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NEWSLETTER

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APRIL 2022

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Aotearoa New Zealand



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Welcome to our 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 a story and/or 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 please email/phone the Editor no later than the 25th day of the month preceding publication. **We welcome all contributions.**

Welcome to:

Murray
Lynn
Adam

CLARKE
GRUENWALD
McKENZIE

AUCKLAND
QUEENSTOWN
DEVONPORT

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 and/or will be credited when known, unless otherwise specified.

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Date: February 2022



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President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



March 2022

We have been quite lucky here in Wellington with the weather being very kind to us. That said, Dan the weatherman's forecasts have shown the whole country has been experiencing warmer than normal temperatures. You know it's been out of the ordinary when Southland is still in severe drought. There is some relief in sight with Southland now forecast to receive rain and we are all now starting to experience cooler days which is a sign we are moving into the grips of autumn.

By the looks of the activity on the clubs Facebook page there are still many of us taking long weekends and making the most of the good weather while we have it. It's great to see members regularly posting commentary and photos of their two wheeled adventures. I really do enjoy browsing through the content admiring the images of places I've not yet had the pleasure to visit and making mental notes to ensure I get there when I can.

You may be aware that I'm also a volunteer for the road safety charity IAM RoadSmart NZ, as indeed many club members are. I decided to get involved with IAM to continue my growth and competency as a rider. I am now a Motorcycle Observer for them, a role which I really enjoy. It's a great way for me to not only focus on my personal skill improvement, but to also help guide others on their journey as well. Whether you are new to riding or a seasoned campaigner, there is always something new to learn and there are several ways that you can seek instruction and support to help improve your riding. Apart from IAM Roadsmart, ACC offer Ride Forever (RFE) courses through a network of local trainers across the country. Recently I received an email from our local RFE trainer offering one day courses over the month April free of any charge and I am

confident that similar offers will be available throughout the country. So, if you have considered additional training in the past and not got around to it, now might just be the right time.

I have just returned home after attending the North Island Rag Rally which, as always, was a fabulous event based at the Taylor Lodge in Erua, National Park. Whilst the numbers were down on the previous event at Erua, a great time was had by all. Great comradery, excellent food (thanks Clifford!) and some exciting riding. Which, I'm sure we will all read more about the RAG in the next newsletter.

The new board members are getting settled into their roles which is great to see, and we have held our first virtual meeting online. We all agreed that it had been a long time since the Board and the Area Reps had had the opportunity to get together. The last meeting was in July 2020! It's essential that the club's operational team meet to discuss our direction, what's working well for us and what's not. To that end, we have arranged to have our next face to face board meeting in Wellington on Friday 29th of April in the afternoon, with the Area Reps arriving Saturday morning departing on Sunday afternoon. I'm excited to get the team together and to have the opportunity for everyone to be involved in strategic planning for our future.

Have a wonderful Easter.

All the best, keep well and ride safe.

Chris





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.



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Area Report: Wellington & Wairarapa

By Denis Hulston



Lake Ferry for lunch - mid-week 9th March

Five Wellington riders made the trip to Martinborough and then on to the Lake Ferry hotel for the special fish lunch. The weather was stunning - no wind, a warm 26 degrees, and roads were clear, apart from roadwork delays at the Wellington end of the Remutaka hill, making for a measured rather than fast trip over the hill.

Social Get Together - mid-week 14th March

Fourteen members attended our Italian dinner on 14th at Soprano restaurant in Petone where we had a cosy for fourteen room to ourselves for good food, wine and great company. A good night out.

Sunday Run - monthly run 20th March



Around the Bays ride - Wellington riders at Breaker Bay

Nine riders got together and enjoyed the stunning weather and glassy water around the Bays of Wellington, for a 145km, 5-hour ride.

With a picnic lunch at Makara, along with hundreds of other people enjoying one of Wellington's best days out. Thanks Bob Cumming for putting forward the ride and checking out the options.



Helmet change for Michael McKeon! - Lunch at Makara Beach

Denis #3184

Area Report: Wellington & Wairarapa

By Denis Hulston



Wairarapa Pahiatua Track circuit - mid run 31st March

Five riders joined an impromptu 320km ridesqueezed in on 31 March to Carterton, Alfredton, back roads to Eketahuna, Pahiatua Track and Shannon, with the bonus of a ride south on Transmission Gully on opening day. I never thought I'd enthuse about riding a motorway, but the highway gives vistas of a Wellington not seen by road before – very impressive and great to finally have it open after so many years.

