



BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

March 2024



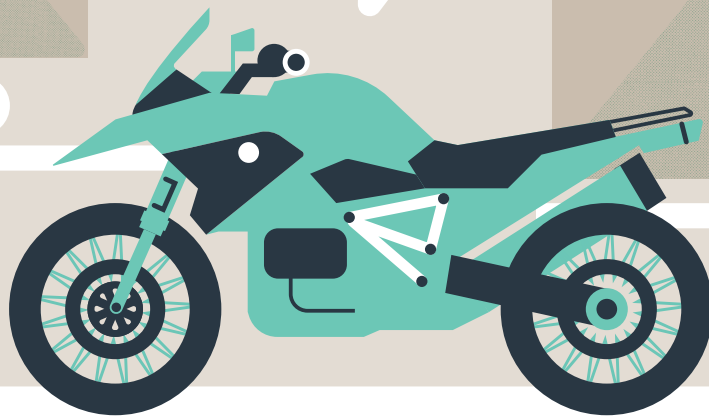
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feedback and stories**  
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**Welcome to our New Members**

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 2<sup>nd</sup> day of the month.

**We look forward to your contributions.**

**A Very Warm Welcome to:**

BROTHERS	Charles	AUCKLAND
CARSTENS	Dirk	AUCKLAND
LUTZ	Carl	NELSON
MOORE	Dan	NEW PLYMOUTH
SHORT	Elijah	INGLEWOOD
VAN SANDE	Wim	CHRISTCHURCH
WARDHAUGH	James	WELLINGTON

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 2<sup>nd</sup> day of any month but the earlier the better. 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 usually credited when known, unless requested otherwise.

**Cover picture: BMW F900GS**

**Photo by: BMW**

**Date: March 2024**



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## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



### March 2024

Well, unfortunately for me, it's been a fairly slow month with my riding. That said, I have had a couple of short weekend afternoon jaunts when the weather has been amenable which were fun. I always come back with a smile on my face which is what it's all about in the end.

A month or so ago, I mounted some additional auxiliary lights to my bike, which I purchased from a supplier in Australia. I've been super impressed with them and enjoy the additional visibility they provide. I have it connected via an aftermarket canbus controller which gives additional functionality over and above just a simple on / off switch. Settings can be adjusted using the wonder wheel on the handlebars allowing me to control brightness as needed. I have the lights set at 20% when using them during the day and they flick to 100% when the high beam is engaged.

Another cool feature of the controller is that you can set them so the light on the same side as the indicator lamp switches off when turning to maintain visibility. I have to say, that my bike did have pretty good lighting anyway however, these units are a welcome addition for night riding and to further increase my daytime visibility.

I'm writing this sitting up in a hospital bed recovering from some minor elective surgery I have just had on my Achilles tendon down where it joins onto my heel. I damaged it playing tennis a couple of years ago, and it's never really come right. After two Cortisone injections which provided some relief from the tenderness, my orthopaedic surgeon said no more and recommended surgery to fix it once and for all. I'm pleased that it's been done and I'm looking forward to walking again free from the constant niggling pain that the damage has





## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



### March 2024

caused. The downside is, it's a moon boot for 6-8 weeks and then some physio after that. It's my right heel so no driving which is very inconvenient. I have sat up on the bike to check and see if I could still take it for a spin but my lovely wife caught me and put a stop to those thoughts straight away! ;o)

I will be out for the North Island RAG, unfortunately, but I wish all those who are going well for the weekend, it's always a cracker. If you are planning on going and haven't registered yet, the link is in the newsletter.

All the best and ride safe.

Chris





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# Area Report: Taranaki Tales

by Wayne Higgins



## February's Ride



Our day started when North Taranaki members met in Inglewood, then caught up with the South Taranaki crew in Stratford. We had 5 bikes and 7 riders. It was a bit chilly, with a bit of wind but thankfully no rain.

