



BMW Motorcycle Club New Zealand

NEWSLETTER

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MARCH 2022

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Aotearoa New Zealand



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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 your contribution.**

Welcome to:

Paul
Paul

**GREAVES
GREENSLADE**

PAPAMOA BEACH
AUCKLAND

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.

Cover picture:

Photo by: David Fish

Location: Nr. Hakataramea Pass

Date: February 2022



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President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



February 2022

Wow - no sooner than the year starts and the world looks to be getting its head around Omicron, then Putin goes ahead and invades Ukraine! COVID19 cases in New Zealand are reaching new highs, and we have protesters occupying our Parliament grounds in Wellington. We can now only hope that the hostilities in Eastern Europe are over quickly, with minimal casualties and that the Omicron spike ends quickly.

Following the unfortunate need to cancel this year's annual rally and AGM in Methven due to COVID19 restrictions, we rescheduled our AGM to an online platform on the 13th of February. A big thank you to the 40 or so members who attended it via Zoom. It is never easy to conduct these meetings online, and a significant amount of work is required behind the scenes to run successfully. David Ross did the heavy lifting in this regard, and we are very grateful to Dave and the others involved. Hopefully, this year will see the end of restrictions and our next Rally, scheduled for Bay of Plenty in January 2023 takes place without issue.

This year our AGM was significant not just because it was our first time conducting an AGM online but because we said goodbye to a couple of key Board members; namely, Garry Williams and David Ross both stood down from their roles on the board after many years of dedicated service. Our thanks and gratitude to them both for the time given to the club over many years. Subsequently, nominations for their replacements were approved unanimously which, as a result, I was fortunate to be elected to the role of Club President, David Fish elected as National Secretary and Stephen Parkinson elected as Vice President. Again, our thanks to the outgoing members Garry Williams and David Ross for their dedicated service and to the two new Board members, David Fish and Stephen Parkinson who volunteered for their roles. For clubs like ours, it is often hard to find members willing to take on these positions so it's pleasing and a good reflection on the health of the

club to have the roles filled so promptly.

Our new members are now working through the transition/handover process, and we have our first board meeting (virtually) in early March.

Not surprisingly, COVID19 has made it harder for our club events to take place as understandably, there is a level of hesitance out there amongst the membership to being exposed to larger groups of people. Our thanks to our Area Reps who have been doing a sterling job keeping members informed of scheduled rides and these have been well attended. From what I can see based on the activity on our club Facebook page, members are still meeting up regularly albeit in smaller numbers, to enjoy the riding and the camaraderie.

Our annual North Island RAG rally is booked to take place at Taylor Memorial Lodge in Poaka National Park from the 1st to the 3rd of April. We can proceed under Phase 3 of the COVID19 orange setting if those attending have been vaccinated and can show their vaccine passport. Booking forms can be found in our monthly newsletter and website.

Congratulations to all those members who took part in the Annual TT 2000 held in the South Island over the weekend of 19th and 20th of February. I would struggle to sit on the bike for that long but well done to those who did!

The club stands in good stead and I'm looking forward to working with the board and continuing the fine work done and ensuring we deliver the best possible value we can to existing and new members alike. Whether because of the discounts offered by our partner programmes or the opportunities to meet, ride and enjoy one another's company. Which is what it is all about.

All the best for the month ahead. Go well and ride safe out there.





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



Pongaroa ride - Mid-week - 2nd February.

Four riders – Denis Hulston, Peter Tibbs, Keith Thomson, Martyn Wright - rode to Pongaroa via Rimutaka Hill, Masterton, Te Ore Ore road, Highway 52 Alfredton, to Pongaroa where we were joined by Barry Petherick from Rangitikei for lunch.

Our Return ride was via Makuri Gorge, Pahiatua – Pongaroa Rd, Kaitawa , Mangaone Valley, Pa Valley, Alfredton, Route 52, Te Whiti Rd, Gladstone, Carterton. We were introduced to some new roads through to Alfredton by Tibbs – nice riding – 400km all up.

Denis #3184



Barry Petherick, Denis Hulston, Peter Tibbs - fed up in Pongaroa

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MAKE LIFE A RIDE



Area Report: Wellington & Wairarapa

By Denis Hulston



Turakina Valley Ride mid-week 10th February

Heavy rain at 6.30am! Should we call the ride off? Forecast was for the rain clear, followed by fine weather, and that's exactly what we got, with temperatures up to 31 degrees near Hunterville.



Four riders, Martyn Wright, Peter Mash, Keith Thomson, Denis Hulston from Wellington met up with two Rangitikei riders, Peer Nielsen, Robin Wood, at the Woolshed in Sanson. The Turakina Valley was great riding – excellent road condition and meandering ride to views of Mount Ruapehu and on to Hunterville for lunch. Peer left for the ride back to Whanganui, the rest of us continued on to return via Vinegar Hill, Cheltenham, leaving Robin returning to Palmerston North, and the rest of us back via Shannon, Paekakariki Hill road to Wellington, 420km on great day out.

Denis #3184

Photo – Martyn Wright. Turakina Valley ride



Turakina Valley ride to Hunterville – views of Ruapehu

Area Report: Wellington & Wairarapa

By Denis Hulston



Hinakura ride - Gravel and Sealed Road Routes - 26th February.

This was a month of erratic and extreme weather, so was characterized by our taking the fine weather opportunities to ride between weather bombs.

Our February Club ride was postponed because of bad weather to Saturday 26th Feb.

It was a ride to cater for both sealed road and gravel ride options.

Six riders rode the sealed road option – from Wellington, Martyn and Sue Wright, Bob Cumming, Michael McKeon, Peter Nash ride leader, joined Peter Tibbs in Masterton.

This ride is a great little scenic route with enough twisties and ups & downs to enhance the riding from Masterton, Stronvar Road, Wainuioru, Kourarau, Gladstone, Longbush to Martinborough for lunch.

