

BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

May 2023



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

**We welcome all contributions.**

**Welcome to:**

Stephen	ELLIS	AUCKLAND
Russell	GARBETT	OAMARU
Neil	GLASSON	CHRISTCHURCH
Ramon	OAKENFULL	AUCKLAND

**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.

**Cover picture:**

**Photo by: BMW Motorrad**

**Date: 2022**

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## President's Podium

Chris Souness



BMW Motorcycle Club  
Aotearoa New Zealand



# May 2023

**W**ell, winter is here and motorcycle riding during these months can be a unique experience. The country's rugged terrain and diverse climate mean that we can expect to ride through snow, sleet, rain and sunshine all within a single day. If you are planning on taking your bike out during this time, there are some things that can help make your trip more enjoyable.

First off: why bother? Although it may seem counterintuitive to ride when roads are covered with ice and slushy puddles abound, there are many reasons why winter riding can be worth it! For one thing, during this time of year, most people stay indoors so if you're looking for some peace and quiet while enjoying nature at its finest (or at least its most beautiful), then go for it!

Here are a few tips to keep top of mind when venturing out.

- Remember having the right gear is essential for winter riding, so you should make sure that your helmet and jacket are up to the task.
- Check the bike and make sure it's registered and up to a warrantable standard.
- Check the weather. You don't want to be caught in a storm, so check the forecast and plan accordingly.
- Bring tools and a puncture repair kit.
- If venturing out on your own, always let someone know where and when you're riding so they can come looking for you if something goes wrong

For some additional tips from our Insurance partner, Star Insurance, [Click HERE](#)

As always, a big welcome to our new members this month. We hope you have an opportunity to attend a club ride or get-together in your region soon. The details of these will be communicated to you by your local Area Representative. If you don't hear anything, please make contact with them directly (details are in the newsletter and on our website). Where possible, the ARs try to link up and share ride details of the adjacent group areas, which you are always welcome and encouraged to join.

The Distinguished Gentleman's Ride this year is scheduled for Sunday the 21st of May. This worthy charity ride focuses on raising funds for prostate cancer and men's health. Rides are arranged right across NZ but if you are planning to attend, remember to register ahead of time (min contribution of \$25). For registration, please, [Click HERE](#).

All the best and ride safe.



# Area Report: East Coast

By John Wuts



On Tuesday 25<sup>th</sup> April, Anzac Day, thirteen of us gathered at Jarks Cityside Restaurant for an enjoyable get-together and to share some food and drinks. We were delighted to see newcomers Ed Goody and his pillion Becky

Lambert attend - they dropped our average age by about 10%!! Also, Rosemary and Danny had made it to our gathering, all the way from Waipawa.

John #1867

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# Events Page -

Click [HERE](#)  
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: Bay of Plenty

By John Rutherford



Not in order: Bruce, Colin, Murray, Pete and JR - Cheers for a great day guys

The weather had not played ball leading up to our planned ride on Sunday the 23rd, the morning arrived revealing a grey day and damp road.

Let's do it!, Tairua for lunch via Whangamatā is always a great ride. Four of us met at the BP servo Tauriko with the intention of picking Pete Lyner up at the Minden Lookout along the way. We were pleasantly surprised to find the temperature was warm however the road required a little respect. It was the last day of the school holidays so the traffic was a little heavy, which didn't worry us too much as we were able to get along pretty well, maintaining a reasonable grouping. Smoko and a quick

comfort stop at Whangamata then onto Tairua, the road was in better condition than envisioned, with only one set of lights at a drop out to disturb what is one of the best bits of road in the country.

A great lunch, good conversation and the seagulls cleaned up after us, what more could you want?

Due to the SHW25 closure between Kopu - Hikuai we had to head back along the same route, a good trip home followed by a couple of Bevies at the Good Local bar in Pyes Pa

John #3221





# Area Report: Bay of Plenty

By Alan Belworthy



At late notice, an impromptu ride was put together on Thursday for Saturday 29th April.

10 riders took part in a ride from Tauranga to Dynasti Cafe in Ngongotaha for a coffee stop. From there it was through SH30, Ohakuri Dam then Moki through Whakamaru to Mangakino for lunch. The group got split up and regrouped on this leg, more thorough briefing required next re the "Cornerman System"! 😊

On the way, yours truly suffered a puncture which quickly gave me an alert on the dash of

the 1250GS. A big thanks to Colin Townsend for lending me some turds to fix it! At least I had a pump and spare power supply. Another example of the camaraderie we have in this club!

We enjoyed a great lunch in Mangakino before heading back through Old Taupo Rd on the way to Okoroire. I had to stop in Putaruru to pump up my rear tyre again as I was losing pressure, so a transfer of my pillion to the back of Murray Nicholson's 1200GS and we decided to go straight home before my tyre went flat again. Pulled in the driveway with just 20 psi, Whew!

Another great ride with a great bunch of guys and girls.

Alan #3269



# Area Report: Taranaki Tales

by Scott Mills



## January - March 2023

Howdy all.

I have been a bit slack writing a monthly newsletter for the magazine. Not entirely my fault as I have had my wings clipped a bit with work commitments and family time.

As such, I have stepped down as the area rep for Taranaki and my able-bodied 2IC Wayne Higgins has stepped up into the role. He will be supported by his wife Vikki (The real brains behind the duo) and of course by me as well. Wayne will be a great fit for the role and has many fresh ideas on rides and social activities.



Wayne Higgins



Bimmers on show

February was a quiet month for rides with many people doing their own things with annual leave and summer holidays. Wayne led a ride out to Mangamingi for a picnic lunch. The weather was average, so it was just Wayne and Vikki on the ride. They had an awesome time riding the twisty roads out to the camp for their picnic.



