirts (See Newsletter for sizing) Orders must be received by 30 November 2021 Mens S M L XL 2XL 3XL 5XL (half chest size) 52 55 58 62 65 71 79 (cms) Womens 8 10 12 14 16 18 20 22 24 46.5 49 51.5 54 56.5 59 62 65 68 (cms)	\$55.00	# Men Size # Women Size	\$

TOTAL PAYMENT FOR THIS RALLY

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

Use your Name and Membership Number – Reference Code R2022

\$

HOTEL SPECIAL

Special Hotel Rate - Bed and Breakfast \$158.00 per night (Single/twin/double room)

Book Direct on 03-302 8724 or at: reservations@methvenresort.com

Special Dietary Requirements:

Send completed Registration Forms to: rally2022@bmwmc.nz OR

Post to: Rally 2022, C/- 24 Inglis Road, RD3, Rangiora 7473

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 Information

Pokaka History



Aerial old & new Google Earth & ATL

the SH 4, 12 km south of National Park Village and some 20 kilometres north from Raetihi in the central North Island of New Zealand. Originally known as Pokako, the name was changed to Pokaka in 1922 to, 'correct spelling', (possibly from a Railway source,) though both names seem to be used, at least from 1905 to 1945.

The Railway: In 1883 authority was given by the Government to the Public Works Department to explore the central route for a proposed railway line through the North Island. This survey was undertaken by John Rochfort and completed on 5 January the following year. Two years later, two short sections of a cart road had been constructed, one for a distance of 2.4kms north from Ohakune towards National Park (then known as Waimarino), the other 10.5km south from National Park towards Ohakune. Eventually the narrow bridle-path route was widened into a 3.6m (12ft) wide service road carriageway which was completed in December 1906. On 15 July 1908 the gap was only 5.6km and, 15 days later, the two railheads met at Pokaka. Auckland and Wellington were finally linked by rail at Pokaka in November 1906. But it wasn't until 6 November 1908 that the Prime Minister of New Zealand, Sir Joseph Ward, ceremonially drove in The Last Spike at Manganui-a-Te Ao and the regular passenger service between Auckland and Wellington began. There is a plaque commemorating this just 1.70 kilometres north from the main highway of the Lodge. Look for the named Manganui-a-



Last Spike
Photo by Dave Morris #1774



Rail Crash at Pokaka
Photo, Nancy Swarbrick

(This is modified from an article that appeared in the BMWOR Newsletter June 2008.)

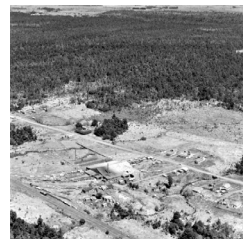
Pokaka has a history. Like many, other similar places in New Zealand, It was attractive for the abundance of timber in the area and as a consequent, a saw mill was built. Pokaka is a settlement located on

railway tracks in the bush. These have now been established as something of historical significance arising from the sawmilling industry of the Ohakune-Taumarunui area. This network was quite extensive in the first part of the last century and the National Park sawmill at the centre of it all is still operating today. The remains of another tramway were also recently recorded by DOC staff at Pokaka. A very good account of the building and history of the Viaduct can be found at this site: <https://www.engineeringnz.org/programmes/heritage/heritage-records/makatote-viaduct/>

Pokaka has not been without incident. As recently as 1966, a goods train crashed just north of the station, close to the general store. The driver fell asleep.

The Sawmill: A sawmill has been established at Pokaka for as long as the railway has been there. The mill was established for the Railways to harvest timber for its own use. Production output would have peaked by the early 1920's when discussions to reduce the number of workers, in the Pokaka and Eru sawmills reached Parliament (again) in April, 1927. The Railway Department had approached the Acting Minister of Railways to reconsider the decision to down-size staff in the Government forests by 25. The Prime Minister was Right Hon. Gordon Coats. (Outcome of discussions not known.)

