

# newsletter

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BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



february 2013



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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.

# president's podium



Happy New Year everyone.

The end of 2012 was busy with a trip down to Hanmer Springs in North Canterbury for the South Island RAG Rally. A North Island contingent of Ann, Garry Williams and I were on the early morning ferry to Picton on Friday and we then teamed up with the Marlborough Rep, Ross Williams and his wife, Sally, in Blenheim for much of the trip down. Garry and I also got a chance to catch up with Daniel at Jeff Gray BMW in Christchurch on the Monday after. Once again, a great time was had by all – many thanks to Warren Taylor and Lex Bone who organised the Rally. Looking forward to seeing you at next year's South

Island RAG Rally.

2013 started with another fantastic Annual Rally – this time held in the Tongariro National Park with great company and fantastic riding in the hinterland and beyond. Ann and I set off in ideal weather conditions and the weather only got better as the weekend progressed – we had some scorching hot days. We were all very well taken care of by the Rally Team of Secretary David Thomson, Norm and Marie Nichol, Dave Oldershaw, Neil Wood, Robin Wood, Bruce and Virginia Frost and Dave Morris. I thank them all for their efforts and a special thanks to Dave, who as the Rally Coordinator, glued it all together. And of course, many thanks to Cath, David's wife, for all her support. The staff at The Park, where we were staying, also deserve a great vote of thanks – they were great and looked after us all well. There will be much more to report on the Annual Rally in the March edition of the newsletter – you will be able to read the stories and see some great photos of the fun that everyone had.

Next year's Annual Rally, in January 2014, will be held in the Nelson District. This area will open up many magic motorcycling roads and places to explore. Revti and Sue Verma will be the Rally Coordinators and will be working with a brand new team from the Nelson area. By creating these new teams we strengthen our Club – it introduces different flavours to each event and keeps it fresh for all who participate – both as organisers and as those who come along to enjoy these rallies. I intend to visit the Nelson area in March or April to catch up with Revti and Sue and give them a hand to work through any questions they may have regarding organisational issues for the Rally.

Next, members will be aware that our Treasurer, Phillip King, has stood down from his role. Phillip will be very much missed on the Executive. His financial management skills, coupled with his general input, have brought about changes which bring the club's financial systems up to date, such as adopting the latest developments in electronic banking that improve our financial controls whilst reducing the workload on the Executive team. On behalf of the Register I would like to thank Phillip for all he has contributed during his time on the Executive and wish him and Jane all the best for the future.

Robin Wood, from Rangitikei, has offered to take on the role as our new Treasurer. The Executive will formally endorse this at their next meeting. Robin brings his skills in banking to the table along with his understanding of the role of Area Rep, having served the Rangitikei well over the years.

So, that means there will be a changing of the guard in Rangitikei. We are now seeking a new Area Rep – please contact me if you are interested in taking on this important and fulfilling role.

As always – wheels down, feet up!

Peter.

*Garry, Daniel and Peter at  
Jeff Gray BMW Motorrad,  
Christchurch*



**Cover:** Lake Tennyson, located off Rainbow Road, ended up as the destination for GS riders on the Saturday of the South Island RAG Rally. Photo: Garry Williams



## 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, pillioners, 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

### bmwor national events

**RAG Rally: Saturday 6 - Sunday 7 April 2013** at Pokaka Lodge, SH4, National Park. See page 20 for details.

### other events

**BRONZ Ride Right, Ride Safe.** A great way to get to know your new bike. Usually 3rd Sunday of the month at the Whenuapai Airbase. Contact Peggy on (09) 638-9227 or Finn on (09) 625-5533 for details.

**Learners** - Rider Training & Basic Skills Testing for learner license, Thursday evenings @ A.M.C.C Club's premises in Ellerslie. For bookings and information contact: Craig (09) 444 6261

### bmwor area events

**Please note** that rides start at varying times and/or places. Read the event notices carefully and, if in doubt, contact the Area Rep (details on rear cover) or ride organiser (if noted) for assistance. On most rides there is a rider briefing 5 minutes prior to departure, at which point riders are expected to be ready to go with bikes fuelled and bladders empty.

Every effort is made to ensure that details of events are correct at the time of printing. Please check the website ([www.bmwor.org.nz](http://www.bmwor.org.nz)) for current information on events or contact the local Area Rep if you have any questions.

### auckland

**Monday 11 February** – Meeting at the Vintage Car clubrooms in Penrose from 7:30 pm. We are planning two items, the first being a slide show of the recent Tussock Adventure that several Auckland members completed (with two hospital visits and some drowned bikes!)

Also, a demonstration of helmet/bike mountable cameras, so come along and be entertained.

**Sunday 17 February** - Ride to Whangarei area leaving Starbucks Westgate at 9:00 am. A short ride to Wellsford on the way and

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BE WISE - BOOK EARLY

there will be a gravel option for GS riders. Partners most welcome. Details of the ride will be posted on the website.

## taranaki

**Saturday 23 February** - Joining the Wellington members at Pukeora on their annual weekend away. Leaving McFarlane's Cafe, Inglewood at 10:00 am.

## rangitikei

**Sunday 10 February** - Club Ride. Details to be advised by e-mail and on the forum calendar.

**Tuesday 26 February** - Ride-n-Dine to be advised by email and on the forum calendar.

## east coast

**Last Tuesday of the month** - Monthly gathering at the Puketapu Hotel, 679 Puketapu Road, Puketapu from 6:30pm onwards.

**Sunday 10 February** - Ride to Aratiatia Rapids and Taupo for lunch. Meet at BP Bay View at 9:00 am. Further details from John on (06) 844 4751

**Saturday 23/Sunday 24 March** - Ride to Night-Glow Hot Air Balloons at Masterton Showground on Saturday night. Overnight accommodation at Cornwall Park Motel, Cornwall Street, Masterton (walking distance to the showground). Phone 0508 26 76 92 to book, mentioning that you are staying with the BMW Hawkes Bay group. Further details from Rosemary on (06) 857 7058

**Sunday 14 April** - Autumn Colours ride finishing at Clearview Estate for lunch. Details later.

## wellington

**Saturday 23 - Sunday 24 February** - Annual Wellington weekend away. Meet at Caltex Rimutaka for a 10:00 am start. See page 3 for details of accommodation and meals. Book online at [www.pukeora.com](http://www.pukeora.com) using event code bmw2013.

