

Member of the International Council of BMW Clubs

Newsletter

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September 2017

BMW Motorcycle Club
BMW Owners Register
of New Zealand





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Please Note

Any material intended for publication in the newsletter should reach the Editor no later than the 15th 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 BMWOR of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

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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 having a story (and 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 get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

Martin COTTON	AUCKLAND
Jeremy FOSTER	AUCKLAND
Pertter TRUBUHOVICH	AUCKLAND
Rob HARGREAVES	AUCKLAND
Jason MALLOY	AUCKLAND
Shane HOBSON	HAMILTON
Kerry LESLIE	PUTARURU
Alida TANNER	HIKUAI
Robyn HOLLANDS	PAPAMOA
Jeanette PETHERICK	LEVIN
Paula HANEKOM	LOWER HUTT
Rowan & Angela PARKES	LOWER HUTT
Julie QUINLAN	WELLINGTON
Paul KANE	WAIKANAE
Patricia HERST	WAIKANAE
Karl WOOLLASTON	PORIRUA
Ned PEKO	WAIKANAE
Steve MARTIN	NELSON
Duncan SEED	RANGIORA
Vicki BEATTY	CHRISTCHURCH
Denise MOORE	CHRISTCHURCH
Justin RYAN	CHRISTCHURCH

Cover:

A must for all bikers is a stop at Otira (State Highway 73) and talk to the Kea. Be warned, take your helmet off and use the eyes in the back of your head. These guys love rubber, leather or anything else. They have a pecking order! Below, a group of Groupies. Check out fellow members within the pages herein contained.



BMWOR 2016 Motorcycle Insurance Scheme

Aon has a new Policy Wording with a new Underwriter

In collaboration with NZI, Aon has a new improved policy wording for Motorcycles. This Prestige Motorcycle Policy gives you the best of the best in cover for all types of On-Road Motorcycles including 3 wheelers, Off-Road Motorcycles including Quad Bikes, Competition Motorcycles (not covered whilst racing), Motorcycle Collections and Classic/Vintage Motorcycles.

Some of the Benefits

New replacement Motorcycle if a total loss occurs within 12 months of the insured motorcycle being first registered as a new Motorcycle up to 20,000km – this increases to 24 months and 30,000km for BMWOR members.

Windscreen/shield, headlights or **tail lights** covered – Nil excess.

Roadside Assistance is provided on comprehensively covered motorcycles.

Automatic **Riding Apparel** cover – \$5,000 (indemnity value) any one claim per year.

Option to have **Replacement Riding Apparel** cover – \$5,000 (replacement value) any one claim per year. Premium for BMWOR members \$50 plus GST. (Normally \$75+GST).

Discounts Discounts Discounts

Age Discounts, Multiple Bike Discount (conditions apply), Loyalty Discounts, Trike Discounts, Named Rider Discounts and the Restricted Usage Discount – this is now based on riding less than 7,500km per year, per bike! (was 5,000km).

Lower Excesses

The standard policy excess is now \$250 (plus underage excesses applying), \$500 theft excess and on approved track days a \$750 excess only will apply.

Ride Forever

If you complete a Ride Forever training course, provide us with your certificate and we will apply a NIL excess for one claim within 12 months of completing this course.

Contact

Leonie, Annaliese or Jodie

0800 65 62 64

if you have any queries

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President's Podium August 2017

They say 24 hours is a long time in politics, there's plenty of evidence of rapid change in that space of time from last month's events, and it could equally apply to our weather lately. I've been so looking forward to spring, especially after the last couple of days as it's simply been stunning through most of Inland Canterbury and the interior. I had hoped we were heading into a dry and more settled period, but oh no, another wintry outbreak is taking aim at us this weekend. Our local forecast tells us this is 'fluid situation', with a number of fluctuations, but it is highly likely this will be another significant snow and rain event in Canterbury – joy!

Along with this 'fluid situation', the demands of work with several days off with a bug that's doing the rounds at the moment and our house and garden renovations has meant I've only managed around 100 kilometres on the bike in a whole month!

I plan to make amends though, there's a heap of activity to look forward to. Looking at the calendar for January and February 2018 there's our BMWOR Annual Rally 5-8 January, Bannockburn Bike Week 27 January -2 February, followed immediately by the Vincent Rally February 2-4, then a week later the Burt Munro Challenge February 8 -11. I think the Dusty Butt is the weekend of February 16-18 as well, so if one could fit it all in, there's a solid few weeks of adventure.

At the very least you should be booked for our Annual Rally in Cromwell by now. It's being held at the 'Gate', which is a terrific venue with much of the town centre just across the road, and you can be as busy or as lazy as you like in this fantastic location! Barry is doing a sterling job of organising everything and it promises to be a fun filled weekend.

Great to see some of you already signed up and fundraising for the 2017 Distinguished Gentlemen's Ride on 24 September. This global motorcycle fund-raising event has been running since 2012 with the aim of raising awareness of prostate cancer and male suicide prevention supporting the Movember Foundation. Suggested motorcycles for themed rides around the globe include café racers, bobbers, classics, modern classics, flat trackers, scramblers, old school choppers, brat styled, classic scooters, and classic sidecars with riders wearing dapper clothing such as silk vests and tweed suits and behaving in a very affable manner.