The location of the mill was on a cleared flat area about 600 metres in a flat cleared area, south of the lodge. Whites



Carter forestry mill, Pokaka. Whites Av Ref WA-33929-F. ATL, Wgtn, NZ.
-records-23524448_300dpi

Aviation took some aerial photos in the early 1950's, and by this time the mill was now owned by Carter's

Taylor Memorial Lodge: The Lodge is used by schools and community groups for educational visits including the hiking and mountain bike/ski



Three x Railway houses

tracks. Taylor Memorial Lodge was established in 1978. It started as three railway station houses originally part of the Train Station. See more at: <https://www.taylorlodge.co.nz/history>

The Old Store: (This paragraph dates from 2008 and may now be out of date, but does make interesting reading.) One landmark talking point at Pokaka is the old boarded up store just over the road from the lodge. I learnt a little about it on this visit. The owners of the property have owned it for some 45 years and originally bought the 90 or so acres with

Te Ao River just before the spike.

Around the Makatote area there is a network of forest mill

North Island RAG Rally Information

a number of others shareholders. Over the years they have bought them out. There is an old house down by the State Highway, which has been made liveable after the sheep had taken it over. Apparently the store opposite the lodge was used in the making of 'Goodbye Pork Pie' in 1980. And, it seems, that the owners still have a licence to sell petroleum products too. (Pump now removed March 2020 - DRM) Coincidentally, when I stopped at Raetihi on the way home, I struck up a conversation with a sprightly old man who said he used to live there: I would put his age in the eighties. He went to the Pokaka School there down by the river.

Origin of The Name Pokaka is the name of a New Zealand tree. It grows to a maximum height of 12 meters and metamorphoses from a shrub to a tree when a juvenile. A 'heteroblastic', if you will! The botanical name is *Elaeocarpus hookerianus*.

Sources consulted:

Nat Library: <https://natlib.govt.nz/records/22610345>

White's aerial photos: <https://natlib.govt.nz/records/22827941>

Photos: https://en.wikipedia.org/wiki/Pokaka,_New_Zealand
https://en.wikipedia.org/wiki/Pokaka,_New_Zealand

Nancy Swarbrick, 'Railway accidents - Types of accidents', Te Ara-the Encyclopedia of NZ
<http://www.TeAra.govt.nz/en/photograph/20594/picking-up-the-pieces>

Taylor Memorial Lodge: <https://www.taylorlodge.co.nz/>

Pokaka dendrology: https://en.wikipedia.org/wiki/Elaeocarpus_hookerianus

D. Morris

2021 NORTH ISLAND RAG RALLY

Over the past few years it has become a tradition for a small group (usually 5 or 6) of the riders from Rangitikei to escape on the Wednesday preceding the NI RAG Rally and head a holiday bach at Omori on the western shores of Lake Taupo for a couple of 'boy time' days.

This year for various reasons there was only three of us. Barry & Murray Petherick and myself. Nevertheless, still plenty of good craic to be had and the usual great venison feast kindly supplied by Murray.

Normally on the Thursday we explore the local surrounds - Paeroa Forest etc (have been known to go to Whakatane for lunch!) but this year (because I had indicated that I was going to travel to Auckland on Sunday after the RAG to trade-in my bike for a 2019 1250GS) it was decided that instead we head that way on Thursday and do the business. I won't go into the Auckland traffic but needless to say it was diabolical! Very glad to be back below the Bombay Hills on Friday morning!!

Back to Omori by 12 noon on Friday to meet up with Neville from Wanganui and VP Chris from Wellington.

Before heading to Taylor Lodge we decided to have lunch at 'The Floating Rock' café at Kuratau (well worth a visit if you are in the area).

Arrived at the Lodge just after 3pm, secured a room and bed then headed off to Ohakune for supplies.



Cooked our own sausages and mash for dinner, had a couple of wines and a good catch-up with other Friday arrivals.

Saturday saw eight of us (Max, Tibsy, Murray P, Barry P, Neville, Chris, Folker and myself) head out in the morning on an impromptu ride with the intention of enjoying a

coffee at the 'Top of the Bruce' on Ruapehu.

What did we find?