## nelson

**Sunday 17 February** - Ride to Golden Bay, meet 10:00 am at Three Brother's Corner, Richmond.



Left: Ross Williams

Right: Sam and Alex

Far Right: Warren and Lex

# 2012 south island rag\* rally

words/photos: Garry Williams



Alpine Adventure Holiday Park

I met up with President Peter and wife Ann on the Interislander Friday morning for the trip down to the South Island RAG Rally last November. Once we'd rolled off the ferry in Picton, we headed off to Blenheim where we'd arranged to meet up with Ross and Sally Williams for the ride south. Sally and daughter Bella, however, were in the car, eventually finding us in Kaikoura where we'd stop for coffee after an uneventful and dry run down SH1. Peter and Ann decided on the Inland route from Kaikoura so left Ross and I to head further south to explore the pylon track from Cheviot to Culverden.

The Rally venue was the Hamner Springs Alpine Adventure Holiday Park, situated just 2.5km outside the town in a quiet, bush-clad valley at the foot of Jack's Pass. The park is set on the site of an historic staging post once used by drovers and musterers bringing stock through to Molesworth Station.

Quite a few people had arrived in dribs and drabs over the Friday so we elected to have a group dinner at the Hamner Hot Springs Hotel, the saving grace being the apple crumble for dessert.

It rained quite heavily overnight (and on and off over the rest of the weekend) and Saturday dawned marginally cooler and damper than the previous day. Nonetheless, a hardy crew of six or seven headed off for the GS ride after stocking up with pies, rolls and sweets from the local bakery. We had anticipated taking a look down Edwards Valley but as the weather was a bit miserable and the track being a mixture of gravel/clay (with half a dozen small river crossings as you drop down into the valley and meet the Edwards River and a couple of steeper

sections both as you drop down into the valley and climb out over Charles Saddle) we decided just to head up to Lake Tennyson instead. The lake is frequently visited due to it being close to this commonly used route with the camping area being a popular place to stay. If you have time, the entire lake perimeter can be walked although some wading may be required. The entire loop is around 7.5 kilometres and worth it on a nice day!

Despite the cold and onset of rain, it was a nice ride, and we were back in Hanmer Springs ready for dinner at Robbies with about 20 or so others who'd turned up for the weekend.

With an extra day or two in Christchurch after the weekend, Peter and I managed to catch up with Daniel at Jeff Gray BMW on the Monday before heading our separate ways home.

I like the South Island RAG rallies, very relaxing, great people turning out and some excellent riding to be had if you happen to turn up on a GS. I'm looking forward to the next one.

\*Rough As Guts - but it's not really.



Above: Sam and Alex





# area reports

## auckland

The Auckland Area Christmas ride and barbecue was a great success. We had good support with 40 members (around 40% of the Auckland OR) turning up to sample fine food and an excellent show put on by the 'Ukulele Trio' of Rob, Gordon, and Wayne.

10-year certificates were presented to Paul Leahy and Wayne and Helen Cann and the Irish raffle was a lot of fun, raising \$100 for the Ice Cream Treasury. This goes towards the annual rent of the Vintage Car Club building for our monthly get together. Our thanks to the members who donated raffle prizes.

A very special thank you goes to Malcolm and Sue Sargent for their wonderful hospitality, making this event such a success.

Terry Ellis-Smith

## waikato

Two days out from our November East Cape run and it looked like it was going to be an excellent turnout with seven riders keen for a ride. Alas, it was not to be; by Saturday morning we were down to three hardcore riders. The forecast of rain scared most off and a family commitment took another one out. I suppose they don't make BMW riders like they used to. The good news is that there will be a lot of low kilometre bikes to choose from when it comes time to buy again.

On Saturday morning I loaded up the LT, said goodbye to wife and daughter and headed off to fuel up at Cambridge BP.



*Auckland Ukelele Trio*

Departure time was 8:30am sharp so we could meet Trevor at 11:30am in Opotiki. When my watch said 8:29am and there was nobody there but me, I thought even Graeme had pulled out at the last minute. I put my gear on wondering whether anyone would make an effort when, just as I sat on the bike, Graeme actually showed up.

Being as we had a lot of ground to cover and it had started to drizzle, I decided to keep to the main roads to make good time. I figured the east coast would have enough bends to keep anyone happy. Heading down SH1 we set off for Opotiki via SH5 to Rotorua then SH30 and SH2 to meet up with Trevor. We were making good time until a wee diversion found us in Ohope. I knew something was amiss

when the ocean ended up on my right instead of the left. It has been over 15 years since I have ridden over this way and my memory is not as good as I thought it was. Oh well, never mind!

On meeting Trevor in Opotiki, we refuelled the bike, grabbed a bite to eat and headed east up SH35 to follow the coast to Gisborne, our final stop for the day. Up until now the weather had been good with only the odd light, drizzly shower but as we headed round the coast the wind and showers picked up turning to rain around Whangaparaoa River. It was still warm at around 14 degrees so it didn't spoil the ride, just killed some of the excellent views you'd normally see on a fine day.

*Auckland 2012 Christmas function*



The roads still had the scars from the heavy rains over the last few winters with a lot of big slips that reduced the road to one lane. Unfortunately they will stay that way for a long time as most of them are non-repairable; the cliffs have just fallen away 300 to 400 feet into the valley below taking half the road with it.

Arriving in Tikitiki, the rain had turned to the odd shower again and by Tokomaru Bay the roads were dry and the sun was even poking its head out of the clouds. We stopped at Tolaga Bay for a well-deserved coffee and a bite to eat. We would have stopped earlier but coffee shops that are open are hard to find, although there are plenty of pubs if you want a beer.

We headed off for the short run down the coast to Gisborne and our nice, comfortable hotel beds at the Emerald Quality Inn; not everything has to be hardcore when riding! The hotel offers excellent rooms with two king size beds and locked, covered parking for the bikes. Dinner was an easy choice as there is a pub/restaurant under the hotel.