Last year, more than 57,000 participants in 505 cities from 90 countries mounted their motorcycles to raise USD\$3.65m to help fund research into prostate cancer and support male suicide prevention.

I won't be participating in the Christchurch event largely as I'm not at all distinguished or dapper and bereft of what could be considered a classic motorcycle, although the HP2 must be getting close by now! I am, however, sponsoring my good mate and distinguished curmudgeon Stuart Hamilton who will be riding the Hamilton event on his R80 GS/PD, no doubt dressed to the nines again this year. Well done Stuart, it's such a great cause!

If you're keen to register or want to know the details of any of the nine rides across New Zealand, or just want to see who is already registered so you can sponsor a mate or two, go to <https://www.gentlemansride.com/rides/new+zealand>

Also coming up is the NZ Motorcycle Show at the ASB Showgrounds, Auckland on the weekend of 16/17 September. Ride Forever is again the prime sponsor and will be offering great tips and give-a-ways on courses to improve your riding. Being the 50th anniversary of Burt Munro's record at Bonneville, Indian NZ has customised a brand new Scout as a tribute to the man and the event. The bike is being auctioned on Trade Me starting at a \$1 Reserve with all proceeds going to charity. As it's a Golden Anniversary, the lettering on the tank is 23 carat gold leaf. Also, every visitor to the show can register for the chance to take home a brand new Royal Enfield Classic 350, proudly donated by Royal Enfield New Zealand.

So, plenty to be getting on with - and with spring on the way I hope to be backing the bike out of the garage more often.

Wherever your travels take you in September; stay warm, be safe and have fun!

Garry

Seeking Expressions of Interest – Media Manager

Are you versed in the ways of the social media universe and have accounts on Twitter, Facebook, LinkedIn, Google+ and every other site known to man? Are you a highly motivated and creative individual with excellent communication skills?

If so, you could be the club's Media Manager taking responsibility for internal and external communication, including managing and maintaining web content and functionality, social media platforms and the sourcing of content, to ensure quality and consistency of publication across all media channels.

Through team work and collaboration with the Board, members and our external partners, you'll be working toward ensuring the club's media and communication activity is relevant to the 21st Century and, ultimately, results in growth.

Duties will predominately include:

- Working with our web developers to optimise the interactive nature of our member website
- Administering the creation and publishing of relevant, original, high-quality content in the club's newsletter
- Implement a content editorial calendar to manage content and plan specific, timely marketing campaigns
- Develop a national social media presence
- Promote the club through social media

We can't pay much (nothing actually) but the time and effort put into the role will reflect the voluntary nature of the role. The Board will consider covering any reasonable costs relating to the role (travel, accommodation, etc).

If this sounds like you, or you know someone who'd be interested, please get in touch with David Ross at secretary@bmwor.org.nz before 31 August 2017.

BMW Owners Register Risk Management Plan

Introduction:

The BMW Owners Register 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 register members on register 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. Register 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 Standards 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. Register members are to go to the aid of any others suffering a mishap.

5. Ride organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for 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 Organiser and or the Register are not responsible for 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 all Road Rules and Laws.

Events Calendar

National BMWOR Events

5- 8 January 2018 Annual Rally and AGM. Cromwell. See page 16.

Northland

Contact Area Rep

Auckland

Sunday 3rd September. Café run. Blossoms Café, 1404 Coatesville-Riverhead Highway, Kumeu. 0892. Make your own way there for 10am.

Sunday 10th September. Bikers in Blue. This is a public run which promotes awareness around prostate cancer. Check out the details online, <https://www.everydayhero.co.nz/event/bikersinblue2017> and Facebook.

Monday 11th September. Monthly meeting 7.30pm Vintage and Veteran Clubrooms, 39 Fairfax Ave Penrose.

Sunday 17th September. Monthly ride. Awhitu (Manukau Peninsular) meet 9.00am for 9.30 departure BP Service Centre M/way south between Papakura and Drury off ramps.

Sunday 1st October. Café run. Ara-Tai café Promenade Building Ara-Tai Road Half Moon Bay Marina. Make your own way there for 10am.

Sunday 8th October. Pink Ribbon Ride. This is a public run which raises awareness around breast cancer. Check out the details on line and Facebook.

Monday 9th October. Monthly meeting 7.30pm. Venue TBA.

Sunday 15th October. Monthly ride, Matamata, meet 9.00am for 9.30 departure BP Service Centre M/way south between Papakura and Drury off ramps.

Waikato, BOP, Taranaki, Rangitikei, East Coast

Contact Area Rep

Wellington

Note – In addition to the events noted here we also undertake 'Impromptu Rides' these are offered via email to the membership with a couple of days notice when the weather looks like being favourable.

Sunday – 10 September - Destination Ride – TBA

Monday – 11 September - Club Social get together - Petone Working men's Club from 6:00pm

Sunday – 17 September - Monthly Club ride to the Woolshed Cafe Sanson - Lunch

Nelson

Contact Area Rep

17- 19 Nelson. Weekender. Exploring D'Urville island possibilities. Details to follow in next month's newsletter.