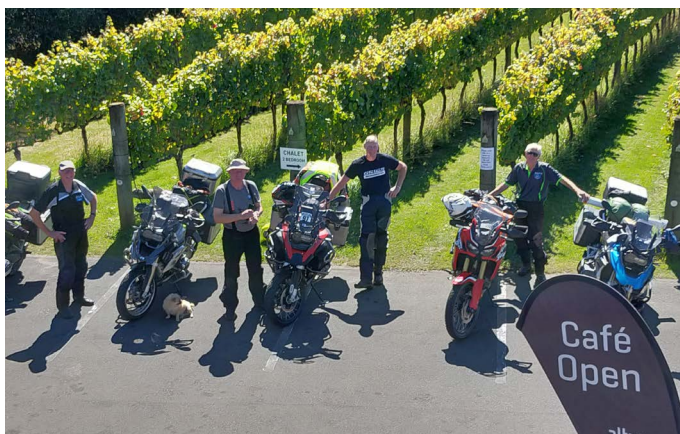
The café has moved to the top of the new 'Sky Waka', a \$19.50 return trip for those of us with Super Gold cards!. Max and Neville decided to venture up in the Waka while the rest of us "Tight A@#\$'s" journeyed down to the coffee cart opposite the Chateaux.

Suffice to say that our group supplied the mornings entertainment for the other patrons at the cart, especially after Max and Neville had re-joined us after their mountain adventure. I don't think I have laughed so much in a long time.

Sadly, after leaving the mountain, Folker's bike had a mechanical melt-down which resulted in Chris and Folker abandoning our group and waited for the AA to come to the rescue.

The remaining six of us carried on to Turangi for a pie lunch and a fuel top-up then headed down SH1 to the Rangipo Power Station and outlet. Coming back out to SH1 we again headed south and detoured into the Rangipo Intake Road.

Our GPS then told us that the shortest/fastest route



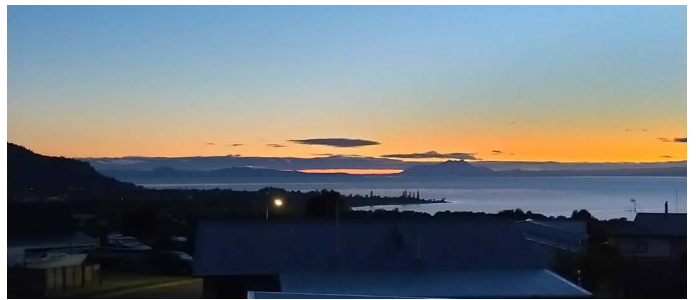
North Island RAG Rally Information

back to the Lodge was via Ohakune so as a result we did a full circuit of Ruapehu. Weather was perfect and apart from Folker's mechanical a good day was had by all.

Saturday night saw everyone enjoy Clifford's roasts and a variety of vegetables prepared by kitchen volunteers. Some more great craic and stories abounded and it would seem that everyone fully enjoyed the informal get-together.

Let's hope RAG 2022 is just as full of fun and as enjoyable.

I'll finish with a quote by Friedrich Nietzsche: "In every real person a child is hidden that wants to play". I think that sums us up most accurately. Robin Wood # 2560



I look forward to attending the RAG Rally each year,

have attended many and met so many good people at the Pokaka Lodge every year. I've attended on various bikes, and more than once on my old R60. This year, I'd set out to meet with Tibsy, Stephen Oatley and Al Keane at the Fusion Cafe in Ashhurst on the Friday, in order to have the full weekend at the Lodge. I had got in touch with Tibsy and asked if I could join him on his much more byway than highway rides to the Pokaka site, knowing that he'd seek out interesting gravel options that would challenge, if not him, but certainly me on my old bike..

I had an uneventful ride from my rural Hawke's Bay home, seeing Tibsy had arrived on time, with Stephen and All arriving soon after. Just as promised, we certainly missed most of the wide asphalt and rode through some wonderful



country. I will copy here Tibsy's route, rather than re-writing it.