Next morning we felt refreshed and ready for the run home, even the sun had come out to play. After a stop at McDonald's for breakfast and Z for fuel we headed out of Gisborne. I have ridden the coast road a lot so decided we would head inland down Tiniroto Road. I had heard it is an excellent road full of bends just made for bikes and that's not wrong, it was great! The only downside was a few road works that slowed the pace and flow of the ride. We stopped at Te Reinga Falls to stretch the legs and take a few photos then it was off for lunch at Trevor's mother-in-law's place in Wairoa; hot scones with jam and chocolate biscuits!

After lunch we followed the coast down to the Napier/Taupo Road stopping briefly at the rail viaduct over the Mohaka River for more photos. By now the temperature was 20 degrees plus and we were getting hot but we could see rain towards Taupo over the ranges so stopped at Lake Tutira to put our wets on.

As we headed off from the lake I was thinking that putting wet weather gear on may have been a bad idea. I started to cook but once we turned onto SH5 the temperature dropped fast to 8 degrees when the rain hit. Another stop for coffee and food at the Tarawera Café then off to Taupo for our last fuel stop and the run home via Mangakino.

Our second diversion happened when heading north from Taupo. I was supposed to take the second road on the left after the bridge, but was not thinking and took the first on left. I knew it was the wrong road as soon as I turned but, not wanting to look like an idiot for a second time, prayed that the road looped around onto the correct road. Unfortunately it followed the lake front until it ended in a

dead end down a private road. Admitting defeat I handed the lead role over to Trevor and took my place at the back of the line to hide my shame.

Our new leader soon had us on the right path and Mangakino quickly came and went before stopping to stretch our legs for one last time by the Lake Waipapa dam. Trevor would be turning off soon to head back to Waitoa so we said our goodbyes and headed home.

All in all, we had a brilliant weekend. We each clocked up 1,100 kilometres with most ridden in the dry. We enjoyed beautiful scenery and almost deserted roads, no idiots in tin tops tried to kill us and, most importantly, we enjoyed each other's company. For those that missed it for one reason or another, you missed a great weekend away. I just hope this inspires you to join us next time. It's always better with more riders and you are more than welcome. Bikes are made to be ridden, they love it and so will you given the chance.

Chocky

## taranaki

A great day for a ride I thought. I awoke to brilliant sunshine for our scheduled late November ride. It was a pleasant change from the atrocious weather that forced the cancellation of the previous month's ride. With my usual and excellent organisational skills, I managed to arrive almost late for the ride and was extremely pleased to see a good number of riders had turned out.

Following a quick briefing it was off to Stratford where we met the southern contingent before heading out for our first stop at the Republic of Whangamomona. I would hazard a guess that a group of bikes parked in front of the Pub would be amongst the most common bike photos taken

Following a regroup and light refreshments, we headed further along the Forgotten World Highway to Taumaranui. This road has to rate highly as one of the most scenic and enjoyable rides in New Zealand. It is just over 150 kilometres of very short straights and numerous saddles with spectacular views of the central plateau and some of the last, untouched native forest around. Such is the rugged natural beauty of the Tangarakau Gorge that 13 kilometres has been left unsealed to further enhance the remote forgotten world feeling of this road. I should point out that numerous road bikes go through this area as the gravel section is not challenging due to the surface and type of metal used.

Following a meal and coffee at Taumaranui, it was a spirited ride home via SH 4 to Eight Mile Junction, Pio Pio and a last regroup at Mokau.

Not much to report from the 'Naki over Christmas. I managed to round up a few souls at short notice and we rode out to join members on a ride from the Annual Rally in National Park to Whangamomona where we joined them. From there the group rode out to the Tarata Domain for a very enjoyable picnic lunch. After lunch the Rally riders headed off down Otoraoa Rd then back to National Park while we Taranaki souls trundled off home. I hope they all enjoyed Taranaki's twisty hills and tunnels. It is always a pleasure to share them with other riders.

Our next ride will be to join the Wellington members for their weekend at Pukeora Estate on the weekend of 23/24 Feb. We will be leaving McFarlane's Café in Inglewood at 10:00 am on Saturday and I will be taking a few shortcuts; it could be a big day!

Colin Lister

## east coast

A beautiful day, good food and company – what more could you want from an end-of-year barbecue? There was a good crowd of members for the barbecue held early in December at our place. Members all contributed to the food, and there was an amazing array of dishes for us to eat. It was a shame that others didn't make good use of the lovely day and come on two wheels as only one person came by bike.

## photo archives



Got photos? The BMWOR maintains photo albums as a record of the social fabric of our community.

We welcome all photos (electronic or printed) of members and events, in particular from 1999 onwards, for the Register's photo archives.

Please include the DATE, the PLACE and the NAMES of any people in the photograph.

### How can I send photos?

You can digitalise your old photographs (present pictures are fine too!) and email them to [pauleddlington@xtra.co.nz](mailto:pauleddlington@xtra.co.nz) or hard copies of photos can be sent to:

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Hard copies will be returned if a self-addressed, postage paid envelope is included with the original.



During the afternoon, some of us took the opportunity to try out our horseshoe throwing skills. As one member said, "That is something that needs to be worked on". We recalled how Fran mastered horseshoe throwing at the vineyard lunch at the Cromwell Rally, and if there is a "next time" she will be on the invitation list.

There was a good turnout of members from our area for the Annual Rally at National Park. Norman and I made the trip over via Gentle Annie with a coffee stop at Taihape. Just south of National Park we ran into drizzle, something we hadn't seen for a while in Hawkes Bay. Others journeyed to the rally via the Napier Taupo Road (aka Thermal Explorer Highway). Folker rode over early Saturday morning and made a show of riding into The Park car park via the front steps, where everyone was gathered for the Concours judging.

We all had a great couple of days in fantastic weather, meeting up with friends old and new. Congratulations to Les on being awarded second in the Concours d'Elegance.

We all headed home on Monday across Gentle Annie – if you haven't experienced this road, do try it as the lack of traffic, even in holiday season, is amazing. Unfortunately, the road, only recently sealed, is not proving durable and is quite cut up in places.