The ride was to The Patea Dam (south of the Patea River). We exited the main road at Lowlands and headed for Lower Ball Road, south of Kakaramaea. The last part of the ride was around ten kilometres of gravel which follows the river to the dam. All bikes handled it with ease, including those on road bikes.

We enjoyed our picnic lunch at the dam, which included a bit of built-in entertainment at the boat ramp. We retraced our steps on the way back and some stopped at Malones in Stratford for refreshments.

It was pleasing to hear members enjoyed the ride as most had not been to the dam for a few years.

Wayne #4097



# Area Report: Taranaki Tales

by Wayne Higgins



# Area Report: Rangitikei Roundup

By Murray Petherick



Sunday 11<sup>th</sup> of February



10 minutes of light rain; just enough to be a nuisance. We rode our way through the shower en route to the Dukes Roadside Café at Mangaweka, via SH 54 and Vinegar Hill, arriving at the Café about mid-day only to find they had had a busy morning, and all the pies were gone! Shock horror!

Despite the lack of pies we had an acceptable lunch, following which most of the group, led by Peter T, took the Pohangina East Road back towards Ashhurst. A highlight for that group was viewing the construction progress of the large bridge at the western end on the 'new' Saddle Road construction project. The others of us elected to head back down the main road for a slightly shorter trip home.

Several factors combined, including a slightly dodgy weather forecast, which led to the decision to make this a relatively short day's ride.

The group of 13 riders and pillions, on 10 bikes, met for coffee and chat at the Rusty Radiator Café in Halcombe. After some earlier problems making contact, which turned out to be due to an incorrect email address in my system, it was good to meet up with Chris M, who joined us for his first ride with the group, Despite showers being forecast I think we all got to Halcombe 'in the dry' but as we left there we were subjected to about



# Area Report: Rangitikei Roundup

By Murray Petherick



## Sunday 25<sup>th</sup> of February

Despite a couple of the 'regulars' being unavailable we had a good turnout of 16 bods for the monthly brunch gathering at the Woolshed Café in Sanson. One absent gent was notably resting at home after recent surgery: went in expecting a stent or two, turned into a longer stint in care, and ended up with an unexpected quadruple by-pass! Reports are that he is recovering well. We just never know what is around the corner!

Murray #2690



Samsung Dual Camera  
Shot with my Galaxy A30





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At these locations teams and individuals can participate in motorcycle skills tests and general life skills tests, to compete for a variety of prizes to be won for the weekend.

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### Prize giving and function

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## GET AMONGST IT

**The park.** KMC has leased 110,000sqm of land at Kohatu Park located just to the east of Tapawera in Tasman.

The park caters for adventure bikes, enduro bikes and children's fun area where children's bikes and quads can be used.



# Area Report: Wellington

By Denis Hulston



## Club Social Meet & Eat 5<sup>th</sup> February

Eighteen club members met in Petone for our February club night. As usual, this was a good social evening and the chance to catch up over a meal. It was also an occasion for Dave Ross to be presented by Chris Souness with a BMWMC Life membership.

## White Rock Gravel - Sunday 11<sup>th</sup>



White Rock Road – Chester, Philip, Michael, Richard, Denis.

We kicked off our months' club riding with a gravel ride to White Rock on the Wairarapa coast. Five Wellington riders, Chester, Michael C, Richard T, Philip Y, and Denis, met at Z Remutaka for the ride to Martinborough for a coffee and to check whether Wairarapa riders were starters. The weather was for showers and a brisk southerly, so temperatures were down, and our wets kept us warm, although not really needed for the



White Rock – Chester, Philip, Michael, Richard, Denis – sheltering from the southerly

# Area Report: Wellington

By Denis Hulston



predicted showers. We rode gravel through the Dry River valley and Blue Rock Road to the Ruakokoputuna junction with White Rock Road, and some more gravel from Tukurumuri to the coast. The road condition was good, despite heavy rain the night before with only a few patches of slippery surface where there have been recent slip and road repairs. We didn't stay long at White Rock as the 25km southerly wind was brisk and the coast is exposed. We rode back to Martinborough for late lunch before returning over the Remutaka Hill - an around 265km good day's riding and company. We decided we could explore some more Wairarapa coast gravel riding but bring lunch and a boil-up next time.