" Start at the Fusion Cafe Ashhurst, take the Pohangina Rd turn right onto Pohangina

Valley East Rd. Right onto Oraua Valley Rd which becomes Main South Rd. Left onto Te Para Para Rd this is the place I pointed out the view to the North. Right onto Ruahine Rd. Then right onto Kawhatau Valley Rd. Left onto Potaka Rd which becomes a very nice gravel road. Left onto Omatane South Rd left onto Gorge Rd This is where we stop on the Gorge Bridge to take a look at the Rangitikei River. Right



North Island RAG Rally Information

onto SHW1. To Taihape (Subway for lunch) Short hop up SHW1 and left onto Mataroa Rd bear left onto Rongoiti Rd at the Rongoiti Junction turn right onto Koeke Rd at the Koeke Junction turn right onto Okaka Rd. Now at the Papanui Junction bear right onto the Turakina Valley Rd".

Tibsy again: "Colliers Junction is where we became separated. I waited at the Rangiwaea Junction for you guys only to find Steve turning up on his own. Steve decided to catch up with Al at Waiouru and took the Waiarue Rd to SHW1 You and I teamed up again in Ohakune the rest is history".

I teamed up with a great bunch of people for a ride on Saturday, riding first to the top of the Bruce, past the Chateau Tangariro, in search of some fine coffee. That was



not to be had and we opted instead for the coffee cart opposite the Chateau, where the very competent woman made a good lot of coffees as well as managing to put up with all of us. On the ride back to SH 47, I



started to notice some unusual vibrations coming from the drive to the rear wheel. It did not bode well, and I certainly didn't want to risk destroying parts of the bike. I managed to pull over directly opposite the track leading to the beginning of the Tangariro Crossing, from where Chris Souness rang the AA on my behalf, since I had neglected to take my phone with me.

The AA took a while, perhaps not surprisingly, but I ended up being able to use a rental car to collect my "stuff" from the Lodge and drive home, leaving the rally site without the great comradeship that I was looking forward to.

PS No damage was done to the bike. It is well on its way to being repaired (by me, who else?), I'm just waiting for a couple of parts.

Cheers,
Folker # 2466



My light of the Rally.....

I was a NI RAG virgin. In fact 9 months ago I had never owned a BMW, but all that changed in May last year when I bought my 2013 r1200r 90th Addition. It's been an awesome buy.

I couldn't leave on the Friday, because of work commitments. So I left Auckland Saturday and turned off the motorway at

the Bombays and headed into 'twisties land'. What a ride through rural Waikato down to Te Kuiti. A late lunch and fuel and then on to National Park via the state highways to NI RAG posh club in the village.

I have never ridden that far south, it really was something special for me. Once at Taylor's I didn't stop talking to friendly BMW owners, hearing their old war stories of the road and bikes. Great likeminded folk. I was amazed to see a 79 year old riding, just awesome. Good food of course.. And I got my first badge!

Sunday saw me take a very long but very pleasurable ride home, along the backs of the mighty Waikato. Epic weekend ride and epic event. By the way what does RAG stand for?

Kind regards,
Mark Armstrong # 3290

Rag Rally 2021 - Kevan O'Brien # 690

I have always enjoyed the RAG Rally and it got me to wondering when did I first attend one - the memory is not that reliable so I looked for evidence - I remembered that I used to collect badges from rides I participated in, so rummaged through draws until I located the old badge collection - I found two RAG Rally badges (photo attached) one possibly the oldest attached to a piece of cloth that maybe the moths have dealt to over the years, but shows no date. (maybe someone will know) The other is dated 1995 - only two badges, although I have attended a number of RAG Rally's over the years.

This year for me was the first time I've attended when it was to be held over two days (Friday/Saturday) Friday I enjoyed



the lovely ride across from the Bay of Plenty intending to have lunch in Benneydale, saw bikes parked at Whakamaru as I went past but thought I would continue and support the café at the old Pub - bugger it was closed, oh well sandwiches and milk coffee purchased from the local Dairy would have to do - eventually consumed in Ongarue.