Four riders rode the gravel road option, Rowan Wong, Philip Yearly, Keith Thomson, Denis Hulston. This included 26km of gravel on a circuit to Hinakura from Carterton, Gladstone,



Alexandra and Summerhill roads to Hinakura Hall, before heading to Martinborough. The gravel condition was good, without much evidence of recent heavy rain which had closed roads and caused slips postponing our earlier scheduled ride.

All riders met for lunch in Martinborough. Sealed road riders arrived 30 minutes ahead of the gravel riders. Weather was stunning, sunshine with no wind and great views were had from both rides, and excellent riding company.



Denis #3184

Rohan Wong, Philip Yearly, Keith Thomson

An updated take on the old classic rhyme by Sir Patrick Spens



Rhyme of the Ancient Biker

By Dave Morris

The Biker sits in Motorrad town,
Drinkin the blude-reid wine
'O where will A get a luvley fare maid?
Tae rid this new bike o mine?'

An' up and spak th' seasoned rider,
Sat at the table wi 'im at right knee;
'Cirrus Patrecia is th' best lass
That ever sat behind me.'

Our biker now, then writ a braid letter
And sealed it wi his spit,
And sent it to a Lonely Harts col'mn,
And waited for her script.

'Tae nowawan, to nowawan,
Tae nowawan par-tic yu-lee,
Tis me maun I call.'
This biker is lon-lee, lon-lee far thee

Now the fist word that our biker did red
Sae loud, loud laucht he;
The neist word that our biker read
The tear blind it, his ie.

'O wha is this, has duin this deed
An tauld the paper o me,
Tae send this out, at this time o year,
Tae ride apuin my 'Banshee!'

'Be it wind, be it weet, be it hail, be it sleet,
Our bike maust ride like wham;
The King- o-t'- Road maust sustain,
An' boldly fetch her hame.'

He rewed the enges on Monenday morn,
Wi aw the speed made 'way;
He hae landit in the fair maid's town
Upon a Wod-ens-day.

'Mak ready, mak ready, my merry maid aw!
Our gude bke rides in the morn.'
'Nou eer alack, ma maister dear,
I fear a deadly storm.'

'A saw the new muin late yestreen
Wi the auld muin in her airm
And gif we gang tae ride, maister,
A fear we'll cam tae hairm.'

They had nae rode a league, a league.
A league but barely a few,
When the day grew dark, an the wind blew loud
An the wheels wen' into a slew.

The ABS brok, an the bike did a-leen,
It wis sic a deadly storm.
An the bike rested o'er on slippery lane
Til aw her glory were torn.

It slid it did an' it hit the seah
Wi' a splash that turned it 't spume
A' our biker friend w' 'is new foun' love
Met dir Maker in 'ere doom.

O lang, lang may the ladies sit,
Wi their cups intae their hand,
Afore they see our biker frien'
Come ridin' down tae strand!

And lang, lang may the maidens sit
Wi their gowd kames in their hair,
A-waitin for their rider hero,
For them they'll see nae mair.

Half-ower, half-ower to 'ome 'e wis,
wis twen'y fathoms deep;
An there lies our gude bker lad,
Wi 'is new love at his feet!

By Dave Morris



**BMW
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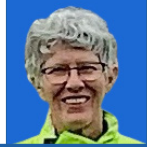
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MAKE LIFE A RIDE

Area Report: Top of the South/Te Tau Ihu

By Gretchen Holland



Destination – Picton and the Port Underwood road



Rod, Lew & Murray



Matthias, William, Tony, Peter W

The usual ride weekend was extremely wet and so the ride was postponed till today – the rain had managed to clear by dawn so there was a good turnout.

First stop was at the Captain's Daughter cafe in Havelock where one faithful Marlborough member was waiting for us. Three bikes turned up from a nearby overnigher before they headed off in various directions after coffee. We took Queen Charlotte Drive to Picton. Yes, there were quite a few traffic lights and one way sections on this poor weather ravaged bit of road but to whoever commented in their recent Newsletter report that it was a boring bit of road I challenge you to do it again at a leisurely pace and stop at some/all of those beautiful spots on the way – Momorangi Bay, Ngakuta Bay, Anakiwa, The Grove. Perhaps the

fact that the sun was out and the tide was in and we didn't have to catch a ferry may have helped today..... Picton was buzzing and we had our lunch in the sun overlooking the mail boat wharf. Four of us continued on the Port Underwood road – sealed to start with and then gravel round more beautiful bays. From Rarangi we went to Tuamarina and then the Kaituna road (still a little bit of gravel left on this stretch) to meet the main road through to Nelson (via the usual ice-cream stop at Rai Valley).

Thanks to those who came out today – Matthias, Peter W, Tony, Gretchen, William, Lew, Murray, Ross, Hilary, Revti, Dale, Ben, Rod & Trevor

Scribe – Gretchen # 949



BMW 2022 Annual Rally... That wasn't

By Neil Barnard



I completely understand why it was necessary to cancel the 2022 BMWMC Annual Rally. It is a major commitment and I sympathise with the organisers for having to make their difficult decision.

However, I really look forward to the Annual Rallies, not just the rallies themselves, but also the excuse to do some fairly serious touring miles getting to and from. In eager anticipation of this year's rally, I had planned a "figure of 8" ride through the top of the South Island. Ferries and accommodation were all booked and ready to go months before!

Once the disappointment of the rally cancellation sank in, my riding buddy Kevan O'Brien and I asked the question, "Why not go for the planned ride anyway?"

As long as we took reasonable precautions with

vaccinations, masks, hygiene and social distancing, and stayed away from any larger group activities, there didn't appear to be too many problems in going ahead with the original planned tour itself.