Picnic site at Mangamingi



Ian's lovely Royal Enfield 650 GT

# Area Report: Taranaki Tales

by Scott Mills



debrief at Fern Lodge Inglewood



lovely day for lunch

March's ride was an around-the-mountain ride. We took the roads less travelled and enjoyed some of the very good back country roads that Taranaki offers. Lunch was at the upside-down café at Hawera. This ride was well supported by club members, and it is safe to say that the café did well to get our drinks and meals out in a timely fashion. I

highly recommend you stop here if you are passing through Hawera. The trip back to Inglewood was also back country roads. It was great to have so many pillions on the ride. This is something that I hope will carry on and become more popular as it is nice to be able to share our passion with our partners and friends.

Scott # 3542



the lighthouse



Uta and Rob admiring the Ducati

# Area Report: Taranaki Tales

by Wayne Higgins



## Cafe 487 Estate for lunch



Kicking off our first ride with me as Area Rep for Taranaki. We had a great turnout for our April ride of 10 bikes, and thirteen people. The weather played ball and the rain stayed away for the most part.

The ride began at Inglewood where we headed out to Tarata. Amazing scenery over the Tarata saddle which includes some fantastic sweeping corners, a motorbiker's dream!

We had a brief stop at the Pukeho Domain which is in the middle of nowhere. It is a very tranquil setting where you can stop off for a swim or



# Area Report: Taranaki Tales

by Wayne Higgins



stay at the domain for an incredibly low fee.

After that, we headed over the Otaraoa Road which takes you through the Tarata tunnel with more sweeping corners. This road took us to Urenui through the back roads and on to Cafe 487 Estate for lunch and a catch-up with everyone.

Following lunch, we headed off to Lepperton once again through the back roads which took us over Bertrands Bridge, a very cool old bridge.

Upon reaching our Lepperton destination we said our farewells and went off on our separate ways home.

A great ride and day out. Thanks to everyone who turned up. Looking forward to many more!

**Wayne #4097**



# Area Report: Wairarapa

By Peter Tibbs



## Ride to Apiti.

Back on the road again with gravel on my mind.



After two attempts we were at last off to Apiti on a combined ride with riders from Rangitikei, Wellington and the Wairarapa. Riders were to meet at Ashhurst for a short coffee break which of course turned into a long coffee break during which we determined which riders were going to take the sealed option ride and which riders would take the gravel option ride. I had rides planned so the riders could choose either option and arrive at the Apiti Tavern for lunch at about the same time. Although, this didn't quite go as I had planned after some mixed input.

No matter, when you look at the fellowship that is generated on these rides it's what makes these rides a must to take part in. Simply put, they are just too good to miss!

To have three areas come together and have such a good time is testimony to the strength of the fellowship that flourishes throughout our Club. And long may that continue.

If you are a member of the Club (or non member thinking of joining) and you don't get that bike of yours out very often how about coming out on one of our Area Rep's rides? It could also be a good time for you to invite one or two of your friends along for the day, regardless of what they ride. A lot of fun and adventures are had on these rides and you may just get a good laugh at some of the tall tales that are told.

**Tibbs #2806**  
Wairarapa Rep



"The Gatwick Express" has come all the way from the UK to finish up in the Pohangina Valley.

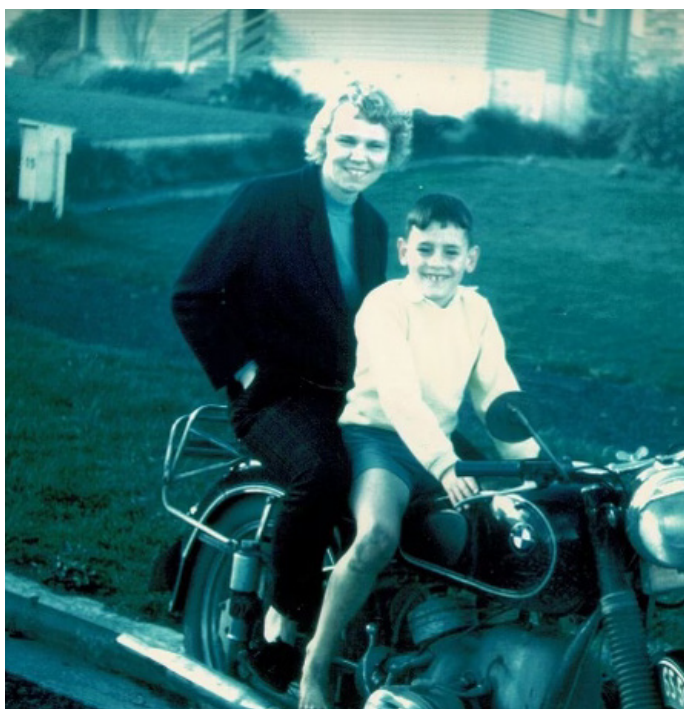
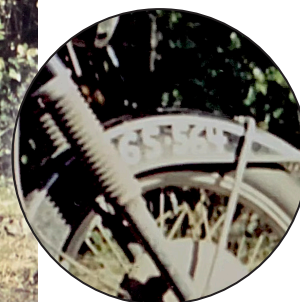
# Can You Help?

A grandson of a former BMW R52 owner has asked if we help to try and locate the whereabouts of the motorcycle today.

His grandfather was Ernst Konrad Attenberger and he emigrated to New Zealand from Munich in 1954.

The motorcycle sought and pictured is believed to be a 1956 R52 (purchased in Hanover from an English chap who was in the British Army) and later sold outside the family in 1962.

Please email the [editor@bmwmc.nz](mailto:editor@bmwmc.nz) with any information.



