

BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

April 2023



BMW Motorcycle Club  
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 28<sup>th</sup> day of the month preceding publication.

**We welcome all contributions.**

**Welcome to:**

Vicky	AYLWARD	NEW PLYMOUTH
Ian	BROOKS	AUCKLAND
Allen	BRYCE	LOWER HUTT
Briar	CHRISTENSEN	AUCKLAND
Glenn	COOPER	PORIRUA
Dennis	HOLLAND	WARKWORTH
Chris	HUTCHINSON	LEESTON
David	MATTHEWS	WOODVILLE
Simon	VANDY	AUCKLAND
Udo	VINK	NEW PLYMOUTH
Mark	WILLIAMS	WHAKATANE
David	YEO	HAMILTON

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 25<sup>th</sup> 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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**Photo by: BMW Motorrad**

**Date: April 2023**

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## President's Podium

Chris Souness



BMW Motorcycle Club  
Aotearoa New Zealand



### April 2023

Well, it was only a couple of weekends ago that I was enjoying the company of fellow club members as well as the culinary delights dished up by Clifton and crew on Saturday night at the North Island Rag Rally. It was a great few days away with 35 or so in attendance.

As is typical with a RAG rally, rides on Saturday are not pre-arranged and are often discussed on the Friday night over a few convivial drinks. With the weather looking a little unsettled on Saturday, I opted for a shorter ride with a small group around Fields track, back to Ohakune via Raetihi for lunch. It was an enjoyable ride with most of us managing to make it back to the lodge after lunch just prior to a rain front coming through. Upon our return, it was nice to spend time relaxing by the fireplace and then pitch in to help Clifton with dinner preparations.

Others took the opportunity to tackle the 42nd Traverse, which is quite a challenging ride, especially in the rain. I only found out over dinner that the track had recently suffered a significant slip because of heavy rain, so it was not possible to ride it from end to end. Those that took on the challenge all made it back safely, albeit covered in mud and minus a few bike parts.

The Saturday night dinner was, as expected a smorgasbord of meat combined with a vegetable medley provided by each of the attendees. There was plenty of food and even enough for Steve to reheat in the morning for brekkie.

After cleaning up the lodge we said our farewells, and we all disappeared off in different directions to make our way home after another successful weekend.

Over the last few months, I have been thinking about replacing my riding gear. Despite lots of research thus far I haven't found anything that I really like that fits within the budget. I did come across a great website run by an organisation called MOTOCAP. It's a free site which conducts independent tests of all types of motorcycle riding gear and is supported by motorcycle safety organisations both here and in Australia. I would suggest anyone who is thinking about purchasing gear now or in the future, take a look.

[www.motocap.com.au](http://www.motocap.com.au)

All the best and have a wonderful April.



# Area Report: East Coast

By John Wuts



Rosemary, John & Pam, Carole & Robert, Bronwen & Peter, and Danny.

A small but select ensemble enjoyed a wonderful dinner at the Thai Lotus restaurant in Taradale on the last day of March. It was a pleasure to see Rosemary and Danny there, having come all the way from Waipawa and

having experienced the congestion on the Hawke's Bay roads after cyclone Gabrielle.

As you can see, we had finished our desserts already. **John #1867**

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# Events Page -

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for latest details

## November 2023

South Island RAG 24<sup>th</sup>-26<sup>th</sup> November

More details soon...

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## January 2024

AGM/Annual Rally 19<sup>th</sup> - 21<sup>st</sup> January 2024.

More details coming...

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# Area Report: Rangitikei Roundup

By Murray Petherick



Bushy Park Homestead

Acting on a suggestion from Robin it was decided to use our monthly ride (March) to visit the Bushy Park Forest Sanctuary and Historic Homestead, which is situated about 25 kms from Whanganui, near Kai Iwi.

To make the ride a bit more worthwhile for the Whanganui riders I decided to meet for morning coffee at the MooMaa Café which is on SH1 just north of Marton, and then go on to Bushy Park for lunch. Uncharacteristically the Organiser (yours truly) and pillion both slept in and missed the initial meeting time but eventually made it to MooMaa to meet up with the others. In total we had nine bods (and bodesses) on six bikes; mainly just the 'usual suspects', with other members having a variety of other commitments.

After coffee, Neville was deputised to use his local (Whanganui) knowledge to take us via a mixture of

highway and back roads to Bushy Park. The route saw us travel along Jefferson's and Fern Flats Roads, SH3 from Turakina to Wangaehu, then via Fordell, No2 and No3 Lines and Brunswick Road to get to the Park, a good mixture of roads and riding conditions.

Having had the foresight to phone and book a couple of days earlier (which is a bit unusual for yours truly) the management was expecting us and we were greeted like old friends. The friendly and informal manner of the host, Dale, helped to make our visit comfortable and particularly enjoyable.