North Island RAG Rally Information

What to do Saturday? – I considered a ride down to Whanganui via Whanganui River Rd, lunch in Whanganui then back up through the Parapara's to complete the day – then I looked outside the square, maybe a Mountain bike ride would be a good option. I considered the 42nd traverse but thought that



might be just a bit much – so went online and found the Old Coach Rd. out of Ohakune approx. 16km from Horopito to Ohakune (mainly downhill) if you get dropped off by the shuttle (some photos during ride attached). I arranged the hire of a full suspension MTB from Mountain Bike Station (Vertigo Adventure Centre) they were great, I could park my Motorcycle outside the business so

they could keep an eye on it and they found somewhere for me to get changed and look after my motorcycle riding gear while I was off Mountain Biking. Come Saturday morning I convinced myself that I could ride up and back and would not require the shuttle (ended up quite a tough ascent) coffee and a couple of Hot Cross Buns went down well after the ride. Before leaving Ohakune I picked up some vegetables for the evening meal plus beer and wine to accompany it. Once again the Saturday night meal was a hit - Clifford cooking the meat

on his spit for the umpteenth time and many hands looking after the vegetables.

The RAG Rally is a great event (not quite as rough as it used to be) you get to meet some real nice people with some interesting and entertaining stories – so if you come along next year consider the Old Coach Rd MTB in your plans - adds another dimension to going for a ride over the weekend.



Murray Petherick (Rangitikei Area Rep)

A funny thing happened on my way to the Forum (aka the NI RAG Rally).

For the past two or three years the Rangitikei crew have been hosted by (life member) Robin at his bach in Omori (10 mins west of Turangi) for the couple of days prior to the RAG. The days prior to the Rally are usually taken up with a couple of 'local' rides to nearby places like Whakatane and the 'Centre' of the North Island. This year the crew was rather reduced with Peer being on holiday 'down south', Barry H having travelled to Dunedin to bring a 'new' bike back to the RAG and Neville P feeling he should stay home to fulfil his duties as President of the local Bridge Club. That left Robin, Barry P and yours truly as the stalwarts to continue the tradition.

During the chat on Wednesday evening Robin revealed the after the Rally finished on Sunday he was planning to ride to Auckland with the intention of trading up his 2015 1200 GS to an 'almost new' 1250 GS, currently being offered at Cycle Spot. Two and two were quickly added together and Barry and I shared the comment "Well, since we don't have anything specific planned for tomorrow why don't we just



North Island RAG Rally Information

buzz up to Auckland and pick up the bike so you can bring it back for the RAG?"

One thing lead to another and next morning Robin was making phone calls to Cycle Spot to confirm his interest in the bike, and to his daughter Kirsty in Auckland to arrange a place for us to stay the night. We finally rolled out of Omori at about 10.00am after Robin had spent considerable time dis-embowelling the 'old' bike to remove the riding lights and associated wiring and a few other bits and pieces of added paraphernalia.

Coffee stop at Whakamaru then on through Tokoroa, Tirau and Matamata to a lunch stop at the Pukekoe's Nest Café near Maramarua: a bit curious that, since there is also a Pukekoe's Nest Café just north of Whanganui that we sometimes visit! Forged our way up the southern motorway and arrived at Cycle Spot mid-afternoon. After Robin had committed an arm and a leg to the trade-up deal we proceeded to swap various bits and pieces from one bike to the other, including the top box mounting bracket and the wiring loom for Robin's GPS system. Also had to recover the trickle charge wiring from the



'old' bike, which Robin had earlier overlooked. Finally the deal was 'done and dusted'. Last remaining requirement was to visit Henry P to get him to re-key the old panniers to suit the key for the 'new' bike. Well, we hit the traffic onto the harbour bridge at peak afternoon rush hour (or is that rush 3 hours?) and spent close to an hour and a half



ripping/clutch slipping along the motorway, at walking speed, in the afternoon heat, waiting desperately to reach exit 432. I guess you have to be an Aucklander to appreciate what you have got! Eventually arrived at Henry's place, got the locks modified, and headed for a beer and a bed at daughter Kirsty's place in East Tamaki. We were made to feel very welcome and really appreciated their hospitality. Have to say my wife was somewhat surprised when I checked in that night with "By the way, we are in Auckland tonight"

Next morning we were on the road at 7.30am and re-traced our trip up to Auckland, back through Matamata, Tirau, Tokoroa and Whakamaru to Omori. At the Bach we met up with Chris S (VP) and Neville P, went on to lunch at the 'Floating Rock Café' in Omori and from there headed down to Taylor Lodge for the rally. Tagged our beds at the Lodge, unloaded panniers and headed to Ohakune for the usual supplies of milk, tea, coffee etc. Got it pretty right but alas forgot the sugar; oh dear!