Denis #3184

Keith Thomson
Riding the wind
Pahiatua track →



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MAKE LIFE A RIDE



Destination Blue Duck Lodge

By Dave Morris



Ever since TV 1 screened the story on the Country Calendar, Blue Duck Lodge, I was determined to visit.

It was Episode 27, 2020 Click [HERE](#) to view.

That ride happened last month. My friend Roy who had come with me on the Arthur's Pass ride last December rode with me again. It was a 3 night/4 day trip.

Motorcycle Cowboy: The first day was a short run (from Lower Hutt) to Whanganui so we took our time. There were several planned stops on the way: Roy wanted to check in at the Otaki Cemetery, and I wanted to find an army mate's gravesite buried at the Whangaehu Cemetery.

A side story: Whangaehu has fond memories for me. Many years ago my army unit in Linton used to drive out to Putiki (Whanganui) rifle range. After the Annual Classification shooting was completed, we all put in a shilling and there was a shoot-off for the highest score. Winner takes all.

More often than not, that prize money went over the bar at the Whangaehu Pub. (It was a tradition that was repeated every year.) Allocated drivers were not allowed to drink. And someone was volunteered to babysit the weapons; (9mm pistols and FN SLR's). The pub is now no more.

We checked into Breamar House Whanganui and settled in. I am a returning patron to this establishment as I have come to know the owners. He rides a bike, and now he has moved over to BMW. An F model Dakar version. (btw, I did suggest he check out the club's website.) The main shopping street is a comfortable walk to walk to, so we walked the walk of that I talk, and we went Thai for our meal. (Thai Villa.)

Take Me to the River: Another fine day for the second day of riding. Actually we encountered no wet weather at all. Rolling at 9.30ish and up the Parapara on the short route.

The Paraparas has always been a motorcyclist's favourite ride. Has anyone ever thought where that word, Parapara comes from? I have. (There's a coastal resort town 5 kilometres south of Collingwood as the crow flies, but this is outside of the discussion.) It's actually a small district or location on the road itself, about 10 kilometres south of Raetahi. The road (SH4) at the north end into Raetihi is named Parapara Road. Also I discovered a Facebook site called, 'Parapara Road'.

The road has come a long way with repairs from severe damage happened quite a few years past. All the one way roadworks traffic lights have gone and for the most part it is as good as finished! Of course we stopped at Angel Louise Café in the main street in Raetihi. There was a Covid testing station right next door.

I'd been mulling over in my head since the trip-idea was firm, about fuel consumption. In the end I reckoned at filling up at National Park and the return trip would see me back, with no yellow light coming on.

Another issue I fretted about was the gravel road out there. I was expecting something like 50 plus kilometres. A day or two before I left, I was looking around GoogleEarth and happened to spot dotted lines on the road. That means seal! Great! I had to find where it ended and how much gravel there was. I measured +/-16 Kms. Not a problem. The problem was lack of rain. The road was extremely dry and the operating logging trucks really sent the dust clouds about, with no wind to move it along. We



Destination Blue Duck Lodge

By Dave Morris

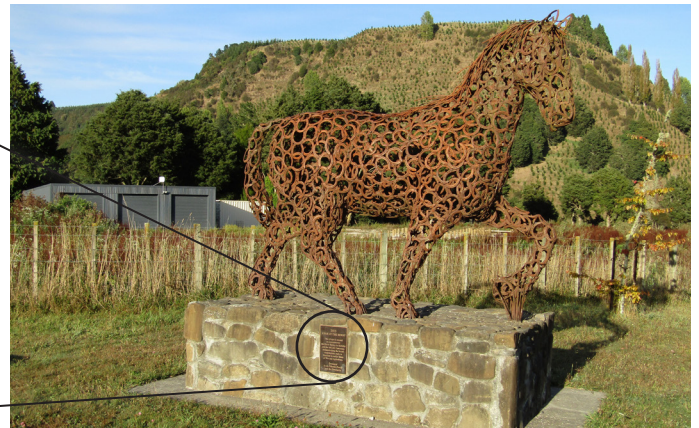


arrived at Blue Duck and checked in. People were friendly there; some overseas tourists; most on bike trails.