# Area Report: Wellington

By Denis Hulston



## Club Social Meet & Eat 3<sup>rd</sup> April 2023

Fourteen members met for a meal at the Petone Club on the first rather than second Monday of the month – no competition from karaoke. Great to meet Izzie, Cheryl's niece who is a rider, and in Wellington for her apprenticeship training.

## Club Rides April 2023

My new low suspension R1250GS arrived on the 3<sup>rd</sup>, so no excuse needed to be out riding. However, there were no club rides planned for Easter, but Keith & Denis took a short ride to the Wainuiomata Coast on the 7<sup>th</sup>, and I tested out the gravel in the Wairarapa – a very happy pass mark on both gravel and bitumen reminds me why I'm riding a BMW GS, and I can flat-foot on rough ground.

### Sunday 16<sup>th</sup> - combo club ride to Apiti with Rangitikei and Wairarapa riders.



Phil, Barry, Dave, Richard, Ian, Peter, Stephen, Murray & Denis (taking) – Shannon meetup

With fine weather and twelve riders including new club members, everyone had a good time. Wellington riders met Horowhenua riders at Shannon and stopped for coffee at Ashhurst to meet up with Wairarapa riders. We also caught up with club members Robin and Joy from Palmerston North who weren't riding and Wayne from Carterton on his way back from Hawkes Bay.

We split into two groups – sealed road riders and gravel riders. Sealed road riders took the Valley Road, Colyton, Kimbolton route to Apiti. This group included Murray, Peter, Dave, Barry, Richard and Ian.

The gravel group - Stephen, Phil, Tibsy, Mark, Chester and Denis – initially rode up the Pohangina west valley road but met a road closure at the river where a bridge had been washed out. So, we backtracked to Finnis Road and up onto Ridge Road for the 30km gravel ride to Apiti along the ridge.

Earlier wind gusts had dropped off, so we had great views and good gravel riding. Given the backtrack, lunch at 1pm morphed into lunch at 2pm at the Apiti pub but we still managed to catch up with the sealed road riders and plan our various ride home routes. Most riders rode the eastern Pohangina Valley route which had been recently repaired after flood damage. There's good reason why they call this the "scenic route".

Tibsy, Mark and Denis rode the saddle road to ride south to Balance and more gravel on Ridge Road to Konini and on to Eketahuna and Masterton.

For me the final stage of the ride was over the Remutaka Hill in the dark, but what a great way to test our new gimbaled headlights – wonderful the way they fill in the otherwise blind spots as you lean into the corners. 500km all up for me – great riding – thanks for all who joined the ride.



# Area Report: Wellington

By Denis Hulston



Coffee stop, Local Backyard Café, Ashhurst



End of the Pohangina West road until a new bridge is finished. Chester, Stephen, Tibsy, Mark, Phil, Denis



Line up – Apiti for lunch

# Area Report: Wellington

By Denis Hulston



What? The Gatwick Express! – Now where did that come from and more to the point, Tibsy, where is it going? Got a timetable?

## Sunday 30<sup>th</sup> - Sanson and Kimbolton

We squeezed in a final ride of the month but with only three riders – Denis, Peter and Chester. We caught up with Rangitikei riders for a coffee at Viv's Kitchen, Sanson.

Leaving the Rangitikei team to their lunch, we rode north of Ohingaiti to take the back route, Otara and Mangamako roads across the Rangitikei river up the cliffs through a winding road to Hinau. Beautiful winding road and views of Ruapehu, and past Peep-o-Day which had been on our gravel agenda with more riders. Good coffee and food at

Kimbolton before returning to Wellington via back roads Opiki and Shannon. Highway 58, Haywards, was closed for maintenance so our route to the Hutt Valley was slightly longer via Ngauranga. This was a good 425km ride to finish our April ride schedule.

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

Denis #3184

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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: Canterbury

by Ralph Moore



## Banks Penninsular Ride - 16<sup>th</sup> April



Ready to roll at The Sign of the Kiwi



A break at Port Levy



Pigeon Bay. Plagued by sea mist rolling in.



Looking back at Akaroa Harbour, and our mixed weather.

The day started with sea mist kissing the hilltops when we met at the Sign of the Kiwi. Nice to have new member Chris Hutchinson along on his brand spanking new GS1250. It was also great to have two youngsters riding pillion with their dads. Twelve bikes headed off along Summit Road enjoying the winding road, but today not getting the usual panoramic views across the Canterbury Plains to the Southern Alps we normally get.

Once we dropped down to sea level at Teddington, we were into sunshine for a pleasant ride around Lyttelton Harbour. The fun began when we headed up a narrow hill road above Diamond Harbour, soon to find our way blocked by an ambulance and FENZ attending a medical emergency. So we all practised three point turns on a steep narrow road. We were soon climbing the hill over to Port Levy.

After riding around Port Levy, we started climbing on the Stock Route to Pigeon Bay. These stock routes are a feature of the Banks Peninsular Bays, and we will ride some of them during the South Island RAG rally. We wound down into Pigeon Bay.

More gravel Stock routes up to the Summit Road into high winds and heavy mist, then down another stock route into Duvauchelle, onto the main drag into Akaroa for lunch on the waterfront. Most of us digging into a parcel of fish and chips.

After lunch, we headed around the far side of the harbour, and climbed the Bossu Road around the southern side of the Peninsular with great views of the remote southern bays.

We got a fair battering from the wind around these peaks, but soon dropped into calm in Okuti Valley and Little River, before climbing Western Valley and over into Port Levy. Then we retraced our route around Lyttelton to finish the day with a debrief back at the Sign of the Kiwi.