Marie Nichol

*Above and below: East Coast 2012 Christmas function*



## wellington

This year we took a trip to Masterton to the 1880 Llandaff Country Residence. Well, it's now in town – town moved out to embrace the old historic home, but it is still called Llandaff Country Residence. It is currently used as a bed and breakfast accommodation.

The members from Wellington assembled at Caltex Rimutaka and made their way over the hill but, at Featherston, a Police road block (both directions) was checking for alcohol; right where we traditionally stop for a regroup, after negotiating the hill. Not a problem, we still got to Llandaff in good time.

There was a gathering of some 41 people there, some from the Rangitikei branch. The day was beautiful and the food was fantastic. There was a chef to prepare the

meal and he gave us great value for money, which in part included homemade meat patties, his take on Salsa Verde and lightly curried cauliflower florets.

We ate outside and enjoyed the fare in the fine weather. We were free to wander around the property and take in the numerous out-buildings, including the Victorian hot-house, dove-cote, stable, coach room and others. Some members opted to tour the grand old building and view the treasures within its four walls.

From about 3.00pm, members started making their way home.

Dave Morris (photos: Bill Croasdale)

## nelson

The push to get riders to come up with rides has been a success so far. Peter, who lives in Queen Charlotte Sound, suggested we head to Marfell's Beach, south of Seddon for a picnic lunch for our December ride. It was a great idea and an opportunity to ride with Marlborough members.

Meeting at QE2 lay by we were disappointed only a handful of Nelson riders were keen to enjoy a perfect riding day. I get the dilemma though, 'first sunny Sunday in weeks – household duties or go for a ride?' That's a hard choice!

We met up with a great bunch of Marlborough members and 'ring-ins' at the Blenheim Railway Station before deciding the gravel riders would head to Seddon via the Redwood Pass. The rest of us rode through SH1 and stopped for a coffee in Seddon – great chance to chin wag with Marlborough folk.

The gravel riders arrived shortly after and decided to keep moving via the gravel to Seaview, Blind River and around to Lake Grassmere. These are roads my Dad







*Above and below: Wellington 2012 Christmas function*

gravelled for a living many years ago. Graveling meant hurling gravel off the back of a truck with a shovel, bloody hard yaka!

Riding over The Lion's Back and down past the Salt Works on the open, rolling roads is a pleasure any time. Add the sealed run out to Marfell's Beach just past the Salt Works, a bit of sun, little wind, and riding mates and the result is a 'This is why we ride!' moment.

Marfell's Beach is a DOC campground with old school facilities. It is clean, well kept and a favourite of generations of family campers who stay as long as they can, fishing and exploring.

*Below: Nelson and Marlborough members at Marfell's Beach*





We waited briefly for the prairie riders to join us before settling to lunch, another chin wag and photo shoot before heading back.

If you are riding through Marlborough to Christchurch, hang a left past where the salt is turning pink and take a break at the beach.

Thanks Peter for the ride and Ross for rustling up Marlborough riders, ring-ins included!

Sue Verma

## otago/southland

Our last ride-in for 2012 was to Kaka Point for lunch at The Point Café and Bar on the waterfront. This was our annual Christmas ride and, although it is usually a very popular destination, we had only 11 sit down for lunch. I guess it must be that time of the year because the weather was very good and the venue is outstanding with its panoramic sea views and the Kai Coal fire burning away! Yes, it was much warmer in Alexandra!

We had just finished our lunch and were packing up to leave when Bruce Watt from Oamaru turned up on his 1957 DKW Hummel. Bruce was taking part in a moped ride from Balclutha to Owaka, to Kaka Point, and then back to Balclutha. Looked like very hard work to me.

Sounds like everyone enjoyed the Rally and I'm sorry I missed it. Roll on Rally 2014!

Barry Richardson



*Bruce Watt and his 1957 DKW Hummel*

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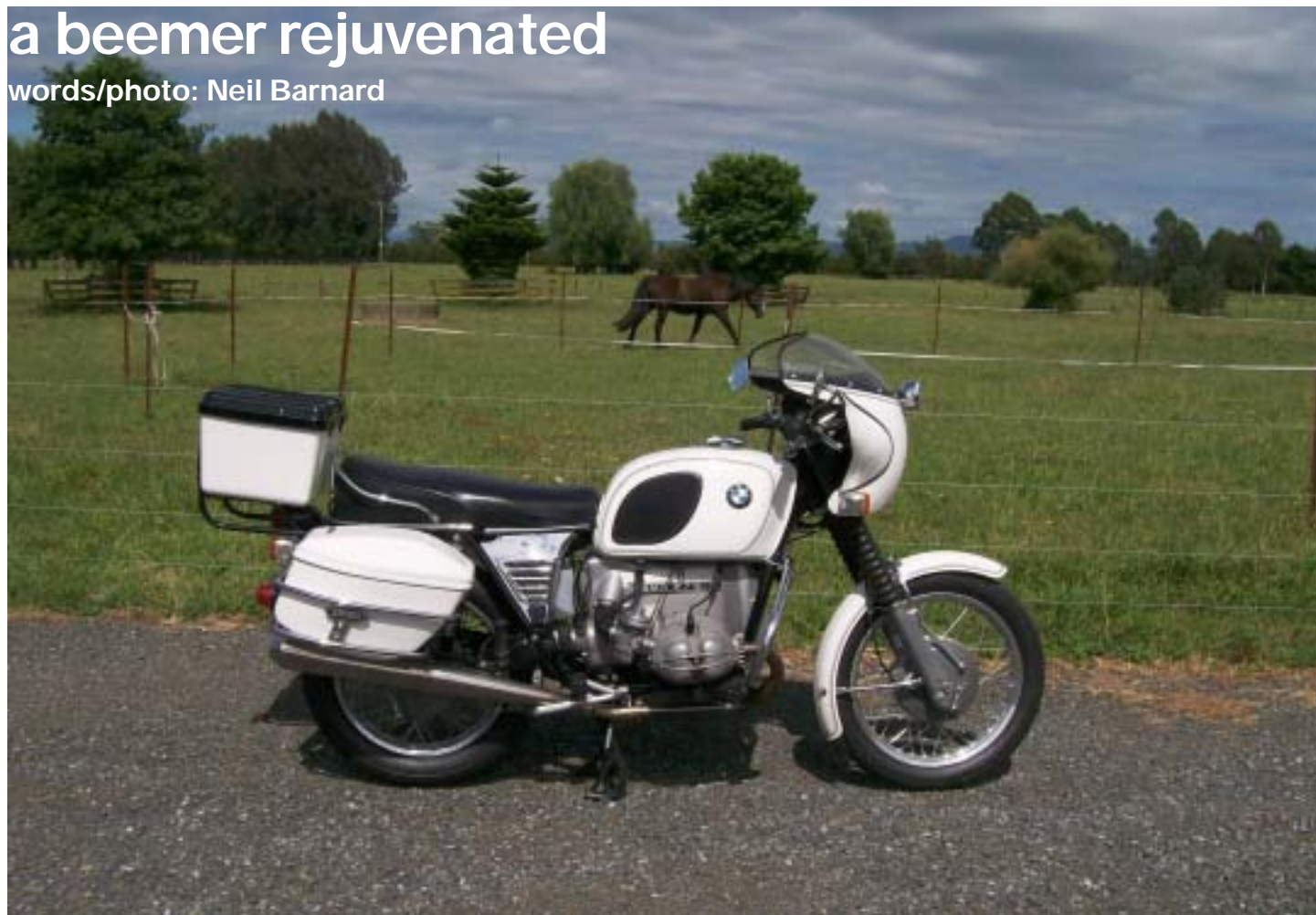
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# a beemer rejuvenated