I needed proof that I had visited and by the morning, time was running out for a 3rd party to take a photo of the two of us there. Roy grabbed a woman who was on a horse-shoeing job and she took some photos. Disappointingly they weren't sharp & clear.



Yakety Sax: The return trip is quicker than the 'outbound' ride. - a proven fact. This was the morale booster I relied on to ride the dusty trail out. I was now confident I could get back to National Park and refill at the same place, and that's where we are headed. We take a '5 minute' at Kaitieke (About 2/3rd's on route) And the ride out to Owhangō confirmed that. A great breakfast there, at everybody's favourite Blue Hill Café.



For me, now, it's a great ride, because I am away from all the roads I regularly use close to home. And I'm talking about the greater area, not just the regional district. The traffic is lighter than usual and makes for enjoyable riding. We're not in a hurry and we are mak-

ing good time. We stop at National Park and I refuel at the 4 Square. The guy remembers me from yesterday and we have a short conversation of small-talk stuff. And unbelievably, it was only 134 kilometres return. Huh! Who would have thought?

As we are not in a hurry to get to (near-by) Taihape, I suggest to Roy we go to Turangi then ride the Dessert Road. OK. Over a coffee at Turangi I comment that we could have gone straight to Wellington, it wasn't a big as trip as I thought it might be. Some half an hour later Roy asks if he could do just that. Absolutely, I say, No problem at all. We were going to 'camp' the night at a nephew of mine in Taihape. So that's what happened; Roy went on his way and I rode to Taihape and arrived late afternoon. That gave me a chance to catch up with him. My nephew has four bikes!

The night in the area was cloudless and there was a full moon. Stars are much easier to see there, (in Taihape) and as you all know why, I don't need to explain. Friday: After a late departure (10.00am) I still had plenty of time to ride home. I turned left at the Vinegar Hill intersection passed through Rewa and stopped at the Fielding market. Through Awahuri, Rongotea and connect with SH one and home. It was couple of hours before tea, so time to unpack.

Revived!

Dave Morris





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MAKE LIFE A RIDE

Area Report: Top of the South/Te Tau Ihu

By Gretchen Holland



Ligar Bay in Golden Bay - Sunday 13th March



A gorgeous day to ride to a gorgeous destination. Seven bikes met at Hope, including Ross and Theresa from Blenheim so it had been an early start for them. We rode through Upper Moutere and the back roads to avoid Motueka township and their first ever traffic lights! As usual the views from the Woolshed Cafe were outstanding and their food and coffee were pretty good too.

No traffic lights anymore on the Takaka Hill and the traffic was surprisingly light and courteous. We turned off and went down through East Takaka on the freshly gravelled and graded road. The tide had been high an hour before we arrived and was only thigh deep for miles when two went for a 'swim'. It was nice though. We sat on the beach in the shade of a tree and watched the beautiful bay and silhouetted mountains in the distance.

A couple of bikes had left us at the cafe and a couple more went visiting in Golden Bay so it was a pleasant zip back over the hill for four of us.

And a big **welcome** to Dean on his first ride with us!

Scribe – Gretchen # 949



Today's riders today were – Matthias, Peter W, Gretchen, Murray, Ross & Theresa, Anja, Trevor.

Area Report: Rangitikei Roundup

By Murray Petherick



Stretching our legs at Halcombe

Things have been fairly quiet in this area lately, a combination of covid and weather, but mainly the latter. I am tapping this out on Sunday evening, following our monthly ride and prior to heading to the South Island tomorrow, so bear with me if it seems a bit disjointed.

Sunday 13th of March saw our monthly ride date roll around so a trip into the Rangitikei area was proposed. The pre-ride gathering at the Ginger Bird Café in Colyton saw seven riders in attendance, including new member David Visser on his RT, although Rob G just came for the coffee and chat and then had to return home to study for his (very mature student) teaching diploma. No women in attendance this time, partly because three of the regulars will be heading south tomorrow as part of a three-couple, 10 day sortee into the South Island. However, more of that another time.