Ralph #3082

# Area Report: Canterbury

by Ralph Moore



## North Canterbury Ride 30<sup>th</sup> April

The day started out looking rather dismal as we all gathered at Ravenswood for our Sunday ride

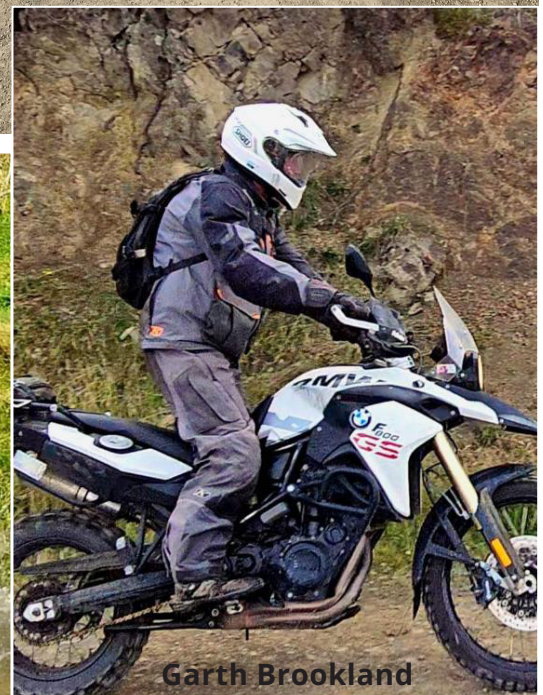
By the time we were 1km up the road, we were riding in brilliant sunshine, heading to Motunau and the start of the gravel roads. A bit further North, we turned off into farmland to explore at paper road. This eventually turned into a wet grassy track over the coastal hills.

We followed this track to its end, and then got back out to the road and headed for Cheviot and lunch. Leaving Cheviot, we headed into the Kiawara Hills for a very remote road through to Culverden.

We headed into Pyramid Valley for some more hard packed gravel roads, eventually getting to Amberley in time for a debrief on the day's adventures. Thanks to a great team of riders for an enjoyable day.



Ralph #3082



Garth Brookland



Always fun: Ralph Moore and Terence Riley negotiating a stream.


# In case you missed it:

Recently at Webbs Auction - Lot 22

1957 BMW R60

Engine: 518490 / Frame: 516181403

 CATALOGUE

AUCTION INFO 

Lot 22

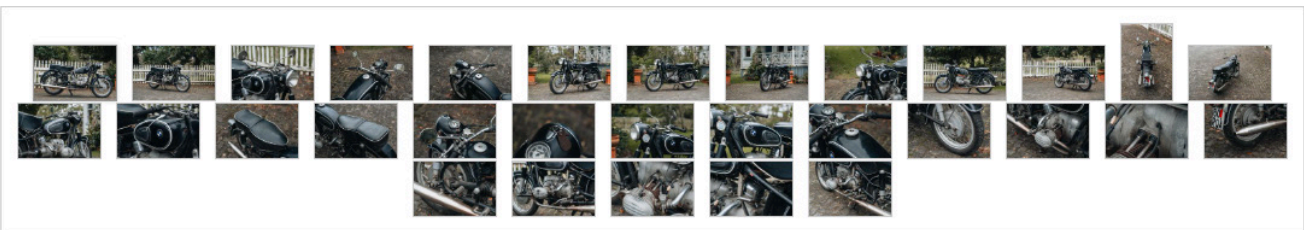
1957 BMW R60 \*NO RESERVE



< Click image to enlarge >

VIEW DETAILS

Estimate	\$5,000 - \$7,500
Price Realised incl. BP	\$16,675
Status	CLOSED!



## Description:

*"The BMW R60 was produced by BMW from 1956 to 1969. The R60 was introduced as part of the BMW "slash-2" series, which also included the R50 and R69 models. The R60 was powered by a 594cc horizontally-opposed twin-cylinder engine that produced 30 horsepower. This engine was known for its smoothness and reliability, and it was capable of propelling the R60 to a top speed of around 90 miles per hour.*

*The R60 was designed as a touring motorcycle, and it was equipped with features such as a large fuel tank, a comfortable seat, and a full set of gauges. It also featured BMW's trademark Earles fork front suspension, which provided a comfortable ride even on rough roads. It was available with a number of optional extras, including a sidecar and a luggage rack.*

*In 1960, BMW introduced an updated version of the R60, known as the R60/2. The R60/2 featured a number of improvements over the original R60, including a larger front brake, a redesigned exhaust system, and an updated electrical system. The R60/2 also featured a slightly modified engine that produced 32 horsepower.*

*Overall, the BMW R60 was a highly-regarded motorcycle that was known for its comfort, reliability, and performance. It remains a popular choice among collectors and enthusiasts today. Chris notes this is a great long distance cruising bike and comes with panniers for long journeys, and that it starts and runs well."*

[Webbs Auctions](#)

# In case you missed it:

Recently at Webbs Auction - Lot 22



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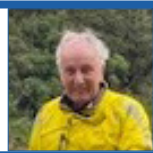
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# Member Report: Neil Barnard

Member #19 (Life member)



## SOUTH ISLAND VINCENT TOUR 2023 GERIATRIC GANDER - Diary account

It was proposed that the Vincent Owners' Club Annual Rally be held in February in beautiful Te Anau immediately following the Southland Vintage Motorcycle Rally and the Burt Munro Challenge, both based in nearby Invercargill. Surely constituting a very tempting package.

I had ridden my actual Comet from Auckland to Bluff way back in 1973. That was a most memorable trip, so why not repeat the exercise on the same bike a mere 50 years later.

In deference to the now slightly advanced age of both bike and rider, a rather easy route was planned, with an ideal maximum

daily ride of around 300k's (180 miles).

The South Island provides some of the very best motorcycling roads anywhere. Given a relaxed touring gait there should be ample time for checking on the scenery, use of less travelled secondary roads, regular relaxation stops, and possibly any fettling requirements.