words/photo: Neil Barnard



Back in the early 1970s, the R75/5 BMW was the ultimate in touring luxury. Its reputation for reliability, longevity, and pure quality were legendary. The basic design was so solid as to remain basically similar for many years. Subsequent models featured incremental increases in engine capacity, without major alteration to the basic concept.

At the time of the formation of the BMW Owners Register in 1975, I was the proud owner (and still am) of a 500cc 1954 Vincent Comet. I sold the Comet to finance the first of many BMWs, and subsequently managed to buy it back again. BMWs included several R75/5s, an R90/6, an R90S, a K100RS, a K100RT and, ultimately, an R1100S.

Back in 1986, I found a rather dilapidated 1972 R75/5 in a disused chicken coop in Opotiki. The owner had shifted to Australia and had put the bike in storage. He was contacted and advised me that he would indeed sell the bike. The original exhaust system had rotted away, with large holes in both header pipes. Although apparently quite sound, the bike was suffering a lot of surface corrosion due to its less than ideal storage conditions. A battery was obtained and the engine reluctantly coaxed into life. With the perforated exhaust, the noise was quite horrendous, but a cautious ride around the block confirmed that it was indeed complete and operational.

*Ready for the off - two very different forms of horsepower*

A deal was struck and the bike was mine.

Once home (on a trailer) it received a general check over and basic tidy up. Tyres and tubes were replaced, along with the battery. Although already quite shabby, the original silver paintwork was retained. The entire exhaust system was replaced with locally manufactured stainless steel components, beautifully made by Len Parry in Tauranga.

Over the next 17 years it provided a lot of enjoyment covering 26,000 relatively trouble free miles. The only real incident of note was a catastrophic gearbox failure in Dunedin close to the end of the 1998 "Pork Pie" ride organised by the Rusty Nuts Motorcycle Club. This ride re-enacted the route taken by "Blondini" in the yellow Mini in the film "Goodbye Pork Pie" from Kaitia to Invercargill.

Over this period quite a few other supplementary Beemers came and went, but the "Old Girl" maintained intermittent active duty between rest periods in the back of the shed.

My brother Keith had been interested in obtaining a R75/5 Beemer for some time, but had been unable to find a suitable specimen. In 2003, somewhat reluctantly, I agreed to sell it to him on the understanding that it would ultimately return to me.

In the intervening 7 years, Keith covered over 6,500 miles, including an extensive South Island tour.

Early in 2011, the "Old Girl" returned, rather showing her age. The seat base was broken and the cover required repair. By now the original paint was well and truly shot. Water had accumulated behind the rubber knee pads, generating quite significant pitting corrosion in the petrol tank. The chrome was peeling off the spokes on both wheels and the frame itself was showing signs of localised rusting.

As the bike was dismantled it became clear that a reasonable amount of "rebuild" work was justified. I was keen to bring the machine back up to scratch without doing a so called 'restoration'. I wanted to maintain a tidy and reliable bike that I was not afraid to use.

So began the rejuvenation process.

The engine and gearbox had both received some earlier attention and, as they appeared all okay, were basically left untouched. In contrast, the rest of the bike was completely stripped.

The wheels were taken to Wheel and Spoke Services in Auckland where the hubs were cleaned, rims polished, and rebuilt with stainless steel spokes.



Painting was entrusted to Haddock Spraypainters and Panelbeaters here in Whakatane. This work included repairs to the fibreglass panniers and top box.

I had bought the Shoei panniers from a Harley shop in California back in 1979 and they had seen duty on a range of different bikes since then. They were showing signs of use, and the occasional slight tumble, but cleaned up remarkably well. Rather than retain the original main silver colour, I decided to change to white with the characteristic double black lining.

The splines on the rear drive were very badly worn and in fact were close to failure. Kane Veltman from R Twin Works in Palmerston North does this work, and the complete differential unit was despatched by courier for overhaul. Kane's assistance in obtaining other parts later proved to be invaluable. He was able to source either new or good second hand parts for absolutely everything needed. This included all the various rubber grommets and gaiters for the front forks, fork seals, oil seals for wheel bearings, carburettor intake sleeves, rear vision mirrors, etc.

Steering head, swing arm, and wheel bearings were all readily available through Bay Engineering Supplies in Tauranga.

A set of new tyres were supplied and fitted by Ray Holmes at Mount Motorcycles.

As testimony to Len Parry's workmanship, the stainless steel mufflers were still in perfect condition, and polished up like new.