Marlborough

Contact Area Rep

Canterbury

Tue 12th September

Meet at 9am Russelly Service Station . Ride to Lake Coleridge. Lunch at Terrace Downs.

Wed 13 September

Club Night – 6.30 pm onwards, the Papanui Club, Sawyers Arms Road

Sat 16 September

Methven ride – meet at Avon City Motorcycles – ready to leave at 10.30 am

Wed 20 September	Mid-Week Ride – meet up details to come
Sat 1 October	Kick Start Event – Christchurch Agricultural Park
Wed 11 October	Club Night – as above
Wed 18 October	Mid-Week Ride – meet up details to come
Sat 28 October	Club ride – ideas please
Wed 8 November	Club Night – as above
Sun 26 November	Club ride – ideas please
Wed 13 December	Club Night – Christmas Party

Canterbury Club Night:

- 6.30 pm onwards at the Papanui Club, 310 Sawyers Arms Road, Papanui. (Carvery/Club Bar – choice of carvery or menu.)
- You need to either be a member or one of 5 guests of a member of the Papanui Club (or similar club elsewhere) to dine and have a drink – check with those there on the night or take out membership yourself – it is only \$30 per year so well worth it. Membership will give you access to other facilities – with pool tables and darts boards we might have to get a competition going! More information at <http://www.papanuiclub.co.nz/>

Saturday Morning Coffee – Avon City Motorcycles. You're always welcome to drop in and have a coffee and a natter at Avon City Motorcycles – especially on Saturday mornings. Rob Newton and other stalwarts will see you there – remember to take some chocolate biccies to share with Eliot and the Avon City team.

Mid-Week Get-Togethers.

Not bound by the 9 to 5 workaday grind and looking for something motorcycle inclined to do during the week? Let me know your ideas for a regular mid-week get-together and I'll get it advertised.

Jo Buckner. - Area Coordinator – Canterbury.

Continued overleaf ...



Fun - Anja style.
See Area Reports>Nelson>Dale Writes.
Page 15.

Otago & Southland

Contact Area Rep

External National Motorcycle Events

1st. - 3rd. September. Cold Kiwi 2017. <http://coldkiwi.co.nz/product/2017-cold-kiwi-entry-including-badge/>

10th September. 2017. Bikers in Blue. Details; <https://www.everydayhero.co.nz/event/bikersinblue2017> and Facebook.

8 - 11 February 2018. 12th. Annual Burt Munro Challenge. <http://www.burtmunrochallenge.co.nz/>

Members of other Areas should contact either their Area Rep or appropriate listed Area Reps for above events.

Note from Auckland:

Our September ride is Awhitu/Manukau Peninsular.

A member from another Region expressed an interest in joining up for this ride when we were chatting at the Napier Rally. It would be ideal if I could remember who but I can't. Anyone from out of town who is interested can contact me and we'll see what we can do around billeting etc.

Canterbury Reports.

Right: The weather gods turned on a beautiful early spring day for us. The road through to Port Levy is a narrow steep and winding sealed road. It was great fun and blew out some cobwebs before we hit the good stuff.

From there on we followed a very narrow and steep shingle road over the hills to Pigeon Bay. This road was in superb condition and damp enough that there was no dust thrown up.



Canterbury Reports.



Top: Spring is on the way, so it was time for the Canterbury Area to have a mid-week ride around Banks Peninsula.

Centre: It was more of the same magic with hardly a car to be seen on the empty back roads as we wound our way back to civilisation.

Bottom: After a two hour roller coaster ride on the back roads of Banks Peninsula we reached Little River for our lunch break.



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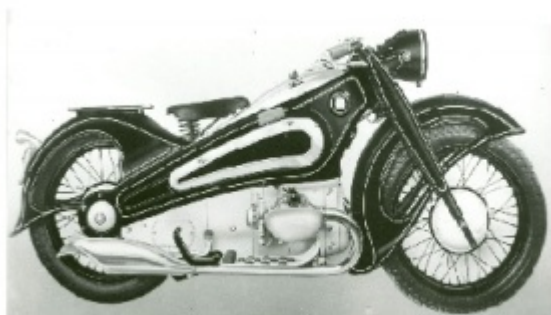
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A fictional Family Tree ...



Bike and Bio

A whimsical but true tale in which Editor, Dave Morris faces a bike-less future.

When I was a child, I thought as a child. I played with toys; rode trikes and push bikes, and oddly enough, not scooters.

Although born in the Capital, I grew up in the Borough of Taradale – now a suburb of Napier.

I had barely started school at Hataitai when the move happened. Mother and baby brother went first. Father tied things up at the old address and my other brother and I travelled up in the family car. A 1928 rag-top Austin Seven.

The innocence of a child: I had no idea where I was going or how far it was. The idiom, 'Are we there yet?' (Hadn't yet been 'invented') rings in my ears as I write. Retrospectively, it was around a 8 -9 hour trip, taking in stops for rest and arriving after dark.

Mother had a brother-in-law who was a builder, and he was building this house in Taradale. Father always saw the greener side over the fence and, coupled with Wellington and his hometown of New Plymouth, had a scunner for wet weather. Perhaps Napier would solve his problem? – Perhaps not.