The Park includes the original farm homestead and a fenced forest park which offers bush walks and abundant native birdlife. The Homestead was built circa 1906, is over 700m<sup>2</sup> in floor area and, if I read the info board correctly, cost £2,609 to build! The homestead is open to the public 5 days a week and

offers casual teas and lunches together with several BnB rooms. We 'took lunch' in a large dining room with a set table. Lunch was ordered from a menu which was fairly basic but quite adequate, and very reasonably priced, with tea and coffee available in group-sized pots situated on a separate table. At one point during lunch Dale, our host double-checked that we were the BMW group and then commented he has some 'memorabilia' to give us before we left. Curiosity ran rife!

As shown in the photos the Homestead is quite grand with a large balcony and verandah running most of the length of the building. Perry, the red Citroën, lives at the Park and this day parked outside the front entrance. Although his lineage is French he was apparently built in the post-war UK, under licence, and 'boasts' Lucas electrics and a few fittings, such as tail lights, that are common with some



# Area Report: Rangitikei Roundup

By Murray Petherick



Dale, our host taking lunch orders

models of Morris Minor! Maigret would despair! Despite that, he is a fine, well looked after, specimen.

True to his word, as we were about to leave, Dale appeared and from his closed hand dropped a pair of cufflinks into my hand. He apparently found them in a market somewhere and felt he would like us to have them. The proviso was that they had to be used! As the photo shows they are based on a miniature ball race and, yes, the outer race does turn. Thanks, Dale, a nice memento.



BMW cufflinks

We spent so much time enjoying the lunch and looking around the Homestead that in the end we didn't have enough time left to do the bush walk but will certainly do that another time, maybe in conjunction with a night in the BnB



One of the BnB rooms

On leaving the Park Neville took us on a bit of a tour heading back to Whanganui via Kai Iwi Valley Road and Westmere; much more interesting than simply chugging down SH3. From Whanganui we departed for home, which, for several of us was simply a ride down SH3 and SH1 to Palmerston and Levin! A good day out and we found Bushy Park (Tarapuruhi) a really interesting place to visit. Thanks Dale!

Murray #2690



Perry,W the red Citroen

# Area Report: Wairarapa

By Peter Tibbs



## NI RAG Rally.

Wairarapa and Wellington Riders teamed up at The Neighbourhood Cafe in Martinborough this is where we all stopped off for a quick coffee not to mention a few stories.



The bike is all loaded up Thursday night ready for a Friday morning start. Thursday night, and it's raining and blowing hard here at home. With the sound of the rain on the roof most of the night and me telling myself that the driving rain will give way to sunshine by the morning. Friday morning was overcast but dry and I am off on the road to meet up with my friend Folker in Taihape at 2pm. At 1.54pm I rolled into Taihape no Folker. I will let Folker explain his own drama. So it's onwards to Pokaka and rally headquarters where I finally caught up with Folker and the rest of the BMW team.



Riders arrived at the Lodge in a steady stream throughout the afternoon. It is at this point when riders attending for the first time realise just how much fellowship and camaraderie take place at this Rally and why this weekend is an absolute must to take part in.



Friday night was spent listening to the tales of fellow members with the wood burner going in the background keeping everyone nice and warm.



# Area Report: Wairarapa

By Peter Tibbs



Saturday morning and lots of discussions over breakfast as to what to do today. Various groups of riders formed up and rode off to all points of the compass. I elected to ride with a group which choose to ride Fields Track, part of the Paraparas and take a lunch stop at Ohakune. Back to the Lodge at Pokaka with more stories and that great atmosphere round the wood burner.



Saturday night's meal is a meal most people never get the chance to experience. Our Chef Clifford is a legend if, for no other reason, he rolls up on his motorbike complete with all the meat as well as his big rotisserie plus all his knives, and cooks the most wonderful selection of meats aided by a team of merry helpers sorting out the vegetables etc. A sight to behold. How about you coming next year and sharing the experience with us all at the N.I. Rag Rally.



Sunday morning. We were all up at first light to find Steve Parkinson cooking up a massive breakfast for those that still had some capacity to fit it in after Saturday night's feast.

After a tidy-up of the Lodge, we were all on the road back home again. Another fantastic weekend at the N.I. Rag Rally was had by all.



Don't miss out on registering for next year's Rally. This event just has to go on your bucket list.

Take care and stay safe

**Tibsy #2806**  
Wairarapa Rep



Peter, about to take a photo

# Area Report: Wellington

By Denis Hulston



## Club Social Meal 13<sup>th</sup> March 2023

Eleven members met for a meal at the Petone Club. This was the “usual” meeting night, which we shared with the karaoke singers and a final-ball NZ cricket victory on the big screen.