White Rock - Southerly storm.

White Rock - Michael and his Dakar.



# Area Report: Wellington

By Denis Hulston



## Turakina Valley to Hunterville sealed ride - Sunday 18<sup>th</sup>

Five Wellington riders, Denis H, Peter N, Ian M, Martyn W, Dave O, met at Mana for the ride north to Sanson, where we stopped at the Woolshed for coffee and to meet with Richard T returning from New Plymouth. We continued our ride to Turakina and rode the Turakina Valley to Hunterville. This is always a great ride, with sufficient winding bends and elevations in a beautiful scenic landscape. At Hunterville we stopped for lunch and instead of continuing through to Vinegar Hill, we rode SH1 south to Sanson for refueling. Three riders continued back to Wellington on SH1, while three rode back roads through to Shannon and Levin before continuing home on SH1. Weather and riding conditions were good, despite wind and shower warnings.



Coffee and scones at the Woolshed, Sanson.



Next stage lineup at Hunterville ready for the ride home.



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# People I Don't Know

By David Morris



Riding around the country I have met various people in different places and different circumstances. Perhaps waiting at the Check-in lane to take the bike on board or it might be at a café table at a busy time. Here, there are no names, places or dates. They were not recorded at the time. Conversations could be as long as a ferry crossing or as short as a cup of coffee. But it's all part of the riders' world when out and about. Here then are some of my trip friends.

Starting with my trip up to Whangarei to buy the bike I still have. It's a trip I won't forget, travelling overnight by bus(!) I boarded at Paremata. The first thing that hit me when I stepped in was the smell of urine around the WC. Passengers were directed upstairs, and I was then free to choose my seat. I went as far from the stairwell as I could. The front seats were taken – of course. Never again, upstairs, the bus had a momentum of sway. Then at Rotorua, a lady boarded and sat in front of me. Eventually, we arrive at the Auckland stop, under the Sky Tower for the transfer to Whangarei. Time for a bite: The table area was rather limited and whilst I managed a seat without any trouble, others did not. One of whom was the same lady who was in front of me on the bus. Standing in front of me, looking for a seat, she asked if a seat was available, at my table. Her broken English speech was laced with a strong dialect I was not familiar with. Sure, I said, indicating with my free arm. Turns out she was Spanish, and we continued our chat on my last leg of the journey. While she was going on to the Bay of Islands, as

tourists do.

My bike owner was at the bus stop, and as we introduced ourselves. Señorita Barcelona was waving 'bye as the bus rumbled off to the Bay of Islands. I looked up her name when I returned home, and it turns out she was a popular national pop singer at home and is on UTube.

On the return ride of this trip, I made it an adventure and took three days from Whangarei to Wellington. I stopped at Mangakino for a bite to eat and coffee. I bought two bread somethings (rolls?). Whatever they were, honestly, they were awful, and I couldn't eat the other one. As I was resting a lady sat at the next table, and greetings were exchanged. She was a local and a small-talk chat began. Eventually, I offered the roll to her, explaining I didn't like it but she was happy with it and took it home.

Highway Thirty-Five: One of my favourite road trips. Each time I divert to Ruatoria, I meet someone who leaves a positive impression on me. On my last trip, I went down to find the fuel stop, next to the Four Square Supermarket on the east side of the road. As there was no 95, I mixed a little 91 to see me safely to Gisborne, but invariably got chatting to the pump attendant (This story wouldn't be here if I hadn't!). It turned out he was the same age as me and, like I have said in other places; arrive a customer; leave as a friend. We exchanged details, and I intend to look him up next time I'm in the area.