With Trevor Hackett riding his 1949 Vincent Rapide from Auckland, and me on the 1954 Vincent Comet from Whakatane, a 2 day ride down to Wellington seemed appropriate. We elected to rendezvous at our preferred Liquorice Café just out of Turangi. I reckoned that Trev had an extra 120k to get there, so I'd give him a head start of 1.5 hours.

### Day 1 - Fri 27th Jan - To Waiouru



Leaving Whakatane in the rain, which stayed with us the entire day riding to Waiouru. Once at the Liquorice Café meeting point I had only just removed my saturated gloves and was quelling around in my wet boots when Trev arrived, wet but jovial, in spite of the weather!

On the Desert Road, I noticed my left-hand mirror was loose, and rotated it to hopefully tighten it... Wrong call! I'd This made it unusable, so I ignored it to deal with later when I suddenly

realised it had disappeared altogether! Luckily the righthand one was still there!

Wet and cold we arrived at the Waiouru Welcome Inn, our stay for the night. We quickly gathered all sources of heat to dry our sodden gear. Hair driers were pushed into boots, and our jackets and gloves draped over chairs in front of fan heaters. Unfortunately, this was to become a standard evening ritual.

### Day 2 - Sat 28th Jan - To Wellington

We woke, disappointed to see the rain had continued throughout the night. Keen to stay off the main State Highways as much as possible I had found what looked like an interesting back road from Ohingaiti, through Pemberton and

the cutely named Peep-O-Day to Kimbolton. Unfortunately, the consistent rain had caused multiple slips with loose papa rocks and silt strewn across this windy and very narrow road. At one point a fallen tree blocked at least three



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quarters of the road and I was pleased to be on our bikes as I doubt a car could have squeezed through. One particularly large rock at least a meter cube sat in the middle of the road, and had been topped by a large orange cone by some enterprising traveller. This road would have been enjoyable in the dry. Next time!

## Day 3 - Sun 29th Jan - Via ferry to Picton, to Nelson

We were booked on the 6:30am sailing to Picton on the Cook Strait Interislander ferry. So, the required 5:30am check-in time meant an early start indeed. In deference to the other motel guests, we duly pushed our noisy steeds into the street before bump-starting them down the road.

After a reasonably smooth sailing, we arrived in Picton before 11am. Because of recent significant weather-related damage to the renowned Queen Charlotte Drive, we elected to take the main road through to Havelock

## Day 4 - Mon 30th Jan - To Cape Foulwind

The day started with only intermittent rain and the roads remaining wet due to minimal sun but this was a welcome improvement. We took the detour out of Nelson up to Motueka before heading inland up the Motueka River Valley. I felt a sore throat starting so kept my distance from everybody in case I was contagious. Little did I



Again avoiding SH1, we took the Saddle Road out of Palmerston North and SH2 over the Rimutakas. In these tricky conditions with continued rain, wind gusts, and quite high traffic volumes, this was quite challenging. With some relief we found our accommodation near the Wellington CBD.

and then called on Norman and Ruth Geary in Canvastown for a welcome hot drink and a scone. In spite of the continuing rain, Norman decided to escort us into Nelson on his Rapide, so we were now 3 Vincents in convoy.

The Comet headlight suddenly refused to function on both filaments simultaneously. The fault? A poor earth connection caused by water built-up inside the headlight shell. No guesses where that came from! We visited Bill Irwin and spent an enjoyable couple of hours admiring his bikes.

know..!

In amongst the groves of hops, we encountered a massive gathering of campervans and caravans in a large rather muddy field. Some, not surprisingly, were struggling to get sufficient traction to leave the soggy paddocks.

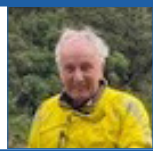
The ride down the Buller Gorge was on all wet roads, so caution was required. Typical West Coast scenery with beautiful dense native bush bordering great riding roads, just a pity about the weather!

Trev had found a "Book a Bach" right on the rugged cliff edge at Cape Foulwind, so aptly named by Captain Cook. Short walk to the local pub where we had a great meal in the warm and dry.

Cont...

# Member Report: Neil Barnard

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## Day 5 - Tues 31st Jan - To Franz Josef

Thankfully, our first dry, all-day, day. We had a great ride down the West Coast, with only high clouds to limit the sun's warmth. Traffic remained pleasingly light.



Sadly, my throat condition had worsened now, generating a painful cough, and causing me to feel increasingly weary. Bugger.

The Franz Josef Top 10 campground was a good couple of k's walk from the town. We ate in isolation outside at a nice restaurant a block back from the main road, and it was good to be able to stretch our legs before and after a meal.

## Day 6 - Wed 1st Feb - To Haast

Uncharacteristically the farms in this whole West Coast area were dry and brown as it had been without any significant rain for a couple of months. That was... until we arrived. As, on arrival at Haast the rain did indeed begin yet again.

We managed to score undercover parking for the bikes at the back of the motel in a massive

old MOW depot shed. A great place to be able to do a bit of natural "fettling" out of the weather. Tim and Beate Stelzer arrived on their Rapide and Suzuki respectively. Although we ate dinner together, I naturally remained a good distance as a precaution due to my, now persistent, sore throat.

## Day 7 - Thurs 2nd Feb - To Kingston

Waking in the morning to, you guessed it, constant rain. The locals were overjoyed as it was really needed which comforted our getting wet again. The torrent of water cascading down the "Gates of Haast" was quite spectacular, but the riding conditions restricted much chance to look at the scenery. The rain eased at Makarora where we would have liked coffee, but all was shut.

The National Transport and Toy Museum next to the Wanaka Airport is well worth a visit. It houses more than 50,000 toys and 600 vehicles. It even has an Amanda water scooter with its Vincent 2-Stroke engine ! Another enjoyable few hours.