As both Kevan and I are now in our 70's, daily riding distances have been steadily reducing over the last few years. It is more than 500 k's from home in Whakatane to the ferry in Wellington, and this is now considered to be more than one days ride. Hence 2 days easy ride as a preliminary to the more serious riding once down south. We selected a range of accommodation options, the primary requirement being within walking distance to a pub. Most important !

Day 1: Mon 17th Jan 2022 - Whakatane to Waiouru

A most pleasant start to the trip with only a slight southerly breeze and little high cloud. From Whakatane up over the Matahina hydro dam through the farming areas following the Rangitaiki River valley to Galatea in the lee of the magnificent Ureweras and then on into the vast Kaingaroa forest. Inadvertently entered Taupo instead of the bypass but when you're not in a hurry, what the heck !

Passage over the Desert Road was fragmented by multiple road works till the drop down into Waiouru.



Bikes at Waiouru with Mount Ruapehu in the background under blue skies

Here we stayed at the **Wiaouru Welcome Inn**, just around the corner from the pub. Bikes could park right outside the door, and the offer of a couple of free beers each was gratefully accepted. **Recommended.**

Cont...

Day 2: Tues 18th Jan 2022 - Waiouru to Wellington

Morning dawned crisp and clear at only 13°C, but progressively increased to a full 25 °C over the day under cloudless skies. Peeled off SH1 at Vinegar Hill through Ashurst via Colyton and onto SH2 to Wellington via Masterton and the mighty Rimutaka Hill road. This route down through the Wairarapa is a very attractive alternative to the more usual SH1 drag into Wellington. Great fun with dry roads and only light traffic.



Stayed at the **Apollo Lodge** right in Wellington. This is only a few minutes from the Interislander ferry terminal and quite easy to find. Although quite expensive it avoids the issues and frustrations of getting through the Wellington traffic when heading for the ferry. **Recommended.**

Day 3: Wed 19th Jan 2022 - Wellington to Picton to Nelson

All packed up ready to cruise to the ferry. Ignition on, all systems go, but no ! Starter dead. Panic sets in. Key off and on but still no starter. Consider push starting. Not ideal. More panic.

Kevan then checks the dash display and quietly advises me that it won't start because the bike is in gear and the clutch isn't pulled in ! Neutral selected, and yippee, engine starts.

I normally leave the bike in neutral, but because it was parked backed down a slope on the side stand I purposely left it in gear "just in case". Another lesson learned.

Booked onto ferry with Covid Vaccination Pass scanned, masks in place, and social distancing actively encouraged. Fingers crossed and a pleasant crossing of a calm Cook

Straight.

Once off the ferry the twisties of Queen Charlotte Drive proved just too tempting. For me this particular road never disappoints. Did it first in 1974 on my Vincent ! All gravel then.

Progress was a little disjointed due to quite a few roadwork stoppages. The recent storm damage was obviously quite severe, and it was indeed great that the road was again open after being closed for quite a long time. A leisurely lunch in Havelock and then into the congestion and gridlock associated with Nelson. By now it was "rush hour" but the density of traffic was quite a shock after not having visited this area for sometime. Stayed privately in Nelson.

Day 4: Thurs 20th Jan 2022 - Nelson to Westport

Turned off SH6 coming south out of Nelson onto Wai-iti Valley Road heading for Top House and St Arnaud through the Golden Downs forest. Another great alternative to the main road.

Hit SH6 at Kawatiri, and on to Murchison. This road just increases with fun as the river itself increases in size. Picking up the upper reaches of the great Buller River towards Westport, this is one of the best bike roads around. As Peter Mitchell says in his Motorcycling Atlas:-

"It is close to motorcycling heaven if you are fortunate enough to strike this route in dry weather."

At Hawkes Bluff the road along side the river has literally been carved out of the solid rock, as can be seen below. Stayed at the McManus Hotel in Westport

Cont...

Buller gorge in the sunshine... Sheer bliss.



Day 5: Fri 21st Jan 2022 - Westport to Oxford via Greymouth and Arthur's Pass

Left Westport with light sea fog right along the shoreline. This slight mist was not enough to obscure the magnificent rock buttresses skirting the inland side of the road. Nikau palms are also very plentiful all along this particularly picturesque coast. This road down the West Coast is touted as one of the best motorcycling routes in the world, and is certainly great riding in the dry.

From Greymouth onwards the mist cleared completely to reveal an absolutely clear day with only scattered high cloud and no wind. Brilliant !

The relatively flat run up to Arthur's Pass village suddenly climbs 400m steeply in less than 5 k's

between the mountain peaks.

While stopped admiring the view from the top of the pass we met a lady driving a magnificent Alfa Romeo Stelvio Quadrifoglio. This car is capable of more than 280 kilometers per hour, and can do 0 to 100 k's in 3.8 seconds and is described as "The ultimate Alfa Romeo temptation". Quite a machine. The lady driver

Day 6: Oxford to Reefton

From Oxford took the road out through Ashley Gorge and Sefton to meet SH1 at Amberley for a short 10k stint until Waipara. On SH7 over the Weka Pass with its characteristic limestone formations. A short diversion into Hanmer Springs for lunch. Being Saturday the whole town was buzzing with a outdoor market in the town centre.

Suitably refreshed it was a somewhat spirited blast

appeared to be around 80 years old, and said she really liked the car.

"My old man only had it for 7 weeks" she said, "and then he snuffed it, so now I'm allowed to drive it." What a lady!

The ride down from here to the Canterbury Plains is very scenic with great alpine views of rolling tussock punctuated with patches of native bush and follows the Waimakariri River.