Compared with the Hataitai bungalow – with a fabulous view of the TEAL flying boats landing and taking off in Evans Bay, - to a brand new house on the recently raised seabed (1931 earthquake), the new house was huge! The mind of a child did not understand geology, or fantastic views. Now we had a ¼ acre section to play on; instead of a steep sloping section. Yee-



hay! Push-bikes were a-la mode not long after that time. Like the owners, they grew in size to fit the child. We could cycle to school and safely leave the bike unlocked while in class. During the winter, we would steer through the puddles and smash the ice: Crunch!

Like the cycle of day and night, so I attended school and then started work. I used the bus to commute back then. Buying a vehicle was not on my mind and it really never got serious with me. After three years at window dressing there had to be a better life? That was when the Army came to mind. I have no idea where it came from. Sure, Dad had served in the War-time years with the Air Force, (and he loved it) but other than a distant uncle of mother's, there was no career military background in the family. The Vietnam War was on at that time. It wasn't a concern of mine but the terms of signing up had been changed. You could now sign on for three year's active service and 5 reserve. And that's what I did. Further I didn't know what I wanted to do in the Army and on the advice of the recruiting Sergeant; I opted for the trade of storeman/clerk. (In hindsight it turned out to be a good choice.) For the military minded, I joined the RNZAOC. I was assigned to Linton Camp, - just far enough out of Palmerston North to need a car.

Now on the subject of cars and driving in general: I had had some experience behind the wheel. My second experience of driving was an early 1950's Commer truck. But the non-synchronized gearbox involved double de-clutching. That was too much. A 1947 Vauxhall of a friend was my first ever drive experience. Besides, Looking back now, I had a physiological problem of relating to an indirect effect (i.e. rack & pinion) as opposed to a direct movement as with a handle bar.

So, to cut a long story short, I bought a bike for my mode of transport. The very first vehicle I owned was a 50cc Puch scooter. A great little bike but rather slow in the traffic stream. I railed it up home on Christmas holidays. Around this time, I had extensive use of a BSA I think it may have been a 1951 B31. A couple of years later I was on a 125cc Honda motorbike. This bike, I actually rode up to Napier. Took my time, mind you – I had no choice! Somewhere in this decade I got my car licence. The Transport Department went from a card licence to a book style. And with a motorcycle licence only, I was lucky enough to be up graded and have the car endorsed. So eventually, I learnt how to drive a car in my own time. Fortuitously it was good





timing as around this time, I got married and bought a house in Palmerston North.

Time passes. 12 years later; I am still a soldier; different Camp; different unit. My OC (Officer Commanding) said to me, "Dave you will get your HT licence. We have arranged with Transport Dept. for driver training. You're not much good in this unit without it." It was a 'field force' unit – as opposed to a 'static unit.' So it was thus. Because there was a heavy trailered laundry unit in the Company, it's weight required the articulated licence. After the driving training I had car, m/cycle, truck, Heavy trade and also the special wheeled (forklift) licenses. I still have them today, but is seldom I use some of them. I will drop them at the Transport's golden age of 75 retest.

After my family baby-boom, life was 'back to normal' I started commuting to work on the motorcycle. Back in the '70's the registration cost was affordable. Today it is quite expensive by comparison.

Commuting was Japanese bikes of no more than 400cc engine size. Included were, 1975 Honda CB200, 1973 Kawasaki H3, 1973 Triumph Daytona, 1980 'Zuki GN400, and LS400 (Savage). Comments on some of the bikes: CB200 I learnt about stretched chains. H3: very thirsty. Used more petrol than my 404 Peugeot. Daytona; more time off the road than on it. The GN was a sweetie and the new Savage was worn out in 5 years.

During the Savage ownership, I started to think about a BMW. But they were so expensive. I compromised with myself and looked at 'affordable' BMW's and researched what model would be best suited to my purposes. The answer was an R65. I found a good model out at a farm in the Wairarapa and bought it. It was a great bike in good condition and miles. As I rode it home to Petone (more or less), I passed the Harris' Honda shop in Lower Hutt and espied an R80. I stopped and took a closer look at it. – 'Just looking!' It was beautiful; complete with a look-a-like R90S cowling and resplendent in black with pinstripes. Outcome was I bought it. One previous owner was a BMWOR member Lynda. One day she flagged me down and said quit excitedly, 'That was my bike!' I still see her occasionally.

Well, move forward, and BMW Motorrad introduce the R1200C range. My first impressions were negative. It was so outside the BMW 'box.'

Well time is a healer, and most of you will know I bought a Cruiser. The maroon (BMW nomenclature: Canyon Red) 1999 (rego) had 23,000 Km on it when I bought it. It was reliable and served me faithfully. But recently (in years – say 2013), it developed an occasional noise. As the bike went well and purred along except that occasional time, I lived with it. One theory was the loose inner header exhaust pipe. I had that checked out and the right side was replaced. But the occasional rattle did still persist. I lived with it – ever the optimist.