Enjoyed a great weekend at the rally, including a hilarious coffee stop at the coffee cart by the Chateau on Saturday morning, and then on for a cruisey ride round the mountains and back to the Lodge to enjoy Clifford's great hospitality. Commiserations to Folker on the failure of his trusty machine but thanks to Chris for looking after him and helping to get the 'rescue' sorted.

After the clean-up on Sunday morning some of the Rangitikei boys headed directly home while the remainder, including Chris and Tibsy, headed to the Woolshed café at Sanson for our usual monthly gathering with spouses and partners. All in all a great 'weekend'.



"I think I'll take this blue one. Joy likes blue, and I've just had a red one!"

Hunia Rangi.hunia.rangi@gmail.com supplied the following <https://advrider.com/f/threads/bmw-rag-rally-ruapehu-2021.1494568/> and <https://photos.app.goo.gl/eUJjUXSXi3Jrw1Zu7>



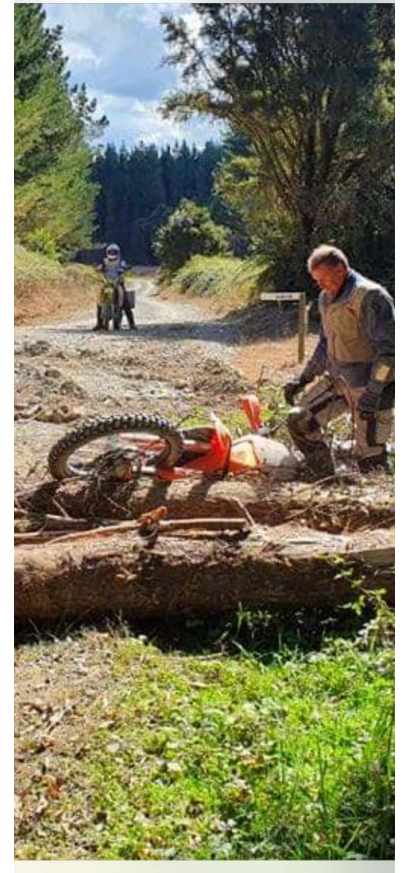
North Island RAG Rally Information



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North Island RAG Rally Information



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Phone 027 437 7821 – Email ghartley55@gmail.com

Hi,

I am a new member here (#3931) so am still getting to know my way around the club site.

I am interested in buying a damaged fairing to fit an early (1995) R1100 RT or RS to play with a customisation idea which I have. I would actually prefer if it is badly damaged or broken. I have no wish to destroy an easily repairable fairing and also don't want to be paying top dollar for it.

Also my bike is an RT, I am assuming a RS fairing of the same vintage would just bolt on easily.

Cheers

Leigh Jennings email 258leighj@gmail.com

KAITAIA

WANTED TO BUY

I am looking for a top box plate adapter plate for my K1100LT top box to fit my current bike (which I bought new in Melbourne in 1985), 1985 R80RS Mono with its normal rear rack.

The adapter plate is no longer listed as a part

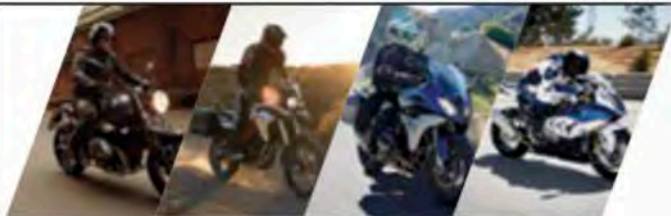
Thank you

Paul MEILKE # 3311

Phone 027 600 1957 or email pdmeikle57@gmail.com



Photo by Ian Macartney # 3190



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