It was good company, meal and chat.

## Club Rides March 2023

We’ve managed quite a lot of riding with no fewer than four club rides this month. The approach has been to track the best likely days, watch for the weather forecasts and take the fine weather opportunities when they arise. This has given us some great weather riding, both during the week and weekends, although sometimes forward notice on a ride has changed to suit the day.

### Wednesday 1<sup>st</sup> - Exploring the Tararua Range access roads, eastern Wairarapa

It was ‘a best weather day’ for a ride, albeit a late notice impromptu so there were many who wanted to ride but had other commitments. Keith T, Phil P, and Denis H met for a mid-morning departure from Z Remutaka. The ride was to explore some of the access roads west of SH 2 to the Tararua Forest Park.

Our first sortie was on Woodside Road and Waiohine Valley Road on the southern side of the Waiohine, River. We rode a few kilometres of gravel before the road was blocked by a truck and a bus, loading children from a school camp, so we turned around and headed for access to Waiohine Gorge on the northern side of the river from Matarawa Rd just north of Greytown.

We rode about ten kilometres of gravel with a few ford crossings, but the road was generally in good condition despite the recent heavy rain. The gorge here was stunning with beautiful bush and clear gorge water. This is a main access route for tramping in the mid-Waiohine river.

Returning on the gravel gorge road we turned off to find a back route into Carterton for coffee and food at The Wild Oats Café, although we had to cope with cold food as the café was closing.

Our third exploration was a turn into Chester Road at Clareville and Mt Holdsworth Road to the camping area and lodge at the Mt Holdsworth road end. There was more school camping set up here which looked well organised, and the kids were having fun.

We rode back to Carterton, through Ponatahi to Longbush Road and back through Martinborough



for the return over the Remutaka Hill. We virtually had the roads through here to ourselves and the Remutaka Hill road traffic wasn’t heavy. It was a great day – 275km riding, good roads, both gravel and bitumen, very little traffic, stunning weather, and fabulous scenery.



Phil & Denis - Waiohine Gorge swing bridge... debating if the bikes can get over? Lol

# Area Report: Wellington

By Denis Hulston



## Tuesday 7<sup>th</sup> - Shannon, Pahiatua, Mangaone Valley, Eketahuna, return Haswell, Dreyer Rock, Lees Paraka, Te Whiti, Longbush, Martinborough, home

Another fine weather day, another impromptu chance to ride. Four Wellington riders, Denis Hulston, Peter Nash, Jeff van Wyke, Phil Patterson met at Mana to ride to Shannon where we were joined by Murray Petherick. After a coffee break at the Horsemans Café with some imaginative sun protection (no not really undies on the head), we continued over the Pahiatua Track to Pahiatua and rode back roads Kaitawa, Mangoane Valley, Tane, Rongomai to Eketahuna.

We were joined by Tibsy for lunch, and he led us south via Haswell, Dreyers Rock Rd, Whangaehu Valley Lees Paraka, where the Wellington riders returned to Wellington via Longbush, and Martinborough to avoid the SH2 roadworks & 80km, 50km, 30km restrictions.

Another good day riding - 320km.



Shannon sun hats Peter and Denis

## Sunday 19<sup>th</sup> - Ride to Lake Ferry Hotel for brunch



Another fine weather forecast so the possible Saturday ride was rescheduled for Sunday, and we were blessed with sun and no wind – a perfect riding day. We had twelve riders from Wellington, - Denis Hulston, Peter Nash, Keith Thomson, Phil Patterson,, Michael Cunningham, Dave Thomson, Ian Miller, Dave Oldershaw, Mike Wylie, Michael McKeon, Steve Oatley & Merv

Harvey, Bob Cumming joined us at Featherston and we were joined by a former club member Bill A for lunch. We'd reserved our table for fourteen all up for lunch – plenty to talk about over lunch.

Cont...

# Area Report: Wellington

By Denis Hulston



Above: Fourteen for brunch at Lake Ferry

Right: Nine riders continued to Martinborough, Longbush Road, and the Ponatahi Road circuit back to Martinborough and home.

Another perfect day riding – *Thanks all for turning out. D*



## Friday 24<sup>th</sup> - Whanganui, Hunterville, and back roads return.



Another stunning day for riding, although a slightly chillier autumn feel to the start. Six riders – Denis Hulston, Ian Miller, Allen Brice, Peter Nash, Ian Hulston, Phil Patterson met at BP Mana for a 9am depart via the coast road Pukerua Bay, Paekakariki, to SH1 and on to a coffee stop at The Woolshed at Sanson. We rode through to Upokongaroa, Whanganui for lunch. The day was absolutely clear and we could see both mountains - Ruapehu and Taranaki. After lunch we backtracked a few kilometres to take the turn off to Fordell, and the back roads to Upokongaroa and Turakina Valley – Mangahoe to Hunterville. A brief comfort stop and refuel and we headed north to Vinegar Hill, always a great ride through to Rewa, Waituna West and back roads to Halcombe and Sanson. Rather than SH1 from Sanson, we continued the back routes through Waitohi, Rongotea, Glen Oroua, Bainesse to Shannon, and return to SH1, bypassing Levin via SH57.