Dave #1774

# Area Report: Top of the South/Te Taiuhu

by Anja Claus



## Anatoki Salmon Farm - Sunday 11<sup>th</sup> February



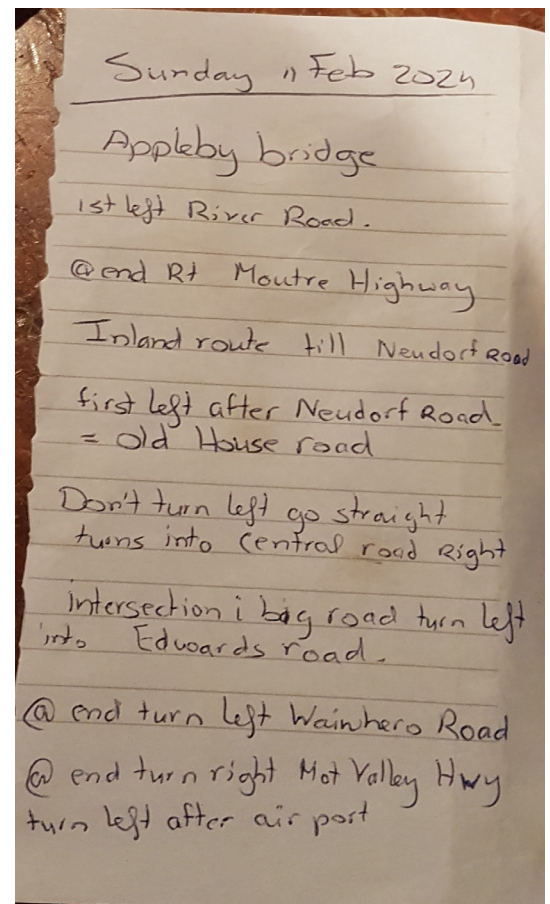
Ride leader & scribe – Anja

The group that made it to Anatoki

There were several apologies for this ride as it was also the Burt Munro weekend. Still 13 riders turned up on this beautiful sunny Sunday morning. We took some back country roads with stunning views across the area. It always amazes me how you usually take the same roads to go places, missing the most beautiful views. To be fair it did add 27km to the ride which surprised me as well.

First stop was on the Takaka Hill at the Woolshed Canaan Cafe. They were a little overwhelmed by our numbers and it took some time for all of us to get served. More time to chat and have a cheerful banter. Some of us went back home as it was already one o'clock.

The rest of us carried on towards Takaka to Anatoki Salmon Farm. Here we met with Peter Wood. We were supposed to meet up at the Woolshed Canaan but since we took quite some time to get there, Peter thought he had missed us and left - just five minutes before we all arrived. No fishing this time as some were hungry for



My trusted navigation system got some slag, but it got us there with no problems.

# Area Report: Top of the South/Te Taiuhu

by Anja Claus



salmon already. The salmon pizza looked amazing and the salmon bites were mouth-watering and yummy. Some smoked salmon was taken home for later consumption.

Gretchen went further to visit friends and the rest of us rode back over the hill. We had a good run except for the last couple of kms, caught

behind a truck and trailer unit. All in all, a very enjoyable day.

Beautiful weather, Stunning scenery, Good company and Great food.

“Make life a ride” is certainly what it felt like today.

Anja #3706



Riders: Tony, Gretchen, Richard, Rick, Trudi, Shep, Dave, Andy, Revti, Peter W, Anja.

Visitors: Trevor, Terry, Philip



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Gretchen #949

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# Motorcycling the Balkans

by Stuart Burns

Following the completion of our Southern Africa motorcycle tour with Sama Tours we started looking for our next overseas motorcycle tour. I spotted an advert in the Australian Ulysses "Riding On" magazine for a Balkans Motorcycle Trip with Romania Motorcycle Tours. The route looked great, so we booked for August 2020. Then Covid hit so the trip was put on hold. And we thought 2021 would not be a problem, NO, so how about 2022, again it was NO. Finally, 2023 was upon us and we could finally get our travel plans underway.