From Colyton we headed to Mangaweka via Rangiwahia only to find the café at Mangaweka, and the one at Flat Hills, were both closed; not sure what is going on there. Headed down SH1 to Ohingaiti and eventually got lunch at the local pub. Those who selected pies were served promptly but those who selected toasted sandwiches, or "pea, pie and 'pud", had a rather longer wait! I suppose any food is better than none!

Weather was holding well and from Ohingaiti we headed through Vinegar Hill and Waituna West on SH 54, then along some back roads to Halcombe. A brief leg stretch at Halcombe prior to heading for our respective home destinations.

Not a marathon effort but a nice cruisey day; thanks guys for your company.

Murray - Area Rep 2690



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Area Report: Canterbury

by Ralph Moore



Molesworth trip. Part Two...

With the promise of the Molesworth Road re-opening, we planned to do a ride through on the promised opening day. We headed out from Christchurch, and hit the gravel from Motunau north to Cheviot, then inland over the Kiawara hills.



F800gs in the Kiawara hills.



Three F800gs in the Kiawara hills.



Hanmer Springs lunch stop.



Steve and Rodney with the Amuri Plain behind



From Culverden we cruised up the main highway into Hanmer Springs. After a lunch stop we headed over Jollies Pass into the Molesworth.

Cont...

Area Report: Canterbury

by Ralph Moore



Molesworth trip.

We enjoyed hot sunny weather as we headed up the Acheron Road following the Acheron River through the Molesworth. Stopping at a neat roadside shelter for a snack and a chance to take in the view and study the very informative history boards.



Wards Pass



Looking east towards Robinson Saddle



Setting up camp at Molesworth Homestead



Rodney cresting Maling Pass.



Waiau River, far below as you begin a steep decent into the valley.

We camped at Molesworth Homestead Campsite. We were told that some risk averse beaucrocat had made the decision to keep the repaired Awatere Rd to the north of us closed. So next morning we headed back down the Acheron, and then followed the Clarence River up stream heading into the Rainbow. Our first detour was onto the track up the Edwards Valley for a dip in the hot springs

Then it was back onto Tophouse Road until we reached the turnoff to Maling Pass.

Once over Maling Pass it's a long steep decent down to the valley floor and the Waiau River. We camped the night in the lee of some giant Matagouri beside the Waiau.

Ralph #3082

Area Report: AUCKLAND

by Stephen Parkinson



Kiwi Rider 350 - Saturday 19th March

The Old Forestry HQ Riverhead was ground zero for this event which would otherwise have been known as the 2022 GS Rally. BMW Motorrad seems to be working through an interesting identity phase presently, the short version of this is that capital backing from that source was far from certain leaving Vege and the Kiwi Rider team with a planned event dilemma; “to be or not to be”. Always attune to what riders really want, Vege and the Kiwi Rider team forged ahead regardless and delivered a fantastic day out. The seeming laid back culture on the day belies the actual skill, experience, teamwork, and hard yards that go into making something like this happen. If you know anyone on the team, make sure to thank them (even if you didn’t attend), at very least make sure you subscribe to Kiwi Rider Magazine, subscription is free, I’ve got no money and even I can afford that. I’ll go out on a limb here and be totally honest, I just subscribed for the pictures.



24 hours out from the event, weather was looking rubbish, persistent drizzle was forecast across the entire day. Thoughts of doing a no show lingered for a millisecond but Covid riding withdrawal symptoms took over. In a heartbeat I was fuelling the bike up, checking tyre pressures, closing vents on Gore-Tex, and raiding zip lock sandwich bags for phone and wallet protection. I’d received my enrolment pack some 24 hours prior and this included route maps, these were in the form of A4 sheets with handwritten detail. Apparently, folk are supposed to cut these sheets into strips, tape them together and form a roll which goes together with a repurposed Click Clack container forming a primitive GPS. This posed a dilemma; I have a pair of reading glasses which are fantastic for reading, I have a pair of distance glasses which are great for distance beyond reading. When these two bits of information are combined, we arrive at a situation where I can either read the route sheets or see where I’m riding, I can’t access both key inputs simultaneously. The decision was made to painstakingly plot every turn on my Tom Tom software, import the final product into the GPS then relax knowing all I had to do was listen to the voices in my head throughout the day.