# Area Report: Wellington

By Denis Hulston



The only low part of the day was on Himatangi Block Road, where I was pinged for exceeding the speed limit in what is an 80km zone. No traffic in the area, but no excuses – my head was telling me it was a 100km zone. No quarter given – a reminder that many of these rural roads are 80km for many kilometres and there could be a police officer on a revenue exercise towards the end of the month - or is that enforcing safe driving?

Despite that, a great day riding – 480km – lots of back roads, stunning weather, scenery, and company.

Denis #3184

Right: Stormy Point on a windless sunny day



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# Area Report: Top of the South/Te Tauihu

by Gretchen Holland



Sunday 9<sup>th</sup> April - Kekerengu



It was the Sunday of Easter. It was Warbirds over Omaka. It was a slightly dodgy forecast. But none of these things stopped a good turnout or an enjoyable ride.

Eight of us left Nelson and stopped at The Runway Cafe, next to the big Argosy plane, opposite Blenheim airport runway – to find it closed! Amazing that on one of the biggest weekends in Marlborough, from where the occasional bit of Warbirds action could be seen, this cafe wasn't open. Never mind, we continued on to a really nice cafe near the Pak 'N Save complex and had a great catch-up with four Blenheim bods (who didn't carry on down the coast with us). It was really good that Paul made some time to meet up with us (as it's a very busy period for his Kaikoura motel) and have a catch-up over lunch.

Most riders did the gravel road over Taylor Pass on the way down. On the

way home they zipped to the end of the inland Kekerengu road (as far as they were 'allowed'), zapped up to the end of Ure Road up the Waima Valley (see attached photo looking down the valley courtesy of Rick) and popped over Redwood Pass. Tony and Peter stopped for coffee at Havelock and didn't get home til after dark (and a wee bit of wet too).

The riders were - Gretchen, Tony, Peter W, Rick, Trudi, Matthias, Andy, Paul, Peter & Sacha, and Ross & Theresa. Visitor – Peter F.

**Gretchen #949**



# Area Report: Southern

by Tharon Knoetze



## March - Lawrence

The autumn ride was, as expected, a crisp morning. Some dark clouds loomed in the direction of where the ride will take us for lunch.

A small town called Lawrence with beautiful cafes awaits, and our very loyal longstanding riders didn't disappoint, despite the pouring rain in some places on the way. The "oldies" did us proud! With the right gear for the occasion and not put off by some wet weather, Bob (75 years of age) came all the way from Te Anau, approx. ride of 221km one way (2h 40m) and Barry (80 years of age) from Alexandra, approx. ride of 102km both turned up despite a fall in temperature to a mere 12 degrees and down to single digits when factoring in the windchill. Shann from the Peninsula also joined the ride and despite the grey, cold, typical autumn day, the riders came from the far South, Central Otago and Otago. Shann was donning wet weather gear for his ride from Dunedin.

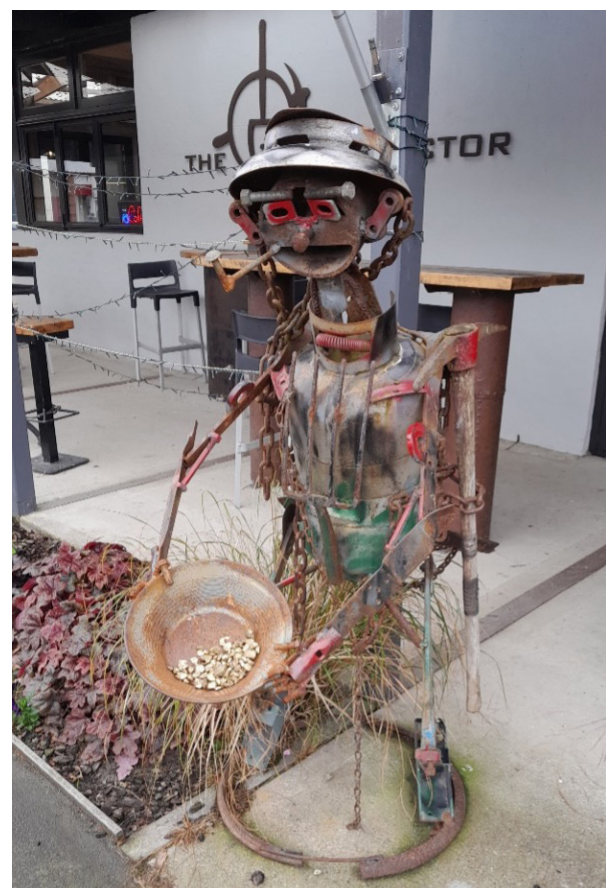


Shann, Bob, Barry, Tharon and Irene

Lots of conversations, from ride talks to tech talks were had at the Prospector café in Lawrence. Really good food and coffee that warmed the body and before we knew it, it was time to say goodbye and wish the riders a safe ride home.