We decided to head to Rome for a few days exploring before the motorcycle tour and then visit Vienna when the ride finished. We arrived in Bucharest on 12 August for the first day of the tour and met our fellow riders. It was to be a small group comprising 6 motorcycles and 8 participants (USA, Canada, and NZ). The support vehicle for luggage would be Andrea's ride for the tour. Our first day included a walking tour around Old Bucharest followed by a welcome dinner.

The following morning it was off to collect the bikes, (all BMW's 750GS, 850GS and 1250GS) sort out the paperwork and head north out of Bucharest. Fortunately, it was a public holiday and traffic was light which assisted me in getting re-familiarised with driving on the right side of the road.



The Transfagarasan Pass which crosses

the Carpathian Mountains was to be the highlight of the day and indeed it was. Initially, the traffic was light but towards the top, it became very congested and required some interesting passing manoeuvres. The Vidraru Dam part way up the pass is impressive and the Balea Lake at the top of the pass was well worth the stop. The road down the northern side on our way to Sibiu was not congested and provided some great motorcycling, with a mixture of tight and sweeping corners.

We farewelled Sibiu and headed south to the Transalpina Pass which crosses the Parang Mountains into Dragasani. We travel through many villages before the climb up the Transalpina Pass. It was a fantastic ride through the forest to the Barajas Ooaas Dam encountering little traffic. After the



dam, the road opened out to tussocky grass and provided us with more great roads and exciting corners. We spent the night at the Avincis Winery and were treated to a winery tour, wine tasting and a lovely dinner.

We then travelled towards Elenita a village on the Danube River in southwestern Romania. The views from our hotel that night were spectacular, and a fun night was had by all. But first the ride. We travelled through many small villages and narrow country roads which provided an authentic feel to being in Romania. This was further

enhanced when we stopped at the home of friends of Maria (The Tour Company Owner) who provided a great lunch which comprised a variety of lovely Romanian food. All of the food was grown by the family. Our host's



cellar provided an interesting mix of jams, pickles, wine, and spirits that were all made by them. This stop was a special occasion for us all and we were sorry to leave but our hotel for the night beckoned.

After a night of fun and of course, the odd drink we woke, to a stunning sunrise. The weather was nice and cool for the start of today's ride to Belgrade. We initially headed back on the last part of the prior day's ride before heading towards the "Iron Gates." This is the last gorge on the Danube, before the Black Sea. The route was pretty impressive with towering cliffs on each side and various hydropower schemes. We reach the Serbian border, the first of many crossings. Our travels continued through the Derdap National Park with a brief stop to admire the impressive Rock sculpture of Decebalus (42 metres high). It was then on to the impressive Golubac Fortress for another stop before continuing the ride to Belgrade. That evening we all walked to a street in old Belgrade packed with restaurants and as usual enjoyed some good food and good cheer.

The day in Belgrade was our first rest day and while Ross (Our Tour Leader) took the opportunity to service the bikes we all took time to explore the city. We took the opportunity to visit the impressive Belgrade Fortress. Much of what remains today is

the product of the Austro-Hungarian and Turkish reconstructions.

Today was our Wedding Anniversary and it was great for Andrea and me to celebrate it over dinner with our good friends and co-riders, Graeme & Sandy van Praagh who were now on their third overseas motorcycle tour with us.

The next day it was time to leave Belgrade & Serbia and head to Bosnia Herzegovina. Leaving the city was relatively easy as we had got used to the morning traffic. Then it is on to a magnificent toll road before arriving at our next border crossing. This border crossing was painless with the two control points being about 20 metres apart. It is easier to just push the motorcycles through, rather than ride. Not far from this border crossing is the Srebrenica Genocide Memorial. It is a cemetery and memorial for the more than 8,000 victims of the 1995 genocide. It was a moving experience to walk around the memorial and cemetery.