Saturday dawned drizzling and miserable; however, a commitment had been made so there I was hitting the road comforted only by the thought that “at least it’ll keep the dust down”. The drizzle soon gave way to fog leading to the question “which celestial beings have I annoyed to deserve this”. Approaching the Old Forestry HQ weather began to dissipate a little and by the time I arrived our venue was clear with a misty

Cont...

Area Report: AUCKLAND

by Stephen Parkinson



perimeter giving the scene an eerie feel. There was a large contingent of Club members and a big serving of the other usual suspects you might expect to turn up. The day was almost worth it just to renew so many acquaintances. Free barista coffee from the coffee van was a welcoming touch.

The rider briefing was concise; main bullet points seemed to be *We are riding on public roads and they have speed limits, *Keep left FFS, and *It's not a race. So that was it, a bit of dithering about with gear and we were out of there, ever mindful of that sage advice. As you would expect some rode as individuals and others formed groups for the ride. I hung back a bit to check on another rider but once that seemed OK, I moved off mindful of posted

speed limits, which one was my left hand, and racing wasn't a factor because by now there was no one else in sight.

Our weather had cleared to a fine day sufficient to dry the sealed sections but not enough to create dust. Now I'm no detective but as I rode along there seemed ample sign in the gravel that many riders had memory and cognitive disorders. The scars gouged into metal surfaces on entry and exit suggested three things *A certain disregard for posted speed limits was in play, *An assumption that the right side of the road had yet to be constructed, and *a competitive cohort was loose out there somewhere.



Photos by Kiwi Rider and/or Geoff Osborne

More photos and another article on Kiwirider.co.nz

Area Report: AUCKLAND

by Stephen Parkinson



Cont...



Early on there were indications that an old lesson was about to re-learned, "be cautious when listening to the voices in your head". The first incident involved stopping at a tee intersection and waiting whilst a contingent of KR350 entrants approached from the left. The second involved following the voices right into Kaipara Flats Rd whilst all my buddies continued north on 16. I had visions of receiving a prize for being the only rider to properly follow instructions and complete the rally. This outcome was looking questionable as I noted the un-spoilt gravel I was riding on; mind you there was always a chance the hooligan element had pulled their heads in. After an enjoyable but lonely ride I once again chanced upon our Club group. I led off from this point but had to abandon any faith in the voices in my head as over the space of maybe 3 kms I went from lead rider to tail end Charlie without anybody passing me.

Muriwai was, as always, spectacular so we stopped for the ubiquitous photo op, a member of the public stepping in for camera duties (pics below). The tarmac snaked its way down to sea level and we had a leisurely stop at the café. I'm uncertain if it was a staff member or an owner but she was real keen on just hopping on the back of one of the bikes and disappearing. I'm trying to envisage the scene "honey I'm home, you won't believe what I picked up today".

Across the day Bradley was doing a fantastic job of following individual riders and then jumping in front of them to demonstrate body and bike positioning, David led our ride maintaining a "just right" pace. Those two elements alone make for a great day out so thank you.

Things wrapped up with burgers, salad, drinks, prizes, fantastic company, and the feeling that following a wee rest we would all be good to go again.

Stephen #3201



"tarmac snaked its way down to sea level"

Area Report: AUCKLAND

by Stephen Parkinson



Nikau Caves - Sunday 27th March

As mentioned last month, the social events which normally populate our calendar are on ice for the time being. Fortunately, the GS off road training day and Kiwi Rider 350 fleshed the month out nicely when combined with our Sunday 27th Nikau Caves ride.



We are fortunate to have Nikau Caves as a local destination, some of you will remember that venue from Rally 2019 hosted by Auckland. The owners are fantastic hosts, always welcoming and it seems nothing is ever a problem when accommodating our requirements. Nikau Caves is not a long-distance ride, can be accessed by seal or gravel and has large outdoor seating areas which alleviates covid risk. The gravel option was by far the most popular option on the day with only three opting for the seal route. Adele and her 310GS managed to get a bit vertically challenged in some particularly deep gravel resulting in a sprained wrist and a

fracture in one finger, wisely she and Pieter called the balance of their ride off and headed home. We are very fortunate around the low number of incidents occurring on our rides, but this was a reminder that we are engaged in a risk activity and some downside (pun intended) is always a possibility.