Tharon #2595

Ready for home..... Barry explaining the workings of his new ride.



# Member Report: Pieter & Adele Van Tonder

## Our South African Western Cape - Motorcycle Tour



During our time visiting family and friends in South Africa over the December holiday season, Adele and I took the opportunity to ride some of our most loved routes in the Western Cape over 4 days. We rented the motorcycles from Motorrad Executive Rentals, a local rental company in Cape Town and took all our camera gear and drone with us to record and share with you our stories and adventures on some of the most scenic passes in the world.

### Day 1

It was an early start for us, as we wanted to get our rental motorcycles sorted and hit the road before the African sun got too hot. Adele got a 2021 F750GS, with a lower seat, and I opted for a 2021 R1250GS, which to my delight was a Triple Black edition with golden wheels that suited the black edition very well! Due to the heavyweight and airline luggage constraints, we opted to rent two BMW Motorrad Rallye jackets and helmets. Unfortunately, we couldn't fit our Cardo communication system into the BMW system helmets, because of their wide base. So even before riding, we knew we were going to have communication challenges coming our way. To add to this disappointment, I couldn't attach the GoPro helmet mountings on these helmets. But, as always, the show has to go on, and after a thorough inspection of the bikes with our assistant, Jaco, and signing on all the dotted lines, we were on our way to Franschhoek.

The route from Cape Town to Franschhoek passed Stellenbosch, a town founded in 1679 and is today the centre of South African wines, surrounded by the Cape's most beautiful wine farmlands. We stopped in the main street for breakfast at one of the local cafes. Unfortunately due to load shedding, the coffee machine was not available. Load Shedding is the period of 2-4 hours during



which the electrical power is switched off to a specific region or town in South Africa, in order to keep the national power grid online. After breakfast, we were back on our bikes, looking ahead at the

Franschhoek pass just outside Franschhoek with its beautiful lookout point over the whole valley. The route that we planned for day 1 was over 400 km to Calitzdorp, and soon we were back on the bikes on our way to Robertson, our next planned stop. Our stop-over in Robertson was the 4 Cousins wine estate. 4 Cousins is one of South Africa's most successful commercial wine labels, and when walking into the tasting room and restaurant, you can understand why they are so successful. The facilities are beautiful and top-notch. Since we still had to do a bit of riding, we both had a cold drink before we hit the road. From Robertson all the way to Oudtshoorn, the road is called the R62, or Route 62. The R62 is one of the famous tar road sections for motorcyclists in South Africa with all the small little towns and their history along the path. We rode from Robertson to Montaque, through the iconic Cogmanskloof tunnel, and its old English fort on the top, which was an important guard point during the Anglo Boer war in 1899.

The next town after Montaque was Barrydale. Barrydale is another iconic stopover for any



motorcyclist, the town has a number of interesting restaurants and coffee shops on the main street. We stopped at Diesel & Cream, famous for its toasted sandwiches and milkshakes. It was very

hot outside, and milkshakes were not going to "go well" in the heat on a motorcycle, so we opted for something colder. From Barrydale, we were on our way to Ladismith, but soon we turned off at Ronnies sex shop. The story goes that Ronald Price (Ronnie) wanted to open a farm stall, selling fresh produce to the passing trade. He painted the name 'Ronnies Shop' on the side of the building, but business was not good. Then one day, his friends decided for a laugh, they would add the word 'Sex' to the name, making it read 'Ronnies Sex Shop'. Today this is a very popular stop-over for any traveller on the R62. Unfortunately it was on Boxing day, and everything was closed, so we pushed on. The next town we passed through was Ladismith, and this was an emotional moment for me because it was my dad's birth town. My dad passed away in April 2021 right in the middle of the Covid-19 epidemic, and it was impossible for me to attend his funeral that time.

We arrived at The Queen guesthouse in Calitzdorp late afternoon, and after a quick introduction by the very friendly lady, she informed us that everything in town is closed, except for one pizza restaurant, but it is not licensed. Surely we wanted to end the day with a nice bottle of South African red wine, so we had to make a plan, and we had to make it quickly. The guesthouse lady called Bo-Plaas, a well known winery just down the street, and

asked them to wait for us. I quickly grabbed my gear but Adele just jumped on her bike without any helmet, gloves or jacket and rode down the main street to catch the winery before closing time. Later that evening while enjoying our pizza and bottle of red wine, we reflected on the day and had a very good laugh about the way it ended.