After the Napier Annual Rally (2017) I had plans to head for Cape Reinga. I set off on a perfect rider's day on Monday morning. The bike was performing well and I made Taupo in good time. At Cambridge I was fed into onto the (unknown to me) new Expressway that skirts Hamilton. 19 kilometres later at the north end, I was coming to the end of the Expressway. I de-throttled back and that's when my day changed. A horrible



expensive-sounding noise came from the engine. This is it! That occasional irksome noise had come to a head. So the short of it was I took it to the local BMW agent and after a road test, the diagnostic was the gearbox. A loose cog was knocking on its neighbour. It was possible the gearbox could explode. Dejected, I limped home with back-up plans should the bike fail to get me home. I arrived home and put the bike away to mull things over.

Was it over? I pondered the situation and went through alternatives. I was now retired: Maybe I should put motorcycling in the past: The registration is horrendously expensive. But touring is the thing I love the best. My lifestyle was going to change out of necessity. Idly, I reviewed bikes on TradeMe.

Ironically, there were two 'Independent's listed. Both were immaculate in appearance and mileage. Both were a year apart in age and were the yellow/black colour coincidentally the same as a demo bike I had ridden in 1999. I'm in Wellington and one bike was in Tauranga; the other in Whangarei. There were two main factors/things that separated them: the Tauranga bike was

a fixed price (and the higher) and had an aftermarket, high, high-riser. And a higher kilometre reading. The other has an incredible 15,000 kilometre recorded but was further to fetch. A change of events was about to unfold. Cheryl said to me, 'Would you like a bike for your birthday?' Have you ever been caught off guard? I was: Totally flummoxed. After recovering all I could say was quite feebly, 'Are you kidding?'

'What's that Dear? Waffling? Huh? OK.'

Suffice to say, I went to Whangarei. I had fellow member Ian to inspect it and based on his report, went the extra mile and turned the delivery trip home into a tour over three delightful days.

"Copy, boy!"



A response on last month's article of the R9T customising, from a Wellington Branch member.

Bill responded with modifications he has done on his bike. He boasts it was the first R9T sold out of the local Agent Motomart. He has adapted it to a sports tourer. The bike is ideal, as it is light, low, and very quick!

Modifications include Givi screen, Isotta hand guards, BMW heated grips, R + G crash bars, Nitron rear shock, the Puig rear mudguard hugger, and a Givi top box. It has also a set of Oxford soft panniers.

Such a gas machine! Cheers, Bill.

Reports From The Areas

Auckland

July's monthly ride saw around 15 or 16 (maybe more, who knows) of us meandering through the Waikato for a bit before converging on Kopu's Garden Centre Café for lunch. Actually there's a bit more to that story. Our usual bullet proof lead rider/corner man/tail end Charlie system fell apart at the seams a couple of times on the way to Kopu. Now everybody, take note here, it turns out that the system relies heavily on the following riders actually being able to see the corner man. If the odd corner man positions himself either behind trees, up an embankment, or 100 or so metres along the new road then you arrive at a situation where riders from the same group pass each other going in different directions or find themselves sitting at an intersection giving way to approaching traffic which also contains riders from your group. One terminally bewildered character was close to giving up when he observed "hell, there goes Stephen, I'll follow him, he should know where we're going". There were two issues around that thinking. (1) I had no idea where I was, and (2) I was riding my new bike replete with an exhaust system sans DB killer and he no sooner saw me than I was off at 100mph (figuratively speaking of course) and he was back to bewildered all over again. Fortunately this Keystone Cops adventure didn't fully unfold until we were fairly close to sign posted distance from Kopu. Kopu really only has one road in and one road out so it was a just a matter of abandoning the group thing, resorting to every man (and one female) for himself / herself, and riding about in a haphazard manner till you stumble across a café parking area with a bunch of BMW's in it. A few of us arrived before the lead rider but none of us actually passed him, I guess that's an achievement of sorts. I didn't count wheels and divide by two but I don't think we lost anybody in the end. In fact we gained one due to a cameo appearance from Malcolm Sargent who rode over from his new digs in Waihi. Mal n Sue are great company not to mention a significant part of Auckland's foundation and BMWOR history so any day we get to catch up with either of them is a good day.

For the homeward leg we opted for the east coast route through Kaiaua, Orere, Kawakawa, et al. This route has some awesome twisty bits and is always a showcase of nature, turns out that in the most twisty bits nature was showcasing its ability to create what we call slips. I've never really questioned this before but does the term "slip" refer to the action of dirt, clay, rubble and crap ending up on the road or the behaviour of your bike when it encounters dirt, clay, rubble, and crap on the road? This is what happens when we get distracted by political issues of benefit/electoral fraud, Jazza effect, squandering of our natural resources, and nuclear numbnuts going head to head; the big questions like this go unanswered.