Till next month, cheers from Auckland.

Stephen #3201



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Members Gallery



Jacques Vosloo During their BMW Canterbury St Arnaud trip





Naming of Easter

The naming of the celebration as "Easter" seems to go back to the name of a pre-Christian Goddess in England, Eostre, who was celebrated at beginning of Spring.

The only reference to this Goddess comes from the writings of the Venerable Bede, a British monk who lived in the late seventh and early eighth century..
More facts later on.

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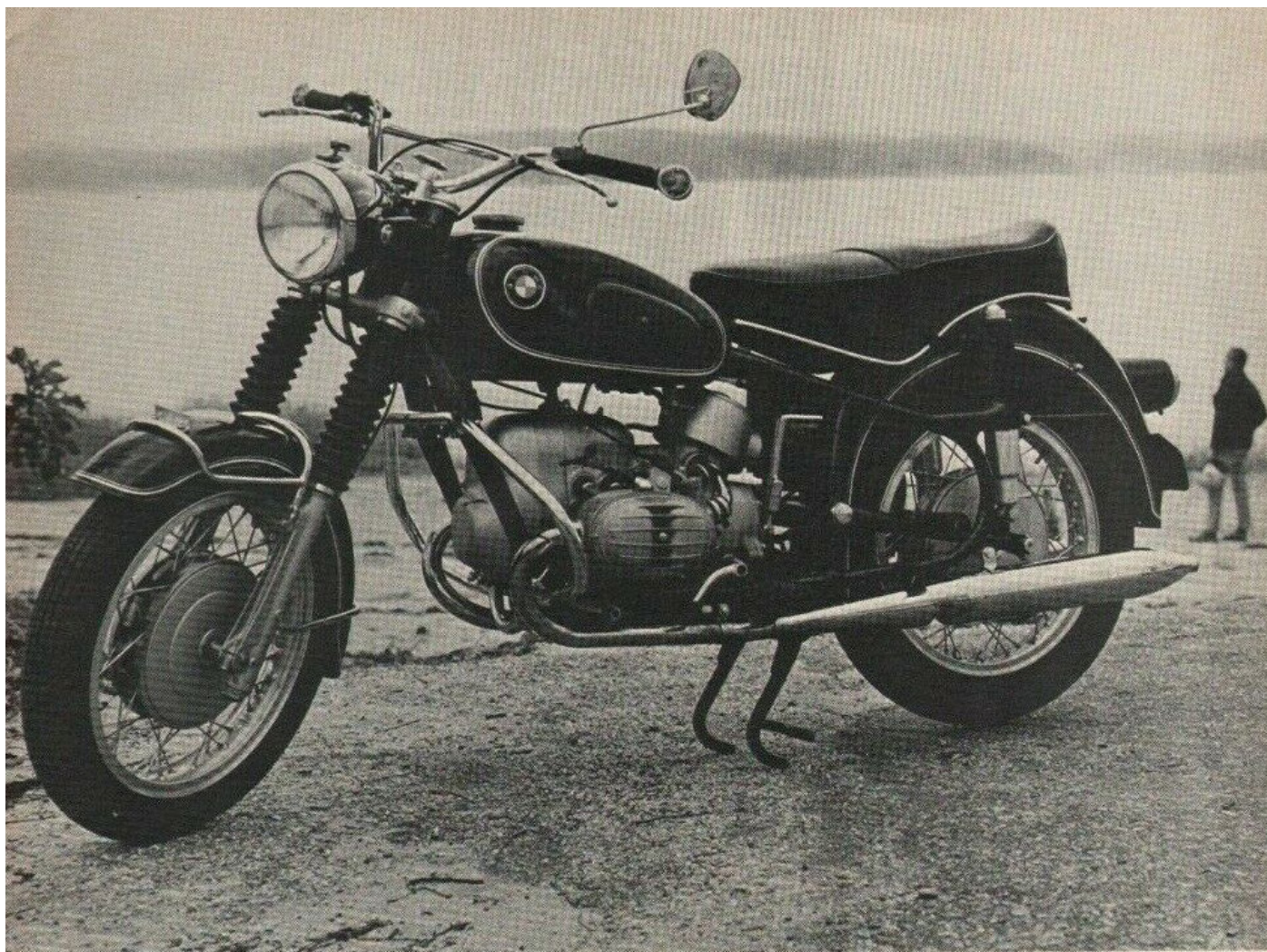
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BMW Adverts from the past



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See your nearest authorized BMW dealer, or for information write to: East: Butler & Smith, Inc., 160 W. 83rd St., New York, N.Y. 10024. West: The Flanders Co., 200 W. Walnut St., Pasadena, Calif. 91103.