Just past Sheffield we took the SH77 scenic inland route to the small town of Oxford. The **Oxford Village Motels** proved to be a real gem. Our delightful hostess Ineke had owned a BMW motorcycle in her native Holland, and the units were fresh, clean, and just ideal. The **Oxford Working Men's Club** was just a short walk up High Street, with great food and cold beer. We had never stayed in this little village before, but after this experience would consider it again for an overnight stop on the often travelled SH72 "Inland Scenic Route". **Recommended.**

out over the Lewis Pass. This is always a great ride, but was made more special due to the clear sky and bright sunshine. The shards of bright sunlight beat a random rhythm generated by gaps between the tall dark beech trees. The road follows the Maruia River down an alpine valley surrounded by the bush clad slopes of the Southern Alps. Yeah, and the road is bloody good as well !

Stayed at the Old Nurses Home in Reefton. Certainly a

Cont...



relic of a bygone age. Good value at only \$90 per night for a twin room with shared facilities. Met up with a few other motorcyclists at the local pub. They were on a charity toy run, and one trike featured a very large teddy bear on the pillion. Apparently the teddy was the designated "sober rider" !

Arthur's Pass summit in the sunshine... More bliss!

Day 7: Reefton to Collingwood

Up along SH65 towards Murchison the road twists along a pretty valley, alternating between lush dairy farms and native forest. Right onto SH6 following the upper Buller River. Yes, we had recently ridden this great road in the opposite direction, and it was just as enjoyable repeated a second time ! From Kawatiri SH6 follows the Hope River through exotic forest over the Hope Saddle onto Motueka Valley Road. The major crop in this area is hops, such a necessary ingredient in the manufacture of my favourite beverage. Great to see it thriving.

Once in Motueka it was time to gas up and gird our loins for the challenge of the famous Takaka Hill.

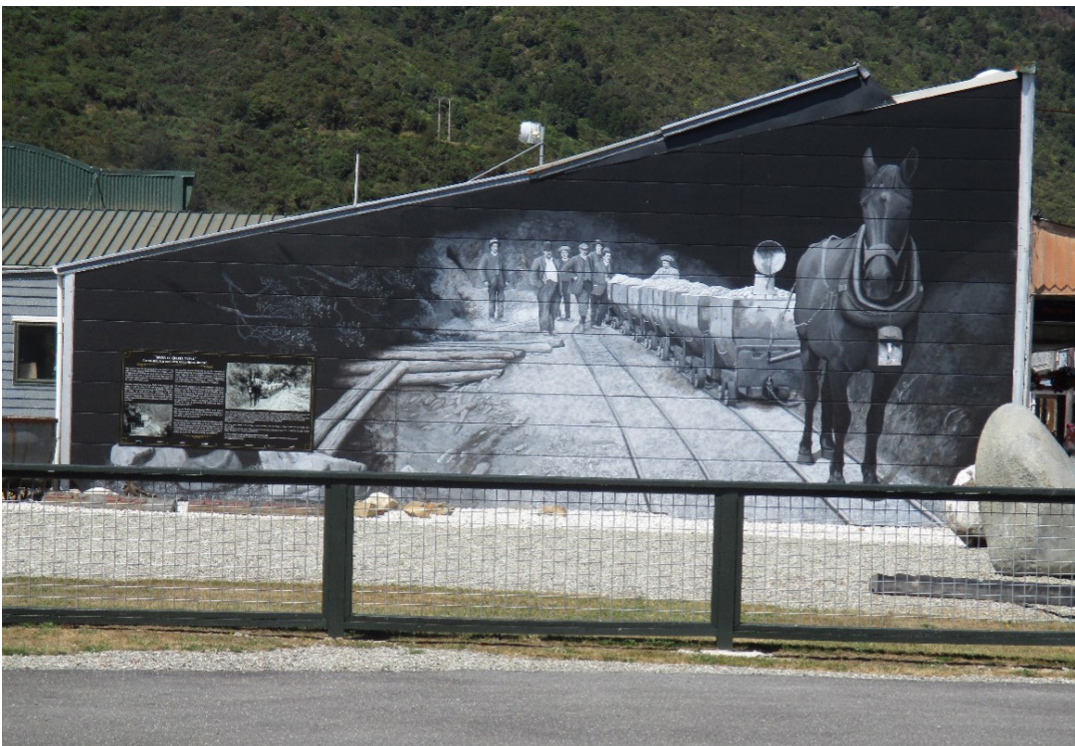
This section has tight hairpins (15k recommended

speed) interspersed with more sweeping curves. Fortunately had few holdups and had a really great scratch. Stopped halfway down to check the view which is difficult to catch while enjoying the challenging ride !

Suddenly we are down on the flat plain that leads to Collingwood. This is an almost "No exit" town, only servicing the Farewell Spit nature reserve. This protected bird sanctuary can only be accessed by a single authorised tour operator Farewell Spit Tours. The bus trip is a full 6 hour journey, and departure times are tide dependent. The departure time for our planned tour was 6am, requiring a 5:45am check in. Fortunately it was only a couple of minutes walk from the **Collingwood Holiday Park** where we booked in for 2 nights. We had

a picturesque twin cabin right on the waters edge.

The freshly built shared ablutions were a delight. Multiple 2 meter square wet room showers complete with their own toilet and hand basin. Absolutely pristine with automatic sensor lights, good shower pressure and temperature control. And only 2 minute's walk to the bar and restaurant. **Recommended.**



Brilliant wall mural beside the beer garden in Reefton

Cont...

Day 8: Farewell Spit bus tour

First day of zero riding !

The benefit of our early bus tour start meant that we could view the sunrise out east across Golden Bay. Beautiful! Up to Port Pūponga the road basically skirts the inland side of the Spit. Here the flat estuary has a full 5 meter tide rise and fall and the water can recede an amazing 10 kilometres. This exposes a vast area for the myriad of wading birds to feed on a twice daily basis. Great to see such an important natural resource being so carefully preserved. As a nature reserve it is more highly protected than a national park, and is being considered for World Heritage status.