Sunday August 6 was our inaugural café run without Joe at the helm and me standing in as temporary convener. Red Shed Palazzo in Karaka is a great setting and very popular with the locals, for this reason it's a good idea to phone and make reservation substantially earlier than I did. If you phone to make reservation 3 days out the person on the other end of the phone who has no appreciation of the bit where notification has already appeared in a national magazine and gone out in several membership emails (the latest earlier that day) will say "sorry, we can't do that". This is not a good moment, in fact I'd personally call it a very bad moment. At this point it's important to stay (outwardly) calm and explore the reasoning being applied by Palazzo phone person. It was revealed that two large groups had booked for the same time and they were concerned around their kitchen being slammed. That was good news and provided an angle in to this whole deal. I put forward the hypothetical scenario of a number of single table clientele turning up at that time and asked if they could expect to find tables, to my delight the answer was yes. The next question is obviously around the supply of tables which would enable 4 such clientele groups to be seated at that time. In response to her answer of "yes" I then requested that those 4 tables be conjoined and have a reserved sign stuck on them. It was easy to sense Palazzo phone person's unease around this (actually I think she'd gone a bit dark on it) but further cajoling around the bit where BMW biker folk were very patient and understanding people who tended not to eat up large and buggered off early (yeah, OK I lied, I'm not proud of it but you do what you have to do) finally got our reservation for 8 accepted. Imagine then my delight when 12 of us turned up. Palazzo staff handled our scrambling for chairs to put in non-existent spaces quite well under the circumstances and suggested we move to a much larger table setting, freshly vacated, which was free for only one more hour. We readily made the move and one hour later when the actual reserved party started to turn up and we were still chowing down, Palazzo staff began seating them in the area we had formerly vacated. It transpired that they didn't have as many friends as they thought as opposed to us (we had 50% more friends) so they were all seated in their new location, and not facing embarrassment due to vacant spaces as would have been the case if they were seated at their (now our) table. There's a happily ever after story if I've ever heard one.

Our September ride is Awhitu/Manukau Peninsular. This piece of info wouldn't normally get noted here but one of our regions expressed interest in joining up for this ride when we were chatting at the Napier Rally. It would be ideal if I could remember who but I can't. Anyone from out of town who is interested can contact me and we'll see what we can do around billeting etc.

Cheers, Stephen.

Bay Of Plenty

Hot water Beach was the destination for this month's ride. As its name depicts fresh hot water seeps up from a sandy beach on the shores of the Coromandel where it has been most popular for many years for locals and tourists alike to visit the beach and dig themselves a sandy hole which fills with hot water for wallowing in. Very popular spot in the summer and shoulder seasons and though I gave much encouragement to the riders to bring their plastic buckets and spades. I think that winter was not the appropriate time for wallowing.

Eight riders gathered at Bethlehem (a suburb west of Tauranga) on Sunday at 9 a.m. and headed out via Waihi township then up the Coromandel on a magic twisty ride to Whangamata for smoko. Joined by other riders for a coffee, we then headed further up the Coromandel turning off for hot water Beach, out to the east coast for lunch.

Although we visited the beach and the hot seeping water. Nobody had bought their buckets and spades and weren't game to venture forth (funny that).

For the return trip we decided to travel across the Coromandel peninsular to the firth of Thames and travel down the West Coast to Paeroa.

We split into two groups, the road bikes which headed over the Kopu/ Hikuai pass and the others who travelled by gravel road through the range from Coroglen to Tapu and down to Paeroa and home.

Great weather, great ride with a good bunch of riders.

Rangitikei

We were due to ride to the Mt Bruce Bird Reserve on Sunday 13 August.

This ride has been postponed on three previous occasions because of bad weather. After a discussion with Barry and a look at the weather forecast we made the call to once again postpone this ride. We will try again in October.

We did have some success with a change to our usual format with the last Tuesday in the month the date for our dinner gatherings. This has been rotated between Wanganui, Palmerston North and Horowhenua.

We had a 11.00 am brunch meeting at the Woolshed cafe on 30 July which was attended by 18 members. This will be the venue for some months to come. This will allow for a ride after our dining provided the weather is O.K.

Wellington/Wairarapa

Impromptu Ride – Apiti – Friday 11 August 2017.

Five members, 1 Wellington and 4 Rangitikei assembled at the Fusion Café in Ashhurst at 11:00 for the ride to the Apiti Pub for lunch.

Earlier the Wellington member refueled at the BP Mana, checked his phone to see if there were going to be any local riders joining the ride and departed for Ashhurst on what was a very nice Wellington late winters morning. The ride through to Ashhurst was straight forward with light traffic going north, very noticeable is the lack of traffic beyond the turn off on to the Pahaitua Track since the closure of the Manawatu Gorge.

As we were about to depart the Fusion Café it started to rain and the closer we got to the Ruahine Range the heavier the rain got. We rode over the Colyton Road and on to the Kimbolton Road and then onto the Oroua Valley Road through to the Apiti Pub for lunch. Two of the riders decided to ride the Ridge Road to enjoy some gravel. Three of us continued north crossing two river valleys in the rain which was quite heavy by now. Noticeable was that a lot of the local Farmers had used the road to move stock between paddocks resulting in a heavy coating of mud and other material making for a slippery surface. The ride took us out through Ohingaiti, South on SH1 to the top of Vinegar Hill and then onto SH54 turning off this road onto Bensen Road which turned out to be unplanned gravel for a couple of Kilometers. By this time we were riding in bright sunshine on a dry gravel road with wet motorcycles which ensured a major cleaning task to remove all the mud and dust that had stuck to everything. The ride continued down back roads through Halcombe to Sanson. The writer topped his fuel tank in Foxton for the ride back to Tawa and the other two riders headed home to Levin and Ohau respectively. This was a 420 km home to home ride for the writer through spectacular, river and bush scenery in great company, in a short bit of wet weather, using our bikes for what they are designed for, riding.