Since getting the bike back on the road it has completed a couple of thousand miles and has been completely reliable. I must say that I enjoy the fact that the on-board computer (inside my helmet) is instantly reprogrammable and generally responds quite adequately to multiple inputs. This appears quite feasible without the necessity for ABS braking, Traction Control, RDC, ESA, Quick Shift, etc. There are none of these "black boxes" of electronics to mystify the uninitiated.

The few minor electrical problems encountered were all quite readily identified and rectified. In addition, there are no hydraulic systems with their propensity for corrosion.

One negative aspect of this particular bike that I have never been entirely happy with has been an occasional rigorous head shaking at slow speeds. This rarely developed into a tank slapper but on several occasions had been quite unnerving. This tendency appears to have been aggravated by the possible combination of worn tyres, low front tyre pressure, extra weight in the rear panniers and/or top box. It can certainly be instigated by a wobble generated by out-of-sync carburettor throttle settings.

An additional possible contributor to this annoying phenomenon could be the later R90S style handlebar mounted fairing that I have fitted. This would add quite significantly to the polar moment of inertia of the steering assembly. It may well not be a coincidence that BMW introduced their own linear hydraulic steering damper at the same time as this particular distinctive bikini fairing.

The problem could be overcome to some extent by merely increasing the original friction damper setting. Unfortunately this then adversely affects the low speed steering, which is why such friction dampers are very much a compromise.

I actually purchased a modern after market linear hydraulic damper, but this proved almost impossible to fit because of the relative location of the petrol tank and the sprung section of the forks.

In the past, some motorcycle manufacturers (Yamaha in particular) have indeed fitted rotary hydraulic steering dampers, but these are no longer obtainable. Ohlins do still make a proprietary unit, but these cost in excess of \$1,000.

An internet search found Scotts Performance in the States who can supply a rotary hydraulic steering damper. This comes with multiple possible adjustment settings and the relatively attractive cost of just over US\$300. I specifically wanted to "hide" this accessory as much as possible, and mount it under the bottom triple clamp. The Scotts units are all supplied for mounting above the top yoke, allowing access for adjustment "on the run". This is seen as a real advantage, especially on motocross bikes which have to cope with widely variable track conditions.

When questioned, Scotts said that they had not had experience with mounting their unit in such a position but did not see why it could not be done.

The installation proved relatively easy, only requiring the drilling and tapping of a couple of M6 holes into the bottom triple clamp. The only tricky bit is to get these holes in the correct position to ensure that the damper unit is accurately concentric with the head stem. A small adapter bracket was manufactured to extend the original fixed portion of the damper onto the main frame. This Scotts "Steering Stabiliser" is actually quite sophisticated. The basic base dampening has 24 different settings. This controls the slow speed dampening. A separate high speed adjustment is factory set but can be altered if required. In addition there is a "sweep" adjustment which dictates the arc of operation of the dampening action. The Beemer has a measured arc of rotation of 84 degrees from lock to lock. Because it is important to ensure that the original rugged

steering stops limit the full lock, and not the damper itself, this sweep was set at 90 degrees. The damper comes with a very detailed description of its operation, and generic installation instructions.

Because there is basically no dampening at slow turning rates there is none of the "stiction" unavoidable in the original friction unit. To date it has been completely satisfactory and I would recommend this unit to any riders who desire more stable steering.

It was interesting to note the relatively large number of these older "air head" boxer BMs at the 2012 BMWOR RAG ("Rough As Guts") Rally held down near National Park. There appears to be a resurgence of interest in these older bikes which are proving to be very usable classics. As they are now nearing 40 years old, they qualify for the much reduced licensing fees, and this must be a major bonus for those of us with multiple bikes.

I am looking forward to many more miles on the old Beemer, and I have already entered the next Southern Cross Road Rally in 2013. Cape Reinga, to Cape Egmont, to East Cape, to Bluff in 5 days. Let's go!

As a relaxing tourer with the ability to literally eat up the miles, these bikes were certainly quite something in their time. In my biased opinion, they still remain so to this day.

The following suppliers assisted with this exercise are all recommended for their efficient and professional service:

#### **Wheel and Spoke Services**

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## waouru – switzerland of the south pacific (the diary of a third class tourist)

words: Grant Aislabie

photos: Garry Williams/John Forsyth

How can it take a trip of over 400 kilometres and six hours to travel from Auckland to Turangi? It's easy if Peter Zink is the Ride Captain for the transit phase of the trip from Auckland to Waouru in order to attend the Off Limits "Tussock Adventure" prior to the Annual Rally at National Park. He and his three

companions, Larry, Curly and Mo, went where elephants go to die on the trip south – but it was fun.

### The Prologue:

Arriving at Waouru (after a detour to National Park to drop off some gear) the trepidation and expectation of the

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**JEFF GRAY BMW MOTORRAD**  
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**CHRISTCHURCH.**



assembled multitude at the museum car park was palpable - particularly when I saw all the trail bikes that were there! But don't worry as the invitation did say that multi-purpose tyres were acceptable. Cool!

After a briefing we left by convoy (no mean feat onto a busy SH1) and entered the Army Camp. An excellent lunch was provided after which we were taken to our billet and prepared for our first ride. In hindsight, underprepared may have been more apt.

Assembling on the parade ground at 1300 hours (see, already speaking "army") I modestly joined the third group with whom to ride - advertised as "gravel and some tar seal". Group 1 was akin to Formula One with trail bikes and those bikes capable of being ridden on the moon. Group 2 was a little more subtle, sober and less overtly flashy and inherently adventurous than Group 1 and was known as the "Sly Dogs" and Group 3 was, well, us. Ironically, but we were yet to know this, the numbers in Group 3 grew substantially over the next two days of riding. It may have been a signal but at the end of day 3 one of the ride leaders was overheard to refer to group 3 as "The Beginners" the reality of what we all achieved set in.

#### Day 1:

The ride on Day 1 was to be of short duration involving some grass (riding or mowing/hay making variety although the other may have assisted as the afternoon wore on), gravel and the "tank tracks" - clay/sand/dust. So where is the promised tarseal? Are we parked on it? Things didn't start too well either. At our first turn off onto gravel our leader went the wrong way so we spent thirty minutes or so waiting then turning the group around to go up the hill not around it. Never mind, nice view!