Because of the unsettled weather and poor visibility we elected to not do the Crown Range this time, but stay on the main road via Cromwell. At last the rain was finally beginning to ease and the weather was definitely improving. The road south to Kingston from Frankton skirts the beautiful Lake Wakatipu on one side, and follows the foothills of the Remarkables Range on the other. Great riding.

Fortunately, I now found a Covid test. Unfortunately, Unfortunately the result was positive, so a period of greater personal isolation was required. Mask wearing became mandatory, along with

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physical separation, staying outdoors as much as possible, and general increased awareness. My positive test was registered on the website, and I was "in the system". After much effort a prescription for the recommended anti-viral treatment was arranged for a remote pick-up from a pharmacy in Winton on the way south. Thanks Cag.

## Day 8 - Fri 3rd Feb - To Invercargill



Kingston in the sunshine.  
I'm the one with the mask.

Suddenly summer returned with a vengeance to Canterbury. In 32°C heat we headed south for Invercargill, with both Cag and Mal as riding companions.

Lunch was had outside in Lumsden, with remote service provided by Trevor. Good mate that guy!

For the next 10 days, we were to stay in Waikiwi on the northern outskirts of Invercargill. Fortunately, we had booked a reasonably sized self-contained unit in which I could continue my isolation period.

## Day 9/10 - Sat 4-5th Feb - At Invercargill



Trev and the mighty Rapide

**9th Sat** - Today Trevor and I entered the Southland Branch Vintage Car Club Rally. Trev flew the Vincent flag alone while I stayed isolated in the motel.

Fortuitously the rally route went right past our motel, so I was able to sit in the sun in splendid isolation and see the entire fleet of bikes and cars as they drove past.

Saw this old buffer on an old bike. He even returned my wave!

**10th Sun** - The following day was Day1 of the National Vintage Motorcycle Rally, and comprised a Gymkhana and public display. Again Trev attended while I stayed home!

Cont...

# Member Report: Neil Barnard

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## Day 11 - Mon 6th Feb - Invercargill

I had now completed my mandatory 7 days of isolation from the onset of the Covid symptoms and was keen to return to the outside world. Apart from feeling quite tired all other symptoms of Covid had finally disappeared.



Team Vincent strikes again!

The weather for the rally road ride was far from ideal with strong blustery winds and cold rain. I felt really sorry for those intrepid souls who coped with these conditions on some very primitive veteran machines. Riding the Vincent seemed almost like cheating. The rally prize-giving dinner was a grand affair although, not surprisingly, no prizes came our way.

## Day 12 - Tues 7th Feb - Invercargill



Trev and the "New" Black Shadow

Rain the next day suggested a trip into town to Motorcycle Mecca for a good long visit, followed by Hayes Hardware store where Burt Munro's Indian and assorted memorabilia is on display.

Certainly quite unique experiences and both are highly recommended.

## Day 13 - Wed 8th Feb - Invercargill

On the first day of the Burt Munro Challenge, we visited the main rally campsite and then went to the Bill Richardson transport museum. We then decided to make a pilgrimage to Bluff to get pics at Stirling Point. To say that the weather turned nasty would be an understatement. We rode in quite horrendous conditions with very strong cross winds and cold heavy rain which actually turned to hail on several occasions. Finally in Bluff, we turned tail for home wet and cold, accompanied by thunder. Great stuff.



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And to prove it doesn't always rain in Bluff, here is the same Comet in 1973 in the sunshine. Well-laden with all the camping gear.

Brother Keith is on the right on his Comet. Grand ride.

A full 50 years in between!

Stirling Point Bluff 1973

## Day 14 - Thurs 9th Feb - Invercargill



BSA Gold Star with  
Graham Peters and Janet Wilson

Bluff Hillclimb, today. Which based on our previous day's experience we took up the offer of a ride in the relative luxury of John Gurney's beautiful old Rover car. On our arrival, the racing was temporarily delayed due to a spectator injury due to a crashed bike. We saw several runs but were then dismayed to hear that a second much more serious accident had occurred and all spectators were recalled off the hill before racing could continue.

A most regrettable incident.

## Day 15 - Fri 10th Feb - Invercargill

A FEW of the bikes at Oreti beach



When registering at the rally campsite, you are required to have your bikes registration number printed on the rally pass held on a ribbon around your neck. You were then only allowed to ride a bike with that actual rego number when leaving the site. Not a completely fool-proof security precaution, but one which gave us a reasonable sense of confidence. Great not have to worry about leaving the bikes parked precariously on the soft sand at the racing venue.

Cont...

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## Day 16/17 - Sat 11-12<sup>th</sup> Feb - Invercargill

11<sup>th</sup> - The track racing at Teretonga the next day saw a great variety of bike being pedalled with a fair degree of enthusiasm, and not too many spills.

12<sup>th</sup> - For me, the climax of the whole Burt experience would have to be the round the streets racing on the last day. A relatively short and tight street circuit provided some very close and exciting racing in sunny and hot conditions. Tony Rees from my home town of Whakatane took out both of the main feature races in grand style.

## Day 18 - Mon 13<sup>th</sup> Feb - To Te Anau

Alas, it was time to bid Invercargill farewell and head to Te Anau for the Vincent Owners' Club Annual Rally. Just out of Manapouri Trev went missing from my rear-view mirror. I naturally stopped and waited, but still no Trev. Retracing my route I found a rather disconsolate Rapide rider at the side of the road after suffering a sudden rear tyre failure which apparently led to a few rather exciting moments. As we were now not far from the rally site I left Trev and headed for Te Anau.



Expert tyre fitting pit crew, supervised by Cag

Our erstwhile rally organiser John Gurney had a car and trailer all set up to go and so another rescue mission began.