## Day 2

Day 2 was an early start for us. The plan was to ride back West towards Ladismith, to the start of a very special pass called Seweweekspoort Pass. Then return for breakfast to the Queen guesthouse, before heading North to the beautiful Swartberg Mountains.

The Seweweekspoort Pass is the main route between Ladismith and Laingsburg. It is probably the most beautiful 18 km stretch of gravel road anywhere in South Africa. With multiple river crossings, the road is an absolute joy to ride, as it twists and turns through every angle of the compass, as it follows the bends of the river. This early morning ride was very special for me. My late dad was born in Ladismith, and he knew the area very well. He always said that the Seweweekspoort pass is one of the most beautiful roads in South Africa, and he was right. We had so much fun riding the bends and curves, later we stopped to put the drone in the air, and then we continued with the drone hovering above our heads trying to keep up with the speed of the bikes, the mountain gradients and the twisty turns. Just as we stopped at the end of the pass on our way



Cont...

back, a local antelope called a duiker walked into the road, such a beautiful sighting on a perfect early morning. We headed back to Calitzdorp and arrived just in time for a full English breakfast before saddling up the bikes and leaving Calitzdorp.

From Calitzdorp, we took a back road past the Calitzdorp dam, on our way to a very popular restaurant and stop over called "Kobus se gat" for a midday rest stop before we head onto the Swartberg pass. It was a hot day, and the African sun did not have any mercy on us with our full protective bike gear, we had to be cautious of dehydration. At Kobus se gat, we ordered cold drinks with extra ice, and we went and sat right in front of a huge industrial ventilation fan to cool down, and rested our minds and bodies for the afternoon session that was lying ahead. The clock was ticking, and although it was the hottest time of the day, we had to push on, and an hour later we were back on our bikes, riding to the foot of the Swartberg mountains to start the pass. The incline started soon, with turns and sharp corners, we had to be careful not only for misjudging the edge but also to make enough space for the descending 4x4 motor vehicles. With the recent rain that the area experienced, the gravel road was full of loose rocks and treacherous terrain, so we had to be very careful not to slip or fall. The incline got steeper and we were already 1000m above sea level, with the most beautiful panoramic views unfolding to our left. It is in moments like this that you know why you are doing what you are doing; riding a motorcycle during the hottest part of the day on the most robust gravel roads in SA, because that is Making life a ride!

We got closer to the summit, and decided to stop at the first lookout point, to experience the stunning landscape of the Little Karoo from Calitzdorp to Oudtshoorn in the far distance. We continued and after a short distance, we reached the summit of the Swartberg pass. We were now 1,583 m above sea level, and the view from the top was simply breathtaking. We had almost a 360-degree view of the Little Karoo in the South and the rest of the

Swartberg mountain pass and Great Karoo to the North. We spent a bit of time taking photos before Adele was adding her miniature rock monument to the rest already erected on a big rock by previous summit visitors. We were wondering if her rock staple will still be there, next time we visited the Swartberg mountains, probably not. We continued our journey, and from here it was mostly downhill. The gravel road dropped drastically from the summit with its "finest exposed fold mountain chains". We could see the roofs of the 4x4 motor vehicles coming up, as we were descending on the pass. The Swartberg Pass was the main route between Oudshoorn and Prince Albert and it was built by Thomas Bain, the son of the famous Andrew Bain who built Bain's Kloof



Pass and many more. It was built using convict labour and opened on 10 January 1888. We continued on the pass through the Cape Fynbos before starting to descend into the valley where the majestic red rock formations become prominent and almost mesmerising due to their stature and size. We stopped for a few more photos before we continued and reached the streams on the pass. That was when we knew that we were nearing the end of this iconic mountain pass. Prince Albert is a small town founded in 1762 and located at the foot of the Swartberg mountains. Today the town is well known for its food and art culture with a number of private art galleries and state-of-the-art accommodation and restaurants. This was our stopover for day two, and when we checked in the lady noticed that



I am too tall for the bed in our room, and she had to move us to another room with an extra-length bed. We were exhausted, dirty and tired, and after unloading the bikes, we went straight with all our kit to a famous gin bar downstairs while we were waiting for our room to be ready. Day two was the shortest distance of our whole tour, but definitely the longest, hardest and most satisfying so far. To be able to ride one of the most famous mountain passes in South Africa on a motorcycle was a privilege for us.