Rather than taking the direct route to our next stop, we travelled through "less travelled roads" which offer a better motorcycling experience. After descending from the hills, we noticed a change in the weather. So, we stopped to put on our wet weather gear which was a good decision as the rain was heavier than anticipated. At least it stopped before we got to Sarajevo and the lovely Hotel Sana which would be our home for two nights.

Another rest day provided us with time to explore the beautiful city of Sarajevo and learn some of its history. Just over 20 years ago Sarajevo was under siege for 1,425 days, it was surrounded by the Army of Republika Srpska (Serb Republic), but amazingly the citizens did not give up. We joined the "Fall of Yugoslavia, Sarajevo War Tour" (with the Tunnel of Hope Museum and Frontlines.) The tour itself was quite moving and makes you reflect on how lucky we are in New Zealand. Today Sarajevo is a bustling city with some lovely hotels and restaurants and some great tasting craft beers.

Today is farewell to Sarajevo as we head to Mostar. It was a short journey, but we enjoyed some lovely roads travelling along

the river until we reached Lake Jablanica. We have lunch at a restaurant on the shores of the lake. The temperature was now in the high 30's and fortunately, I had taken to using a cooling vest under my mesh riding jacket. The ride to Mostar is over some good roads and we arrived early afternoon for our check-in at the hotel.

The first thing for most of the team on arrival was a swim in the pool before heading off to see Mostar's old bridge (Originally built between 1557 and 1566). It looked amazing and the area was packed with tourists. A couple of locals were touting for money to have one of them jump from the bridge, and yes the jump was pretty spectacular.

We then travel from Mostar to Dubrovnik, on the Croatian coast, so another border crossing. The route taken from Mostar is quite relaxing and at times we have some spectacular new highway to ride on. Our first stop for the day is 40km out of Mostar at the Kravica waterfalls. The temperature is extremely hot so for many of us, it is great to get the swimming gear on and hit the cold water flowing from the waterfalls. We then continued our ride to Dubrovnik along some of the least travelled roads (great twisties but some mixed road surfaces) and it is surprising that in the high mountain area, we came across our next border crossing. The crossing was uneventful and quick as we were the only ones there. I think the officer was pleased to have something to do.

It was then an easy route to Dubrovnik with a fuel stop before crossing the spectacular Dr Franjo Tudman Bridge. We are staying at the Hotel Lero for two nights. After parking the bikes and getting our rooms we hit the pool, for a swim and a beer, before heading out to dinner.

The next day was rest day in Dubrovnik and we scheduled a walking tour of the old town followed by a tour by vehicle to see some of the sites around the city, proper, including a visit to the upper cable car station where we were treated to some spectacular views. Then with the heat of the day upon us it was time to get back to the hotel, relax by the pool, and think about the journey ahead of

us tomorrow.

So much for the planned ride today. Last night we all went to a top restaurant associated with the hotel we were staying at. The restaurant has a fantastic location, the wait staff were very professional, and the food looked and tasted great. At breakfast, we were informed that five of the team had experienced vomiting and diarrhoea overnight. Two others were experiencing minor symptoms this morning. So, a decision was made to defer the ride today. The affected members of the group were transported to the medical centre for rehydration and then spent the day in their rooms recovering. We have seen issues like this on past tours but not to this level. Andrea and I were so lucky not to have been affected and spent the day relaxing at the hotel.

Our tour guide Maria was excellent in supporting those affected and also spent many hours on the phone to sort out alternative routes, rescheduling hotel bookings and arranging alternative bookings where required for the next few days.

As a result of the extra day in Dubrovnik, we were advised that we would be foregoing the rest day in Thessaloniki to get us back on schedule. It was time to hit the road and although many of the team were still a bit tired from the effects of the food poisoning, they loaded up on electrolytes before we headed off. As we left Dubrovnik the temperature had climbed to 29 degrees and was going to get hotter.