Once safe back at camp there were the usual "helpful" people to give ample advice on how to remove a Vincent rear wheel, remove the tyre, fit a new tube, etc.

Assisted by the advice and several beers, all was finally assembled, and we all enjoyed a superb meal cooked on-site by club volunteers. Thank you, all.

Good practice there Roy for later in the trip! (Refer later)

## Day 19 - Tues 14<sup>th</sup> Feb - To Milford Sound and return



The Vincent Rally ride was out to Milford Sound, and finally, we had absolutely perfect riding conditions. That area of NZ must be some of the best mountain scenery anywhere in the world. The mirror lakes at the halfway point lived up to their name. Mitre Peak on a clear day. Beautiful. Traffic was also reasonably light, and it was a truly memorable and glorious ride for all.

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## Day 20 - Wed 15th Feb - To Alexandra

We left Te Anau under high clouds and threatening skies. These gradually cleared to produce warm and sunny conditions. A stop in Mandeville for coffee at the Aviation Museum proved a real find. There was free access to a wide range of planes in the vast hangar,



Trev gets the inside info on the "upside down" Tiger Moth engine

without a crowd barrier in sight. These planes do actually fly, and they range from a replica of one of the very first successful flying machines ever in this country through the legendary Tiger Moth, Fox Moth, and the first Dominie flown by NAC, and even a Vampire fighter of the '50s.

We were even honoured with a tour of their extensive Croydon Aircraft Company workshop which is heavily involved in the detailed restoration of wood and fabric vintage planes from the late 1020s to the 1940s from all around the world. They are also developing a very early steam railway based on an original 1878 American Rogers K92 steam locomotive which was retrieved as a wreck from the Oreti River. It has been restored and is again fully operational.

We turned off SH90 after Tapanui to go through Kelso, Heriot, and Moa Flat to join SH8 at Ettrick. A brilliant piece of quiet country back

road which followed a ridge giving splendid views out across the Central Otago countryside.

## Day21 - Thurs 16th Feb - To Twizel

Thursday ride began with a blast (well, as much as you can on an old Vincent single) over a very brown and dry Lindis pass to Twizel.



Conditions were absolutely perfect so how about a return ride up to the Hermitage at Mount Cook and back again?

That road skirting the emerald waters of Lake Pukaki is really something special.

Once at the end of the road, a very relaxing coffee was enjoyed while looking at our 2 faithful steeds in the foreground with a clear view of the majestic Mt Cook jutting out into a clear blue sky. All this, and no wind. There was even talk of repeating it all the next day!

Cont...

# Member Report: Neil Barnard

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## Day22 - Fri 17th Feb - To Methven

A straight run through to Methven via the so-called "Inland Scenic Route". Well, in comparison with the previous few day's scenery, this was

comparatively dull. Generally flat straight roads, admittedly with distant mountain views.

## Day23 - Sat 18th Feb - To Blackball

This time, for a change, we had planned to ride down Arthur's Pass from the east towards the west coast. The approach from the east is very picturesque with a generally steady gradual climb before the rather abrupt drop down the other side. Once clear of Greymouth we took the Taylorville back road to Blackball. The "Formerly Blackball Hilton" is an area gem. It is old, battered, historic, and lovely. The present owners have developed it into a really friendly social centre for the surrounding area and is a very popular motorcycle meeting place. We even had 4 Vincents there together at one stage!



Hewletts with their 2 Vincents at the Blackball Hilton

When the present owners took it over they were supplying 2,000 meals per year, That has been ramped up to the present output of 12,500 meals per year. And the food quality speaks for itself. There is a very good reason why this establishment is usually fully booked out!

While enjoying a very welcome cold cider (I'm off beer at the moment) I mentioned to the proprietor that I had ridden this same bike from Auckland to Bluff in 1973, to which she replied, "And it still hasn't got you home!" - No real answer to that one.

## Day 24 - Sun 19th Feb - To Hanmer Springs

The ride up over the Lewis Pass is one of my favourites through lovely green beech forest. The weather was again behaving, as were both our bikes. The long straights leading into Reefton gave some relief from some of the previously encountered windy roads.

Some straights led into some quite sudden sweeping right-angle corners. Attention required, eh Trev!

Being Sunday the very well laid out resort town

of Hanmer Springs was pretty much jammed pack. It is certainly a very attractive destination for the day trippers from Christchurch.

It was lovely to have a relaxing soak in the hot mineral pools which are very well presented.



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## Day 25 - Mon 20th Feb - To Kaikoura

Back onto the "Inland Scenic Route" for the short 130 odd kilometre ride to Kaikoura in more sunny warm conditions. Had another great meal at the historic Pier Hotel at the

far end of Esplanade. Even before 4pm we got their last table and were turning many patrons away as they were fully booked. Highly recommended.

## Day 26 - Tues 21st Feb - To Picton

On leaving the Kaikoura petrol station I noticed that there was a significant oil leak from the exhaust valve rocker feed union on the cylinder head at the main oil return feed to the tank. I tried to tighten the union, when to my dismay the whole assembly pulled out of the head. In

desperation we tried to tie wire the union onto the cylinder head, and wrapped it as tightly as possible with rag. Certainly not an ideal fix. We headed up the coast road but had only done less than 20 k's when my boots were absolutely covered in oil, as was the entire rear of the bike



Plastic fantastic oil return bypass which worked - Phew!

Checking the oil tank level I had lost more than a full litre, surely not a viable option to continue.

I rang our Section Organiser Roy Gardner in Blenheim to discuss options. Roy was indeed at work, but volunteered to organise a van and come to pick me up. As I was still around 80k's from Blenheim this was quite an ask.