Access through a locked gate leads toward the Tasman Sea on the northern side of the Spit which is more than 30km long which involves crossing a wide section of soft sand. We were warned that due to the lack of recent rain, the sand could be rather soft. Certainly turned out to be the case, even though we all got out of the buses to lighten the load. I don't think that digging and pushing buses were mentioned as part of the tour activities.



Seaside cabin in Collingwood Holiday Park



When 4 wheel drive isn't enough. Let the digging and pushing begin !

Once out on the ocean side the scenery is relatively consistent. Sand on the right, sea on the left, punctuated by the various birdlife and a couple of resting seals. Godwits, oystercatchers, gannets and spoonbills are just some of the reputed 90 bird species found on the spit.

The commentary from our Swedish lady driver Penó was informative and interesting, covering the history, wildlife, and preservation of the area. The lighthouse was originally manned by 3 keepers who maintained the kerosene powered light. This has been progressively upgraded over the years and now features LED technology and is powered automatically by solar panels. The original keepers' cottages have been kept for DOC

accommodation and a visitors' centre.

On the return journey the tour includes Fossil Point and Cape Farewell, named by Captain Cook on his departure back to England in 1770.

Back at camp after what turned into a 7 hour bus trip a welcome beer was well deserved.

Cont...



Cape Farewell named by Captain Cook 1770

Day 9: Collingwood to Nelson / Blenheim

After more than a week of great fine weather we were greeted with persistent light rain. With some trepidation it was on with the wet weather gear ready to tackle the return over Takaka Hill. Because of the lack of recent rain we were wary of the possibly very slippery road conditions. Fortunately our fears were not realised, and by the time we got back to Motueka the weather had cleared and roads were dry. In order to avoid Nelson we returned back down the Motueka Valley towards St Arnaud.

Day 10: Nelson / Blenheim to Picton

We both stayed privately before riding to the get the 11am ferry Aratere from Picton. Here the rain returned as we bid farewell to the South Island.

Arriving on time in Wellington at 2:15pm meant we could exit the capital before the afternoon traffic built up too much. We were aware of several speed cameras in the Ngauranga Gorge, and found a couple more in a van and a patrol car not far out of Wellington.

SH1 to Levin, then alternative SH57 into Palmerston North. Stayed at the **Masonic Hotel** in Main St (SH56) nice and close to the central square. Great location, friendly staff, secure lock up for the bikes, good value. Went to the recommended nearby Cambodian **Angkor** restaurant. Would not have been my choice, but proved to be really great. **Both recommended.**

Day 11: Palmerston North to Whakatane

Greeted with darkened skies and threats of the dreaded vertical damp. Initially decided to take the risk and head out without the wet weather gear on. Within a few miles this proved to be the wrong decision, and a roadside stop was required to tog up. Weather remained a little indifferent and cool at around 10 degC until the Desert Road summit where unusually the sun appeared and

stayed with us for the rest of the ride. Usual coffee stop at the Licorice Café near Turangi.

Broadlands back road to Rainbow Mountain, then back through the Kaingaroa forest, Murupara, Matahina and home.

Conclusion

Upon reflection this must rate as one of my most enjoyable rides. In spite of Covid, and Omicron in particular, careful planning can minimise the risk of issues. Even though this was towards the end of the school holidays, it was certainly great to have relatively light traffic throughout, and the lack of mobile homes was not lamented. Close to 3,000 k's over 10 days of easy riding.

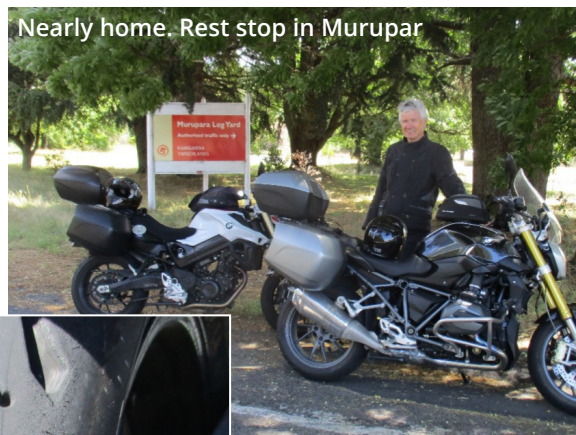
I have recently fitted a Michelin Pilot Road 2CT rear tyre to my F800R. This features dual compound construction combining soft rubber shoulders with a hard rubber tread centre. It reputedly is the only series produced tyre capable of reconciling longevity with optimum wet grip.

After a quick blat up Takaka Hill in the dry, and a more sedate traverse in the wet, the transition between the 2 rubber types is quite obvious.

so far, I am certainly very pleased with the tyre performance under all conditions, and hope that it will continue.

Thank you for the work done by the rally organisers providing the incentive to plan the ride, and commiserations for the fact that it had to be cancelled.

Take care out there, and enjoy safe riding under the new "normal".



Nearly home. Rest stop in Murupara

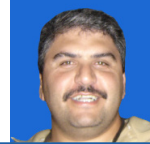


Michelin dual compound rear tyre (after Takaka Hill road test)

NEIL "BARNY" BARNARD
BMWMC #19

Area Report: Southland

By Tharon Knoetze



Welcome to Tharon Knoetze who is the new Area Representative for Otago/Southland.

Tharon was elected as the new Area Representative, taking over from Andy who is moving to Nelson.

Our thanks to Andy for all his support and the time he gave to being Area Rep

Tharon sent in some photos from their last few rides.

One ride was out to Kaka point for a nice lunch on 16th January. Barry from Alexandra and Bob from Te Anau joined us.

We had a ride out to Highlands park in Cromwell on 30th January. Group photo of the past-Barry, present-Andy and future-Tharon.

Sunday 13th February was a group ride to Mandaville MOTH and Andy's last ride with the group.



Tharon, Barry and Andy



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Members Report: Riders Nest

by Peter Lyner



Riders Rest a great place to stay.