The ride out of Dubrovnik along the

coast was stunning. Soon we made for the mountains to our first border stop back into Bosnia Herzegovina. The high hill area provided some relief from the heat as we rode to our next border crossing into Montenegro. The ride out of Kotor was very narrow and twisty so much so that buses coming either way were challenged when they met. We eventually arrived at the viewpoint for Kotor. It was spectacular and provided a wonderful place to rest and



rehydrate. Then it was onto the Albanian Border and our lovely hotel in Shkoder where we were served a traditional Albanian meal (Plus Beer of course) in a wonderful garden courtyard setting.

We woke to a great morning and followed an enjoyable backroad route through Albania onto

our border crossing into North Macedonia. Coming down from the hills of Lake Ohrid, our destination for the night looked spectacular. Today was a relatively short day and arriving at our accommodation early gave us time to enjoy the pool, relax and have a beer. That night we were treated to a magnificent thunder and lightning display. Fortunately, Andrea and I had opted out of the group meal deciding to just have a meal in the hotel. It turned out to be a good decision.

After a great breakfast and after drying the

bike seats it was time to depart Ohrid. We had a long day in store for us as we headed to Prespa (Thessaloniki) and another Border crossing. We headed around Lake Ohrid before heading through a mountain pass within the Presper National Park. Soon we were at the Greek border crossing, so it was out with passports and vehicle papers, by now we are well accustomed to border crossing procedures.



Our approach to the nights' accommodation took in a toll road (130kph speed limit) along with other dual carriageway roads. With the multiple exits and entrances to the various roads to our destination, we were glad Ross (our tour leader) knew where he was going. The hotel was right on the beach. Our restaurant night has our table on the beach just by the water's edge. The original plan was to have 2 nights here but the issues in Dubrovnik meant that it would be just one night.

So, on Day 16 we were now back on the original tour schedule. A 9.00am start had us heading back over part of the motorway we covered yesterday as we made our way to the Bulgarian border which was quite busy. The riding continues over a mix of roads today as we head towards the mountains and Bansko. Our destination for the night. As we gained altitude the drop in temperature meant that riders wearing cooling vests were able to discard them.

Today's plan is for a fairly long day heading from Bansko to Veliko-Tarnovo and on the way visit the Buzludzha Monument. The



Buzludzha Monument is an abandoned saucer-shaped monument built on this historical peak (1,432 Metres) by the Bulgarian Communist Regime. The weather has become noticeably cooler and pleasant, as we passed through several towns and



villages, stopping for a usual coffee and lunch stop.

The climb to the Monument was great with some lovely corners, even with the mixed road surfaces. The road down the other side, however, reverted to just dirt at stages. Once back to the highway, it was a straightforward ride to our hotel in Veliko-Tarnovo.

Today is our final rest day so it is time to explore the medieval town of Veliko-Tarnov. We along with Graeme & Sandy head off to explore the magnificently restored Tsarevets Fortress. The views from the Fortress are wonderful. In the "execution" area Sandy really seemed to enjoy her role as executioner of both Graeme and me. The afternoon provided an enjoyable walk

exploring the town, despite the heat.

Our next day is touched with sadness knowing that is our final touring day as we cross the border from Bulgaria back into Romania. It was a straightforward ride to the Danube border crossing. All our passports and vehicle papers are collected by the border officer on the Romanian side, and we are directed to park and wait while the formalities are completed.

After leaving the border I could not get over the number of trucks waiting to cross from Romania to Bulgaria. The line was more the 5km long. After a relaxing lunch in Comana, we now make our way to Bucharest via the ring road and onto the fuel stop and our final departure point.



So sadly, it is time to hand back the bikes, keys, etc and head for the hotel. That night we had a great farewell dinner on the shores of Herastrau Lake. Of course, various tales tall and true are exchanged.