Peter Nash

Nelson



Kevin Writes;

It was a grey and dull start when we met at 3 Brothers Corner for our monthly ride. It had been raining for most of the night. We set off to Kohatu at 10.15 and found some drizzly rain around Wakefield. At the top of the Spooners we split into two groups, myself Revti and Gretchen on road and the rest via the dirt on Olivers Road, from here it really rained. We headed into the warmth of the cafe and got refreshments and waited for the others to arrive about 15 minutes later. We dried out a little and had a catch up. We got back on the bikes and it was still raining at a steady pace, Revti headed home Gretchen and I had a gentle ride through the Motueka Valley and the others took some gravel detours. We found hazy sunshine in Motueka and all met up in Kaiteriteri where the Sun did come out. We checked out the relatively new dairy and then all gathered on an outside bench at the cafe. Hans and Anja had the Venison burgers which looked good and apparently tasted so.

Most of us had boring old chips or wedges.

We took a group photo before leaving with evidence of the Sunshine. And again a split ride of tar seal vs gravel back to Nelson. A great day out, we did not let the rain dampen our spirits.

Dale Writes;

Cont overleaf ...



“Gateway to Paradise”

2018 Rally and AGM

The 2018 Annual Rally and AGM are going to be held in Cromwell in the heart of Central Otago, commencing on Friday afternoon January 5 and concluding on Monday morning January 8. Don't leave your decision to register any longer! The end of the year is not far away!

The venue is “The Gate” which is booked out to us for that period. It is a terrific venue which has just been refurbished and developed, as has much of the Cromwell town centre across the road, and you will be able to be as busy or as lazy as you like in this fantastic location! The Gate is an upmarket motor lodge with very comfortable, quiet rooms, all with great views of the surrounding mountains and vineyards, and of course there is plenty of safe parking for our BMWs. It is also close to Lake Dunstan and there are great walks in all directions for those whose bottoms are sore from lots of riding!

The Gate has its own cafe, “Forage”, which is open from early morning until late in the day, and which caters for all tastes and wallets. If you want to stretch your legs a bit, cross the road and check out the cafes, bars and eateries of Cromwell.

Over the Rally weekend there will be organised road rides and adventure rides—we can even organise for you to hire a trail bike if you come on your road bike. There will also be a wine tour for those wine lovers amongst you. If you want to do your own thing, the choices are huge, from Highlands Park to the many cafes and historical townships and sites that abound in Central Otago.

Later in the year we will send you a Rally Pack which will give you advance notice of what you can expect in Paradise---and yes, we can even take you there!

Please do not contact The Gate yourself because all room bookings will be done as part of registration which will close on 12 December.

So, watch for developments—January is closing in!



REGISTER NOW - SEE NEXT PAGE



.... From previous page

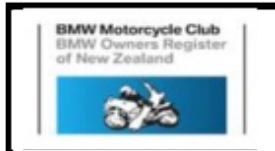
A group of us split off from the road riders at the top of the Spooners hill & made our way, in the rain,

on Olivers road through the forestry to Kohatu via some nice slippery skid sites.

After coffee & cakes, the same group proceeded down through Tapawera to our next gravel fix on Sunday Creek road, then on over Jacobs Ladder to Riwaka (still in the rain) & onto Kaiteriteri to meet the others for lunch where it turned out to be quite fine weather.

After lunch we all rode out to Motueka together, we then left them & went down Tasman View road, more gravel which turned into thick sloppy clay mud where we came across an abandoned car stuck in the mud, while we were wondering at the stupidity of the driver to even attempt it, what should come up the track but another car full of guys coming to rescue it, they got stuck too so we left them to it & carried on with our ride.

Continued page 18 ...



**REGISTRATION FORM - 2018 ANNUAL RALLY
 'THE GATE', CROMWELL, CENTRAL OTAGO.
 Friday 5-Monday 8 January**

Name/s	
Address	
Email	

BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

	NUMBER	COST	TOTAL
Registration (non-refundable)		\$25-00	
2018 Rally Badge		\$12-00	
Friday evening 'Meet & Greet': Rolling Pizza		\$18-00	
Saturday evening: Dinner		\$47-00	
Sunday evening: 'Burger-fest'		\$18-00	
Polo shirt: circle size / s S M L XL 2XL 3XL		\$45-00	
Accommodation at The Gate: <ul style="list-style-type: none"> All rooms have en-suites & tea/coffee making facilities Rate per room is for 1-2 people per night Some rooms can have an extra person. Cost per night Please tick type of room and dates required: <input type="checkbox"/> Queen/King <input type="checkbox"/> Twin <input type="checkbox"/> 3/room <input type="checkbox"/> Fri 5 Jan <input type="checkbox"/> Sat 6 Jan <input type="checkbox"/> Sun 7 Jan <input type="checkbox"/> Want to share a room? We'll try to arrange it.		\$145-00 \$25-00	
TOTAL			