Having not been north of Auckland for many years it was time to organize a trip covering most of Northland. So, a few of us got together one day to bounce ideas around and plan a route. But we needn't have bothered as by sheer luck one of our crew had been told of this "Riders Rest" accommodation in Ruakaka.

It's run by Carolyn and Kel Rood living just outside of Ruakaka on a very nice lifestyle block, elevated with superb views and great accommodation. But the best part is that they are both adventure motorbike enthusiasts and so accommodating in every way. Kel even suggested some great roads to travel, both sealed and gravel. Not only did he suggest various roads he was able to give us a guided tour!



So, for \$75 per person per night including a continental breakfast I highly recommend you give Carolyn and Kel a call and sample their superb hospitality.

But wait, Carolyn hadn't finished just yet, asking us where we were heading from their place, I said further north of course. Well, she said I can arrange the same sort of accommodation at Taupo Bay with Mike Hood, another adventure enthusiast. The same friendly service and price right on the beach of Taupo Bay this time and boy the views are to die for!

Mike, like Carolyn and Kel enjoy the company of fellow motorcyclist and go out of their way to see you have a great time. Mike and Kel escorted us around Northland on some fantastic roads and scenery. Mike with his

40 year old R100GS Dakar was a very competent off road rider, enjoyed showing us his local roads and you just can't beat local knowledge which these people had by the bucket full.

Just Google (Ed: or click) "[Riders Rest](#)" and their website will reveal all.

Peter #2045



Area Report: Canterbury

by Ralph Moore



Glenfalloch Ride January 15.



The Canterbury group met up for an early coffee at Darfield Bakery before heading out through Windwhistle and over Rakaia Gorge and riding up the south bank of the Rakaia. It was a stunning blue sky mountain summertime day as we weaved our way over numerous shingle fans, and negotiated many fords.

We then turned onto the road up the south side of the Rakaia Gorge. This was very smooth gravel with many shingle fans and fords to negotiate. Beyond the end of the road we entered Glenfalloch Station, and stopped for a chat with Dietland, then we were onto the farm tracks.



To get around a washout, we had to make an interesting detour through several cattle paddocks



Above: Richard Gallagher riding high above Lake Stream

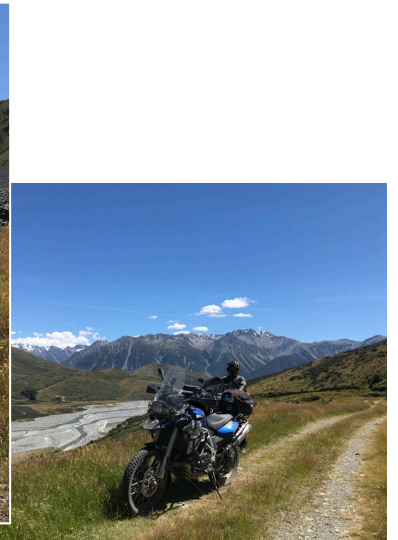


We crossed several large shingle fans with some hairy moments on the loose rock

Cont...



The views were spectacular all the way. Here we are getting close to Lake Heron. Approaching Mt Sugarloaf.



"It's hard to concentrate on the track while there's such wonderful scenery all around you".



T/Left: Finally found some trees to have lunch under.

Below: Hakatere Junction. Back onto roads.



Above: Staveley Store for coffee. From left: Geoff Davis, Ralph Moore, Rodney Faulkner, Richard Gallagher, Fernando Costa, Jacques Vosloo, Alex Breig..



From Staveley, most of us headed home. Richard took Rodney and Ralph out to ride some tracks through his family's farm and stay overnight in their musterer's hut. Thanks to Geoff Davis for much perseverance in negotiating the access to Glenfalloch and Lake Heron Stations.

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.

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

Area Report: AUCKLAND

by Stephen Parkinson



Given the current pandemic situation I would have more material to work with if I wrote about what we hadn't done. The core focus for us (whether locally or nationally) is to get people on bikes and ride about the place so, to that end, we have been riding every month. Each month Auckland usually has a café run (meet at a nominated café, do brunch, figure out a bit of a ride and then those not on a curfew ride from around 11.30) and a social evening;

risk management has put these two events on ice for the time being. A part of that same risk management involves selecting lunch stops for our monthly ride which feature large outdoor areas for eating etc.

Our two most recent events involved a home based get together for those that wanted to attend the virtual AGM in a slightly less virtual setting and a jaunt around the Coromandel Loop.

Our regions AGM get together was the perfect setting to present 20-year service awards to Tony O'Connor and Richard Kuysten. Both Tony and Richard are extremely active club members when it comes to participation but even more importantly, organising and leading rides so it was a pleasure to formally acknowledge their long service. Richard Gardner, another active and supportive club member, was unable to be present on the night so his service award will be delivered to him.



Congratulations to Tony O'Connor for 20 years membership & to Richard Kuysten for 20 years membership

One of the rewards of being an Area Rep is becoming associated with a range of great people.

Our Coromandel Loop ride drew 8 riders at very short notice, and we all enjoyed perfect riding weather, cool with some cloud cover. The Coromandel Loop can serve up the worst of some pretty poor quality roading particularly in

February heat. The most unnerving experience has to be riding on a thin membrane of seal which has formed liquid tar underneath, even in a straight line it can see a rider get a bit bent and twisted. The ride showcased a huge range of

Cont...

Area Report: AUCKLAND

by Stephen Parkinson



Cont...

BMW models, even an HP2 which just ticked over 20,000 kms during the ride. Lunch at the Coroglen Tavern was a tasty offering even if priced a tad on the rich side for the servings. As is usual the ride broke up a bit following lunch as individual time constraints came into play, for those of us on a long leash there was a further stop at Kaiaua.

Short version, another top day out riding bikes about the place.