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CIRCLE NO. 27 ON READER SERVICE PAGE

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HAPPY EASTER



Some 'facts'

1. The Easter Bunny legend began in Germany

The origin of the Easter Bunny dates back hundreds of years, beginning in pre-Christian Germany. Here, the hare was said to be the symbol of the Pagan Goddess of Spring and Fertility.

As Christianity spread across Europe, Pagan traditions were blended with Christian holidays, which saw the Easter Bunny lay a nest of colourful (today, chocolate) eggs for children who were well-behaved on Easter Sunday.



2. More than 1.5 million Cadbury Creme Eggs are produced every day

Cadbury's make 500 million Creme Eggs every year! If you piled them on top of each other, it would be 10 x higher than Mount Everest.

The Birmingham factory produces 1.5 million Creme Eggs every day, and the Creme Egg is the most popular egg-shaped chocolate in the world.

3. The act of painting eggs originates from a Ukrainian tradition

For countless generations, Ukrainians have been decorating eggs as a calling out to the Gods and Goddesses of health and fertility.

This traditional act of pysanka ("pih-sahn-kah") is made by using wax and dyes, but this colourful custom didn't take off until Ukrainian immigrants came to the U.S.

4. The world's largest Easter egg weighs in at 5000lbs

Standing at 31ft tall and 18ft wide is the world's largest Easter egg. Found in Vegreville, Alberta, Canada, the egg weighs a hefty 5000lbs and took 12,000 hours to complete.

Named the Vegreville Pysanka, the world's largest Easter egg is actually more of a jigsaw than a sculpture, as it is made from 3500 pieces of aluminium.

5. Pretzels used to be associated with Easter

When we think of Easter, chocolate, hot-cross buns and eggs usually spring to mind. But did you know that pretzels are also an Easter snack?

Pretzels are associated with Easter because the twists resemble arms crossing in prayer. From the 1950s, it was tradition for Germans to eat a pretzel and a hard-boiled egg for dinner on Good Friday.

6. The UK's first chocolate egg was produced in Bristol in 1873

Have you ever wondered who started the trend of tucking into chocolate-shaped eggs on Easter Sunday?

It was during the 19th century that the Fry family of Bristol ran the largest chocolate factory in the world and produced the first chocolate egg, in 1873.

It was two years later in 1875 that saw Cadbury's make their first Easter egg.



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Standard rear shock and spring for a 2008 onwards F650 GS or F700GS (800CC Twin).

I have recently bought factory low F650GS but would like to now put it back to standard height.

Does anyone have a standard shock and spring for sell or would anyone like to lower theirs and swap my factory low shock and spring for their standard shock and spring?

FYI : The factory shock and spring lowers the bike approx. 30mm.

If you want to sell, swap or help, please call

Kevin Wilde on 027 837 6949

Following a break-down on my R1200GS 2013 bike. I had been told to replace the starter motor (nonrefundable). The mechanic miss diagnosed, and this is now surplus to requirements. It most likely fits more than the 2013 model.

Particulars-

Starter motor J&N410-40039SV
Un-opened parcel
New Price \$423.48
Selling for \$299.00

I will pay the commission
Hopefully, this might help someone else

Contact:

Rob George # 3483
email: robandjulieg@gmail.com
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BMW backpack for sale.

Originally introduced as an F model accessory.
Ideal for commuting.

Can hold a full face helmet in the lower part.

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WANTED (March)

Main/centre stand for 1985 R80 Mono
(perhaps BMW part 46521452384?)

Paul Meikle (#3311) Kaikoura

Mb. 027 600 1957 or pdmeikle57@gmail.com



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