Cancellations - Registration fee is non-refundable. Other fees refundable, depending on costs incurred

Please mail all Registration Forms - <u>Payment by Internet Banking</u> (including cheques made out to BMWOR) - to: Barry Richardson 25 Boundary Road ALEXANDRA 9320 Or SCAN and EMAIL to: sn.btrichardson@xtra.co.nz	BMWOR Event Account 03-1519-0034447-001 NB - This is NOT the subscription account Please reference with: NAME, BMWOR Member Number Rally	General enquiries to: Rally Coordinator Barry Richardson 03 448 8681 sn.btrichardson@xtra.co.nz All entries will be acknowledged Registrations close: Tuesday 12 December 2017
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DISCLAIMER: This Rally will be run under the BMW Owners Register Risk Management Plan as in the register's official newsletter. By registering for this event participants agree to abide by all the conditions of the said Management Plan

From page 16

At the end of this great section we came out onto the main highway, Hans & Anja left us as they had plans to do more tracks on their way home, it was while doing this that Anja ended up with a complete matching outfit right down to the helmet. I bet she was happy to have a light bike to pick up; the wee Honda is to help her learn some off road skills which she seems to be wholeheartedly embracing.

Canterbury

It must be spring ... the ground is absolutely water-logged from all the rain we've had yet there is a gale force nor'wester blowing today – and tomorrow it might snow up here in Okuku!

First of all, many thanks to Ralph Moore, who organised this month's mid-week ride to Little River, on 16 August. For those not shackled to the 9 – 5 routine, a mid-week ride is a great option – see Ralph's ride report and photos elsewhere in the magazine. Mid-week rides could be a regular feature so there is one pencilled in for Wednesday 20 September – let me know what you want guys and we'll get the word out to all.

The new administration features of our BMWOR website are definitely making it easier to get emails – and more recently text messages - out to everyone. However, if you haven't seen an email from me in the past month your database details are likely out of date – either log-in to the BMWOR website or give me a call on 03 312 8204 so we can get the right details in there. Can't have you missing out!

Next month, we've got our next Club Night at the Papanui Club on 13 September (the 2nd Wednesday of the month) from 6.30 pm onwards. Roast of the day with salads is always a good choice.

And, as we are well overdue for a ride south, there's a ride to Methven on Saturday 23 September. Meet at Avon City Motorcycles – leaving at 10.30 am. We'll also be getting the word out to our Kaikoura-based members to join us as they are effectively cut off from their Marlborough area friends until SH1 north of Kaikoura opens.

On the broader motorcycling scene, we have a stand at the Kick Start event in Christchurch on 1 October. Last year's event, run by local councils, ACC, police and motorbike trainers, attracted hundreds of motorcyclists at the start of the better riding weather. It will be a great opportunity to give our local BMWOR group some profile and to support the safe riding message. All welcome on the day - please give me a call on 03 312 8204 if you could help run the stand or bring down a special BMW to promote our marque.

Looking forward to October, Club Night will be on the 11th. Some of you may also be interested in a longer ride that month – how about joining the Cornerstone Ride fundraising ride from Christchurch to Greymouth on 14 October? The ride is organised by the North Canterbury Motorcycle Riders Group with the purpose of supporting the crucial role friends and family play in the lives of those living with depression. All proceeds will be donated to Supporting Families in Mental Illness. Visit www.cornerstoneride.org.nz to register.

Keep it shiny side up everyone,

Jo Buckner.

Stent

The stent.
In t'went,
Entered the tunnel
Just like a trunnel,
Up and 'round like it was meant:
The stent.

At local Branch meetings, the subject of growing old gracefully and heart issues comes up regularly. Got me thinking. How many others can relate to this?

At it's location,
- The stent station.
Ma-nip-u-lated,
Until it was mated,
Jiggled and wiggled at that spot.
Good jot.

The stent,
Helping the heart
Do its part.
Pumping the blood
With a boom, boom, thud.
The heart part is smart.

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Area Reports



Bay of Plenty of food.



Double take! Two lunches on one ride? Bay of Plenty. See Page 14

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2008 BMW F650GS twin. 1 owner from new. 66,000km. Full service history.

Good condition. Rego on hold. WOF to 23/11/2017. Kept on battery tender while not being used. Full hard BMW luggage. Wunderlich tankbag. Large AeroFlow screen with winglets providing good weather protection and a quiet ride. Original screen included, and can include a Givi windscreen. Heavy duty BMW handguards. Givi crash bars. BMW aluminium sump guard. Radiator guard. Pro-oiler chain oiler, only lubricates while moving. One tooth smaller sprocket on the front to make gearing similar to F800GS. Tyre Pressure Monitor, with new sensors. ABS. Heated grips. Centrestand. Paint protector film. BMW 12V power socket. Have only ridden 2500km in the last 2 years. Bike is getting too heavy for me, so need to downsize or stop riding. Never crashed, but has been laid down gently a couple of times.

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Dr. "Your tonsils have got to come out."
Patient: "I want a second opinion."
Dr. "OK. You're ugly too."

Three notes walk into a bar; a C, an E-flat and a G. The bar tender says he doesn't serve minors. So the E-flat leaves and the C and G have a fifth between them.

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