Till next time

Stephen #



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LOWER SPEED LIMITS LEAD TO MORE ROAD ACCIDENTS



*I got a good knock to my head
I could just as well be dead
Oh, I got lucky and I walked away
Could have so easy been the other way*

The ode of Westport singer-songwriter, Mel Parsons, to the time she rolled her car after a day's skiing at Porters Pass back in 2014, became my personal anthem this summer. It all started with a seemingly safe overtake of a car travelling at around 40km/h in a 70km/h zone. As the BMW R nineT Scrambler test bike drew level with the Mazda Demio's right rear door, the Demio's driver suddenly turned right, presumably to access a driveway on the other side of the road. The ensuing personal damage: 12 fractures: six ribs with three broken twice, and further breaks to the left shoulder, collarbone, and T4 vertebra. Oh, and the worst concussion since I got bludgeoned by the police as a 15-year-old while protesting against the visit of US vice-president, Spiro Agnew, and his request that New Zealand commit more troops to the Vietnam War.

Had this accident occurred in the United Kingdom, the police would probably have come to a quick conclusion about what had happened, and who was in the wrong. However, their New Zealand counterparts appeared more confused than I did according to a witness at the scene. No one was speeding, the

overtaking motorcycle had its indicator on and was travelling approximately 20km/h faster than the Mazda, but was still 10km/h below the limit allowed. Blood samples taken from the other driver and I showed we were both completely sober that Sunday morning. With no evidence of either speed infringements or substance abuse to quickly guide the police towards coming to a conclusion on who had caused this accident, they have yet to complete their report into the bone-shattering event.

Over in the UK, the report probably would have been completed that day. Cause: Failure to Look Properly (by the Mazda driver) before making the sudden turn off the road. Failure to Look Properly is one of a list of 77 road accident causes that the British police can apply to their reports. Since its introduction to police accident analysis, it has quickly become the go-to clause for determining the root of the majority of road trauma back in Blighty.

In the past ten years, Failure to Look Properly has been identified as the main cause of more than one-third of all the road accidents that have occurred in the UK. Exceeding the Speed Limit has been identified as a causal factor in just 5.2 per cent of crashes in the UK, while Travelling Too Fast For the Conditions was the trigger for 10.6 per cent. Impairment by alcohol and/or drugs was reportedly a key factor in only six per cent of road accidents over there.

This realisation that it's drivers who don't fully check that their way is clear before they enter intersections, overtake slower traffic, or, ahem, make sudden turns off roads into adjacent driveways, has had a huge influence on the road safety strategies and research in the UK. There is far more emphasis on reducing driver distraction and increasing concentration on road conditions than there is on reducing traffic speeds these days. Some county police commanders in the UK have even removed all their stationary speed cameras after reviewing statistical evidence that they have zero influence in reducing crashes.

No doubt the road safety strategists and directors in the UK are now paying keen attention to a just-published report compiled by researchers at the University of Western Australia. Said boffins tested more than eighty drivers in a driving simulator, to check how they performed when speed limits were either lowered or raised. They came to a conclusion that our road safety strategists may find surprising: when the speed limits were set lower, the drivers devoted more of their attention to monitoring the speed of their 'vehicle', and less to the changing road conditions around them.

"Stricter speed enforcement led to poorer peripheral object detection and a higher workload."

Are you reading this, Land Transport New Zealand? Cos I'm over breaking bones. **EC**

The Gallery



Andrew Lawry and son George at the top of Seaview Road.



Tony Barrett with daughter Andrea
Out on a local ride around the back roads of Tasman.



Random Wellington Riders

Robin Wood - The Road to Anatori.



Fully loaded at Saint Arnaud

PIN BOARD



*"You do not need a therapist
if you own a motorcycle, any
kind of motorcycle!"*
Dan Aykroyd

Beware the Ides of March

What is the 'ides'?

"Ides" is a Latin word of unknown origin, but it is one of three words that Romans used to mark specific days of the months on their calendar: "kalends," "nones," and "ides." (And even though these words all end with S, they're singular. The ides of March is one day.)



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North Island
Taylor Lodge
Friday 1st - Sunday 3rd April 2022