I reckoned that if I could get the oil to return back into the tank, any resulting short term loss of lube to the exhaust rocker should not generate too much of an issue.

Cont...

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## Day 26 - Tues 21st Feb - To Picton cont...

We managed to force my plastic petrol syphon hose onto the copper oil return line and ran that back under my tank bag into the oil tank with the cap removed. I let Roy know that I intended to try this out and just ride steadily towards him. Well, the jury rig worked! After about 60k's we reached Seddon, and Trev and I were both desperate for a coffee. A quick call to Roy confirmed he was on his way and would join us there for a cuppa shortly.

Once in Roy's superb workshop in Blenheim, we had the bike up on a hydraulic table and an investigation commenced. Certainly much more preferable conditions to being at the side of the main road on the narrow verge next to the railway line and adjacent cliff! There was a nice view out to the adjacent Pacific Ocean, but not really appreciated under those circumstances.

Back in the 60's the original rocker feed bolts had been replaced by the updated design which used a "top hat" nut inside the rocker bearing. This modification was designed to prevent movement of the rocker bearing and avoid slop developing in the head. Upon disassembly, we found that this top hat nut had actually cracked, and the increased clearance had allowed the holding bolt to strip its thread.

From his stock of parts, Roy miraculously produced a new top hat nut and bolt. Interestingly the new bolt was a few millimetres longer and would fully engage with the captive nut. All good. Brilliant!

Assembly was completed and a trial run revealed no oil leaks. Winning again.

Time to head for our next overnight stop at Picton a mere 28 k's north. Roy decided to escort us out of town on his Egli Vincent twin as far as Springs Junction.

Unfortunately, we didn't get that far. Only a few k's away exiting a roundabout on the northern side of Blenheim, Trev again disappeared from view. No, surely not again. But yes, another seriously deflated rear tyre accompanied by an equally deflated Rapide rider... Bugger. Guess what. Our kind Samaritan Roy was again off back home for that van on another errand of mercy. It felt as if perhaps we were not destined to ever get out of Blenheim.



Trev and Roy, the tyre changing crew back on the job

Back in the workshop, and following our unintentional rehearsal earlier, we were getting better at removing the Vincent's rear wheel.

No obvious source of the air loss apart from a single small hole, source unknown, followed by the valve being torn out. Another new tube and finally we were off to Picton in the gathering dusk.

Because of the additional unplanned activities, we were going to be later than expected into Picton. A phone call to the motel advised us that their reception had already closed, but we would be in Unit 1, and the key would be under the mat. Very original!

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## Day 27 - Tues 22nd Feb - via Ferry to Wellington to Palmerston North

Finally almost ready to leave the South Island and we were confronted with absolute bedlam caused by multiple cancellations primarily due to vessel breakdowns on both the Interislander and the Bluebridge ferries. Large numbers of

prospective passengers were seen in standby queues waiting patiently on the dockside. Some who had previously booked on cancelled sailings were being told they could not rebook for another 2 weeks.



Fortunately, our particular sailing still occurred, albeit after several delays. Instead of getting into (and out of) Wellington at 2:30pm we finally docked at 6pm. Now still faced with a 140k ride up to Palmerston North we headed up SH1. This was the first time we had been up the new "Transmission Gully" motorway. Certainly a vast improvement, and in spite of quite heavy traffic there were no real delays. The weather had again deteriorated but luckily the rain cleared as we headed further north.

On SH56 about 20k from our destination in Palmerston North Trev again disappeared. He had hit a big bump on a bridge approach and his complete sissy bar assembly with a backpack attached was jettisoned off the back of the bike. When I came back to investigate I saw a large black blob in the centre of the bridge and initially feared the worst. A great relief to see Trev upright beside his bike (also upright) and about to retrieve his errant luggage. Fortunately, one considerate car driver stopped with hazard

flashers going to safeguard the luggage rescue.

Once clear of the bridge we needed to do some minor temporary repairs to the luggage frame. Trev's lighting capacity was limited, and as it was rapidly getting dark time was of the essence. I rang the motel to warn them of our expected late arrival at around 8 pm in the dark. I was told that the door of our unit would be left unlocked with the key inside. Much appreciated. It was certainly great to finally put our heads down after a couple of quite hectic days

## Day 28 - Thurs 23rd Feb - To Taupo

We woke to the sound we had unfortunately gotten quite used to – rain! More permanent repairs were made to the Rapide luggage rack, utilising those most versatile cable ties. The rain continued on the Desert Road and all

the way up the centre of the Island. It cleared momentarily once we got most of the way around Lake Taupo, and then started again as we entered Taupo township itself.

## Day 29 - Fri 24th Feb - To home (Whakatane & Auckland)

From Taupo we stayed on the main SH1 till I was to turn off at Upper Atiamuri towards Rotorua. We found a persistent petrol leak on

one of the Rapide's carburettors. Once fixed it was farewells as we made our own independent way homewards. Weary but very happy!

Cont...

# Member Report: Neil Barnard

Member #19 (Life member)



## Summary



The numbers on this map indicate the night stops after each South Island day's rides.

Over the period of almost 30 days, we had each covered in excess of 3,000 miles (4,800 k's) under what, at times, were quite challenging conditions.

For the best rides through to Milford Sound and up to the Hermitage at Mt Cook, the weather could not have been more perfect.

Swings and roundabouts! But with the very able assistance of friends from within the NZ Section of the Vincent Owners' Club and others, all was completed in a most satisfactory and enjoyable manner.

Both Vincents proved reliable and a joy to ride. Long may it continue!

A thoroughly pleasurable adventure!

**Very sincere thanks to all that contributed to this very successful outcome.**

**Neil "Barny" Barnard**

**1954 Vincent Comet "54VIN"**





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Find out more about the Ride Forever Gold course.

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

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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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