### Day 3

Started with a great breakfast on the veranda of the Swartberg Hotel, overlooking the quiet main street. We then hit the road on our way to Meiringspoort, another breathtaking port in the region that was constructed with the help of paid labourers by Thomas Bain, and it was officially opened for traffic in 1858. The pass is the gateway that connects the Little Karoo and the Great Karoo, through a gorge with a road crossing the same river 25 times in the span of 25 km. After Meiringspoort, we passed a small town called De Rust, before turning left onto a gravel road, and on our way to the top of the Montagu Pass.

Montagu Pass is another iconic pass in this region. It was the first road between George and Oudtshoorn, and it was opened in 1848, after 3 years built by 250 convicts. It lays claim to being the oldest, unaltered pass still in use in South Africa and covers 17 kms of magnificently scenic narrow, gravel road riding, ascending from the tiny hamlet of Herold, on the northern side of the Outeniqua Mountains up and over the summit and then all the way down to the outskirts of George.

On the ascent, one passes the Old Toll House where once the toll of one penny per wheel and one penny per ox had to be paid.

Due to the latest rainfall in the region, the pass was very challenging for us, with loose gravel and rocks that form all along the route. There were quite a number of 4x4 vehicles ascending the pass, as we were descending, and it was very difficult to get past them due to the narrow gravel road and ditches on the side. We were getting worried that we could drop or scratch our rental motorcycles, so we went very slow and cautious not to slip or fall while riding. At the bottom of the pass, we reached the Toll House, and a very friendly lady offered us complimentary pancakes and coffee, but we opted for the fresh stream water instead because it was very hot, and we were exhausted. We left the Toll House soon after on our way to George to fill the bikes up, before we hit the road to Cape Agulhas.

From George, we took the M2 highway, in a Western direction past a couple of very popular holiday destinations such as Groot Brakrivier and Mossel Bay, before we turned South at Swellendam on our way to the Southernmost point of Africa, Cape Agulhas. We arrived late in the afternoon in Agulhas, and we rode through the small town to the iconic Agulhas lighthouse and beacon right at the bottom of the main street. There were a lot of people at the historic site, and it was not safe to launch the drone, or take proper photos without any interruptions, so we decided to go and check into our accommodation for the evening, and thereafter get something to eat. We were very



fortunate that the accommodation we booked online was a stone's throw from the lighthouse. We quickly unpacked before wandering into the streets to find our favourite seafood takeaways nearby. After such a long day, we were very hungry, so we decided to go for the ever-popular fish, calamari and chips, and to end the day off with a few ready-to-drink gin and tonics. The sun set while we were having dinner outside on the deck, and as it was getting darker, we realised this was the last evening of our epic Western Cape bike tour.

#### Day 4

We got up very early to have the opportunity to take some photos and drone footage at the historical Southernmost Point beacon and African map, as well as visiting the Agulhas lighthouse before more people arrive later in the morning. Adele and I jumped on my R1250GS, without any helmets and rode the few hundred metres with the wind in our hair. What an amazing moment, riding your motorcycle next to the sea, as the sun was greeting the new day, rising over the horizon.. Awesome..!!

We launched the drone and took some spectacular photos and videos before we went to discover the history of the iconic lighthouse. The lighthouse was built and completed in 1848. Initially, it was fuelled by the tail fat of sheep, but in 1905 an oil-burning lantern was installed. Much later in 1936, the lantern was replaced with a 4-kilowatt electric lamp, powered by a diesel generator.

We got back to the guest house, and quickly packed the bikes to get on the road. The plan was to ride all the way to Hermanus, another beautiful coastal town, and have breakfast before we returned to Cape Town. We arrived in Hermanus just in time for breakfast, and parked our bikes on an old spot, right next to the restaurant on a paved area overlooking the ocean. We were not that hungry after the previous night's fish and calamari, so we decided to get coffee and share a club sandwich together. After breakfast, we were back on the bikes, and we knew the next stop would be Cape Town. From Hermanus

to Cape Town we took a very scenic route all along the coastline. Some called this route the Small Chapmans Peak Pass, because at times the route is right on the edge between the mountain on the right and the ocean on the left, and only a small rock barrier between the road and the edge, but the views of the ocean is breathtaking, and the closer you get to Cape Town, the more you start to form the view of False Bay and the Cape Peninsula in the far distance. While riding the route, you need to concentrate on the twisty road ahead of you, and not spend too much time on the scenic views that just keep on appearing after each corner. From Hermanus, we passed Betty's Bay, Pringle Bay and Rooi Els, before we arrived in Gordons Bay and then got on the M2 highway all the way into Cape Town.

Later that afternoon, after we have said goodbye to our trusted companions for the past 4 days, and signed everything back at the Motorrad Rental Company, we sat down at our local bar, drinking a cold pint of beer and reflecting back and felt blessed and privilege for doing this 4-day trip on the most amazing routes in the Western Cape, with the most amazing motorcycles, a trip that we will never forget, and one that will be right on top of the best adventure we have done so far. That true soul feeling of Making Life a Ride.