The next day is the departure day for many in the group. We along with Graeme & Sandy are spending a couple more days sightseeing in Bucharest before heading off to do some separate tours before heading back to New Zealand. It had been another great trip for the four of us. We had covered many kilometres and travelled through nine countries over a variety of roads. It was certainly a privilege to experience the culture and history of the Balkans region.

Every motorcycle trip is different, new bikes, new riders, new rides, new countries, new cultures, new experiences, new food, new everything. But as always we make new friends, riders, local and tour guides.

So, if you are thinking about an overseas motorcycle adventure then just do it, book that ticket and enjoy the ride.

**Stuart Burns #1703**  
Canterbury



### Trip Summary:

**Tour Company:** Romania Motorcycle Tours - [www.romaniamotorcycletours.com](http://www.romaniamotorcycletours.com)

**The Tour:** 20-Day Explore the Balkans Tour (15 Riding Days)  
(Note: The tour has now reverted back to 17 days)

**The Bikes:** BMW 750GS, 850GS, 1250GS & GSA  
*I rode a 750GS which was more than adequate for the tour.*

**Difficulty:** Medium. 98% tarmac and 2% good gravel roads. Check the likely temperature and take the appropriate riding gear (Mesh Jacket and Pants along with a cooling vest)

**Distance:** Approx. 3,500km with ride days of 150-400km per day

**Roads:** Generally good to excellent with some great curvy roads and passes. In all countries on this tour, vehicles travel on the RIGHT and require extra care when coming from New Zealand.

**Accommodation:** Excellent (Generally all 4 Star)

**Safety:** No issues but you need to take care as you always do when travelling in foreign countries. (watch out for scams especially when using taxis)

**Summary:** This was an excellent well organised tour with rest days enabling you to get out and explore some of the places you are visiting. Very suitable for travelling with a pillion with a backup vehicle for gear and available for passengers if required. A wonderful way to see many aspects and sights of the Balkans. Highlights for me were the Transfagarasan and Transalpina passes along with the Buzludzha Monument.



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### Motorcycle for sale - \$9,200

Model: BMW R1200GS

Year: 2009

Colour: Mandarin

Mileage: 88,555 kms

Accessories: Givi top box, Tool pack

Contact: Terry Riley (Nelson)

Evenings 03 544 6248 (preferred)

or 021 058 9185.



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## Motorcycle for sale - \$12,000

Registration may be dead but I will re-  
vin if necessary, before sale.

Contact: Bruce Hanley

T: 09 274 5792

e: [bruce.hanley@truedesignplastics.com](mailto:bruce.hanley@truedesignplastics.com)



## Parts for sale

1x R90/6 complete motor and gearbox  
\$850 (\$1,000 if sold with matching no. frame)

1x R100 complete engine and gearbox \$850

1x Frame (matching no. with R90/6 engine and gearbox \$300

2x Differential ratios are 13.11 and \$150 each

Complete new exhaust system (stainless) \$700

Fork sliders 4 (one with calliper body) \$150 a pair

Livery x1 Complete Black (needs repaint) set of the front guard, Tank, rear guard, under-seat  
tray, side panels, and front fairing - take the lot for \$900

Set of Dellorto Pumpers the parts are here to R90s your R90 \$400

Rim, spokes and hub (twin disc) to assemble front wheel \$200

Many parts (footrests, rear brake lever \$100

Front cowl (with instrument console \$150

Rocker covers old style (brand new) \$200

Steering head bottom and top yoke \$150

Crash bar set (needs re-chroming \$100

Fairing with screen blade \$200

Made up of front guard \$200

Complete rear wheel \$150

Large R90 tank \$500

Side panels pair \$100

Set (yellow) front guard \$200

Tank (needs repaint) \$300

Rear guard front \$200

Rear guard \$200

Discs x 2 \$100

Gauges (All) \$100

Loom Headlight etc. \$150



New Stainless exhaust system \$700

# 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, Pillions 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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