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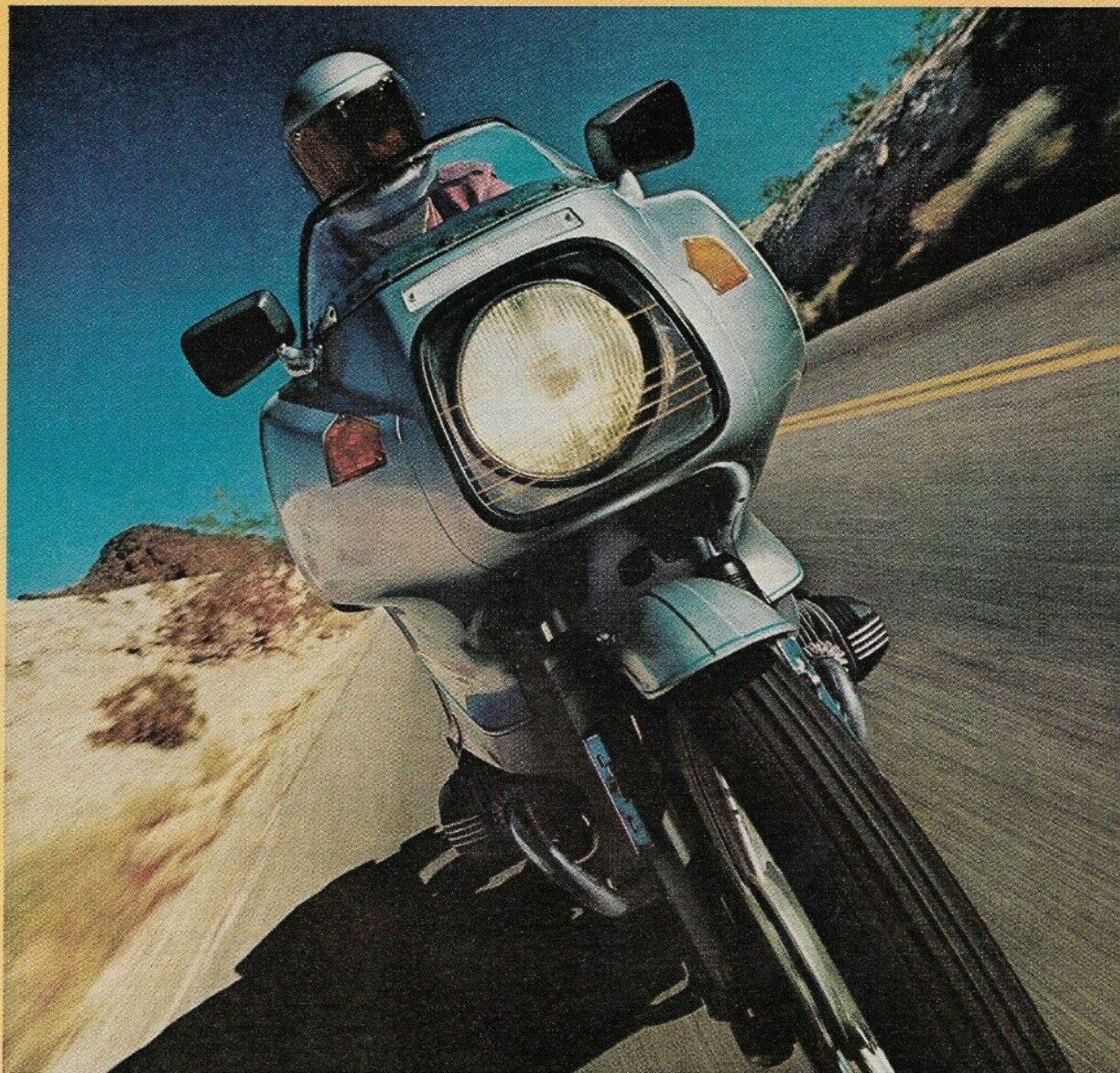
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St. Patrick's Day
17th March
St. Patrick's Day observes the death of St. Patrick, the patron saint of Ireland. The holiday has evolved into a celebration of Irish culture with parades, special foods, music, dancing, drinking and a whole lot of green.
More facts on page 32.

BMW Adverts from the past



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Aotearoa New Zealand



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Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (included, non-refundable per registration form/payment)	1	\$20	Inc.
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• NON BMWMC Member - (Vaccine Pass Required)		\$60.00	
• RAG RALLY Badge		\$15-00	
TOTAL			\$
Cancellations: Registration fee is non-refundable, although special applications will be considered.			

<p><u>Scan & Email Registration Forms to:</u></p> <p>ragnorth@bmwmc.nz</p> <p>or post to: BMWMC - NI RAG RALLY Post Box 109-245 Newmarket AUCKLAND 1149</p>	<p><u>Payment by Internet Banking</u></p> <p>BMWMC Event Account 03-1519-0034447-01</p> <p>NB – This is NOT the subscription account</p> <p>Please reference with: SURNAME, BMWMC Member # NI RAG</p>	<p><u>General enquiries to:</u></p> <p>Rally Coordinator Chris Souness 04 234 8444 021 494 952 ragnorth@bmwmc.nz</p> <p>Registrations close: Friday 25 March 2022</p>
<p>DISCLAIMER:</p> <p>This Rally will be run under the BMW Motorcycle Club's 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. Current Vaccine Passes Required</p>		



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Some St. Patrick Day ‘facts’



NZ began the Global Greening

More than 300 landmarks around the world light up green on St Patrick's Day, from the Empire State Building in New York to the Sydney Opera House. The greening began 14 years ago in Auckland with the lighting up of the Sky Tower.

St Patrick's colour used to be blue

Although nowadays Ireland is associated with green, St Patrick's traditional colour was blue. Green became adopted with the rise of Irish nationalism.

NZ has Australasia's longest running St Patrick's Festival

The St Patrick's Festival has been running in New Zealand for almost 25 years. It marks the biggest celebration of Irish culture in New Zealand, with a parade and Irish Music and Dance Festival in Auckland on St Patrick's Day.

St Patrick wasn't Irish

St Patrick was born in Wales. He was captured by Irish pirates and taken as a slave to Ireland. He escaped back to Britain before returning to Ireland years later as a Christian missionary.

The sale of alcohol on St Patrick's Day was once banned

Although now known as a day to have a drink, it was heavily frowned upon for decades in Ireland. The Irish government banned the sale of alcohol on St Patrick's Day in 1927 and this wasn't repealed until 1961.

St Patrick's Day is celebrated in space

Since 2011, astronauts on board the International Space Station have marked Ireland's national day while floating in space, wearing green, playing traditional Irish music instruments and singing Irish songs.

The royals mark St Patrick's Day with their own special ceremony

Every St Patrick's Day, a member of the British royal family presents the Irish Guards with shamrocks for their headgear. This traditional role has been the responsibility of a female member of the royal family since its inception in 1901.

New York has the world's biggest parade

Approximately two million people are expected to line the streets of Manhattan for the biggest St Patrick's Day parade in the world. A parade has taken place in the city every St Patrick's Day since 1762.

It's a public holiday in Montserrat

St Patrick's Day is of course a national day in Ireland, but the tiny Caribbean island of Montserrat also marks St Patrick's Day as a public holiday. Montserrat has strong ties to Ireland that go back to the 1600s, when Irish refugees settled in the West Indies. Montserrat's national emblem is an Irish shamrock adorning Government house.

Chicago dyes its river green

Dyeing the river has been a St Patrick's Day tradition in the US city since 1962. The dye is especially made for the river and keeps the water green for up to 48 hours.

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