We resumed with a short ride on gravel to a (censored - if I tell you, I have to kill you) training facility for overseas postings where it is very foreign, hot, dusty and there is lot of sand. Then, as we left, we detoured off a perfectly good and well maintained gravel road on to a not-gravel track - hmmmmmm! This was to be the first of many tank tracks. More gravel and then in to real tiger country - or should that be tank country. Clay, dust, sand, water holes, mud, hills (for many, mountains) and did I mention dust? After some time bashing around in this mixed media terrain (I was resting in the sun having bailed out three times in as many minutes) the survivors dusted our way back to gravel and home.

We 'beginners' voiced our concern that if this was Day 1 what were Days 2 and 3 going to be like? It was not as if we in our group had over-embellished our abilities to the organisers - we knew we were

gravel and tarseal riders but that the invitation was, shall we say, very misleading. Perhaps Day 2 will be better?

#### Day2:

At the briefing it was explained to us that yesterday's ride was due to the vagaries of the weather and, as rain was forecast, we were obliged to ride all the trails we could before rain turned the tank tracks to mush and made them impossible/impassable. Like, hullo, what was the difference? So we were given a promise of the whole day on the gravel. We drove for miles to the back of the training area detouring on to a 'not quite gravel' road to view the stock yards used for the Kaimanawa wild horse round up (and where a group of 4WD owners sharing the area with us had been blown out of their tents and their portaloos tipped up by overnight winds). We were also privileged on this road to watch as the Group 1 riders tackled a river crossing - well most of them made the crossing, a few swam, but most impressive was the couple who crossed with no trouble at all riding two up on a big bike.

It was then back to real gravel to a quarry at an elevation higher than that of the Top of the Bruce Road at the Whakapapa Ski Field. The views from here were just awesome and the Napier/Taupo Road and Rangitaiki River could be seen in the far distance. Off the high country we stopped for lunch in a stand of beech trees where an historical drover's cottage once inhabited by a philandering dwarf had been restored some years ago by the Army. It was as remote a place as you would never want to live.

We sat and lay in the warmth of the sun, sans wind, and ate the packed lunch supplied. More food than you could throw

a stick at - fresh and healthy with a lot of it saved for afternoon tea. We might be the 'Beginners' but we are civilised and have standards.

All too soon it was back in the saddle for a fast traverse across the back of the training area (and the no-go live firing areas - unexploded rounds of mortar and artillery shells) with only two aberrations. The first was slight detour on to the not-gravel into a grass paddock where the lead rider hared off up a steep slope to the top of a hill. Here the promised mutiny took place (there had been murmurings over dinner the night before that we might refuse to ride any more not-gravel roads) and some (me included) elected to stay at the foot of the hill and watch the more adventurous of us take on the hill. All made it. There is something in Darwin's Theory of Evolution and the survival of the fittest I suspect. Much later we had to attempt a wee (about 2000 metres) not-gravel side trip (with two nasty hairpin turns) to arrive onto tar seal at the Moawhanga Dam - the headwaters of the extensive Tongariro Power Scheme. From there it was all seal to the single turbine power station situated about 1500 meters from the Desert Road. Most folk would have no idea that it and the lake are there. Alas the day of the gravel was all but over and it was another fast traverse of the training area back to camp. A great day out and very pleasant riding.

#### Day 3:

What a day. What a damaging day - not to bikes but to riders. Diagnosed after the event (amazing what adrenalin and pain killers can achieve) were one broken ankle, one sprained ankle, one shoulder blade and one case of sore/broken ribs!

*The Moawhanga Dam*





*Day 1 was hill climbs for the Sly Dogs ...*

"Today we will visit the desert on the west side of SH1 and be on gravel that looks like sand", intoned our leader. Yeah, cool, Dave! "We will visit the airfield, cross some grass, cross a river or two, visit a fort, the Gates of Mordor, the Tukino Ski Field, the Edinburgh Castle feature back in the training area and, for those who want to do it, a ride to the lake. The rest of you can take the trail back to camp". Sounds like a plan to me.

After the previous day of all but compliance with the advertised riding terrain we were buoyed by the vision of what was in store and in high spirits left the base, proceeded a wee way along SH 1 and turned on the road to the airfield. There we were briefed about how to traverse the grass by staying in the quad bike tracks flattened for our ride before being given our heads and having a jolly good thrash at high speed along the airfield. Ah, that's more like it, before turning on to the grass. There were acres of the stuff and yes, there were two tracks made by the quad bike that travelled with us.

Squashed grass has the gripping power of ice as some were to find out. It was a slow and stop-start trip across the Tundra. One or two heroes decided the pace was too slow and overtook (as several just had to do over the three days) but retribution was swift as their off-piste adventure had them fall (literally) foul of the uneven terrain off the track. Eventually we all made it – tick that one off. Back onto SH1 to turn in to the desert area.

A ford was the first order of the day. This was to be my first water crossing and no-one had told me that you cross slowly. The result was a completed crossing

together with a very cooling shower of water from a great height and no need to worry about washing the bike, my riding gear, the insides of my boot or helmet (visor was up!). The road seemed okay even though it was clearly made up of young gravel – big boulders. Another less dramatic stream crossing then – kapow! Black gravel that looks like sand to me – and miles of the stuff. I tentatively wiggle-woggled my way through the first lot and even managed to go around a pile up in a wee gorge area.

Then the open river valley – I think my Dad may have called it a Wadi when he was in Egypt. In hindsight he was right as in "Wadi ya doing in place like this on a motorcycle?"

The next experiment in 'gravel that looks like sand' was an advance from the straight wiggle-woggle to the wiggle-woggle with paddle. This is the result of naively following the track left by the preceding rider and then having to "walk"

the bike using alternate feet to stop falling over. A bit like marching - left, right, left, right – stayed upright but it was exhausting. After the next regroup I continued the evolution of 'gravel that looks like sand' riding and that was to advance to the 'stuff it, what have I got to lose' approach to riding. Look for the brown gravel denoting some form of ground cover, stay near the edge of the Wadi and give it heaps.