More details with video can be found on [YouTube@RoadAlly](#)

#### **Safe riding, Pieter & Adele**





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# Member Report: Peter Lyner

## Three Men Three Bikes and the Snowy Mountains.

So, you're looking for a new motorbike challenge with some great roads and scenery but would prefer to ride on the "Black Top" rather than go bush! This is exactly what the three of us did in early April this year, hiring the bikes in Melbourne and heading directly North West to the Snowy Mountains for seven days.

Actually, it's the third time we've done this so that must give you an idea of how good the riding is and best of all they almost talk the same language so you won't get it much easier than that.



Leaving Melbourne first thing Saturday morning gave us plenty of time to our first motel stop in Wangaratta where we would spend our first and last nights as the motel had a good Tai restaurant attached to it. From there we headed to a very small town



called Corryong which is centrally located in the Snowies, again with the convenience of the local pub with great bar meals only 100 metres up the road. Whilst staying in Corryong we did various loops around the mountains travelling down the Great Alpine Road, Thredbo and Mt Hotham ski fields, Kosciuszko National Park, Omeo, Bright and many other small towns on route.

Not wanting to bore you with a road-by-road run down I thought I would tell you a little more of the how's and where's. To rent your bikes we used "Motorcycle Rental Melbourne" ([info@motorcyclermelbourne.com.au](mailto:info@motorcyclermelbourne.com.au)) a one-man band that goes by the name of Jonathon. He's extremely obliging and has plenty of bikes to choose from at reasonable rates. His business works out of his home in Hillside which is already at the northern end of Melbourne. There are other rental companies but his rates were the best I could find.



Timing your trip for the best weather I would say March or early April, as this time of year it won't be too hot or too cold, particularly when riding the Ski field areas as you will be around



# Member Report: Peter Lyner

## Three Men Three Bikes and the Snowy Mountains.

5,000 feet altitude!

In regard to motel accommodation, you will need to book in advance as they appeared to be well booked out whilst we were there even though there was no holiday period during our time. Twin-share rooms are always an economical option if you want to keep costs down but only if you know who you're sharing with!!

to Wangaratta where we were only a couple of hours ride back to the bike rental and airport. Our trip covered around 2,500k's just over 400k's per day, so not too demanding, however, there are a huge number of corners to enjoy around the mountains with the roads overall in good condition. Should you suffer motion sickness though, I wouldn't recommend the Snowies for you.



After Corryong we travelled south to Lakes Entrance on the southern coast, a very nice holiday town with plenty of accommodation options and eateries. Our motel was just about next door to the RSL, so we had a very nice meal with them.

From Lakes Entrance we headed north back



Should you wish to know more you could always contact me directly through the club.

**Peter Lyner.**



BMWMC

Remember to write a note  
about my travels and  
email it to  
[editor@bmwmc.nz](mailto:editor@bmwmc.nz)

## MOTORCYCLE REGO CASHBACK PROGRAMME

The Motorcycle Rego Cashback programme is back. From 1 November 2021 to 30 June 2023, we'll offer experienced riders, who are eligible, a cashback on their motorcycle rego.

We'll pay this cashback in two \$100 instalments over two years, starting on 1 November 2021. If you're eligible, you can apply for the cashback when you've completed the required Ride Forever Gold course.

Find out more about the Ride Forever Gold course.

You'll receive your second \$100 instalment when you know when you can apply for it.

This cashback offer ends on 30 June 2023. Cashback payments will be made to you.

**Get \$200 cashback on your rego**

Take one Gold course between 1 Nov 2021 and 30 June 2023, and hold a full Class 6 motorcycle licence for at least 2 years to qualify.



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

## For Sale – \$13,500 for the bike and all parts.

1991 R100GS, US Import

39,000 Miles (original as far as I can work out from carjam)

New clutch, engine rear seal, gearbox seal, aftermarket stainless side stand, lowered foot pegs, new starter motor in bike.

Newish battery.

Luggage racks but no panniers.

Spare tank and side covers and seat.



Quiet on startup, some drive train play but goes well.

Inc. parts not yet installed: new high output alternator, full set of stainless spokes front and rear, spare new starter motor.

General condition is average for the mileage - it appears to have been stored outside so aluminum slightly corroded in places.

Contact **Bruce** – 021 636 629 (only selling to buy my dream Vincent Rapide).

## **WANTED**

A replacement frame wanted for an 2008 F800GS as I suspect a bike purchased has been in some sort of fontal accident that has taken the steering head out of alignment.

If you know of one or could help, please call or text me:

**Mark - 021 356 170.**



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