The 'give it heaps' approach was counterintuitive but if you didn't you were in deep sand – ha, you expected another four letter word didn't you? It worked! I actually sped through the next section to ultimately (by attrition) be immediately behind our esteemed leader Daring Dave – Cool!

As a result, I became the corner man for the last turn before the Fort where I spent the next hour watching fellow riders dribble in. Some were ferried by the heroes (ours and the leaders drove their bikes, all shapes and sizes at high speed effortlessly through the 'gravel that looks like sand') to the Fort. Those riders who were ferried enjoyed the experience in two ways – they had a serene ride to the Fort and saw just what their bike could do in experienced hands.

While corner manning I watched the Group 1 heroes drop from the Fort into a wee Wadi, cross its boulder river bed and fly up the opposite side. Not so easy though. Some fell going down, some fell crossing the rocks and some fell going up the other side.

Eventually we all made it to the Fort and after a look around and a rest left the Fort to enable me to claim the trifecta – I fell going down in to the Wadi, I fell trying to cross the rocks and, yes you guessed it, I fell trying to get up the other side. No worries, I was not on my own and in good company. My bike was ferried a couple of dips away and I returned to spectate. It was great to watch as our team drove through to the best of their ability. Those

*.... and a couple of challenging crossings of the Moawhango River, which tested the water-proofing of some machines*







*Guys and weapons - go figure*

who didn't had their bikes pushed within inches of their potential by the heroes. Well done and thanks guys from all of us. If we weren't predominantly British I think we might have clapped and cheered.

At this stage we expressed the opinion that seeing the Gates of Mordor in the distance, several leagues hence, might just be close enough. But that suggestion was scornfully cast aside by Daring Dave so off we went. The track was a mixture of 'gravels' but eventually most of us made it and looked in awe at the Gates of Mordor – like "Aw, why did we need to come here Dad?"

*Tussock country led to the braided, dry flood plains of the Whangaehu River, the source of which is the Ruapehu Crater Lake .....*



It was all down hill from there (Mordor being on the slopes of Ruapehu not far from the Tukino Ski Field (which we never did get to). After the usual butt clenching ride through 'gravel that looks like sand', the hard pan of the old gravel road appeared. Unfortunately, in the last few metres of the 'gravel that looks like sand', a riding companion from our ride down from Auckland relaxed. He lost it and broke his ankle and is now reposing at home, alone, and in plaster for the next six weeks instead of attending the BMW Annual Rally at National Park and holidaying in the South Island for two weeks.

Only two water crossings to go for me. I felt a little Hilary like – Edmund not Clinton - having knocked the bastard off. The last water crossing elicited the same result as the first as no-one had yet told me to go slow. But this time there was a cheer (no Brits only Kiwis?) when I appeared absolutely drenched. Alas the day was pretty much over. No Edinburgh Castle feature, no trip to the other side of the lake, no thrash on real gravel back to home. Only a despatch back to barracks to pack up and head off to National Park for the BMW Rally.

#### **Conclusions:**

There were some tired, sore and grumpy riders at the end of the three days. But what an experience. To have made it around most of the track through all sorts of terrain pretty much intact was an achievement. The views and vistas, the flora and facilities are lasting memories as is the thought of very old gravel. Dave, it really is sand.

#### **Upside:**

- ◆ the accommodation was superb, comfortable beds in warm room with adequate privacy, good showers and super sized washing machines and dryers for all your riding gear
- ◆ generally the food was adequate – and that has nothing to do with the hoary old adage of army food as our lot were catered for by outside contractors (who I noticed were all very skinny!)
- ◆ the staff at the facilities (and bar) were friendly and obliging
- ◆ the staff running the adventure, and the adventure organisation itself, were amazing. Captain David and his trusty sidekick, Tuna, were always smiling and everything was just Cool. They were able to wrangle any bike of any capacity of any age like it was purpose built off roader. What skills. Thanks guys.

*.... and a fair amount of sweating, crashing, cursing before reaching the Afghan Fort. Some relished it, others looked skyward praying for the Starship Enterprise to beam them up*





#### Downside:

The spills and injuries may have been avoided if the groups were riding terrain true to label as the major injuries happened on the last day when 'gravel that looks like sand' and river crossings were involved. Perhaps some tuition for the beginners?

#### Result:

Would I do it again? My oath I would – in an instant. But with knobbies front and rear, a lightweight 350cc screamer and with an assurance that the terrain to be used for the lower skilled groups be true to label and fit more closely to the ability of the rider. There is still a lot of the training area we didn't see as we ran out of time.

Thanks David Greenslade and Off Limits– it was Cool!

*At last, the Afghan Fort*



*Return route to camp was over more gravel roads and tank tracks (freshly groomed by the OffLimits crew)*

*Tuna and Binney*



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# sat nav Robin Wood

I have a little Sat Nav  
I've had it all my life,  
It's better than the normal ones  
My Sat Nav is my wife.

It gives me full instructions  
Especially how to drive,  
"It's 60 kilometres an hour", it says  
"You're doing sixty five."

It tells me when to stop and start  
And when to use the brake,  
And tells me that it's never ever  
Safe to overtake.

It tells me when a light is red  
And when it goes to green,  
It seems to know instinctively  
Just when to intervene.

It lists the vehicles just in front  
And all those to the rear,  
And taking this into account  
It specifies my gear.

I'm sure no other driver  
Has so helpful a device,  
For when we leave and lock the car  
It still gives its advice.

It fills me up with counselling  
Each journey's pretty fraught,  
So why don't I exchange it  
And get a quieter sort?

Ah well, you see, it cleans the house,  
Makes sure I'm properly fed,  
It washes all my shirts and things  
And - keeps me warm in bed!

Despite all these advantages  
And my tendency to scoff,  
I do wish that once in a while  
I could turn the damned thing off!

[You're a brave man Mr Wood - Ed.]



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**Taylor Memorial Lodge, Pokaka**  
**Saturday 6 April - Sunday 7 April 2013**

**Cost:** \$35.00 per person (plus \$15 for a badge). Includes lodge accommodation/camping and the spit roast on Saturday night.

**You will need:** a tent and bedroll if you're camping (dormitory accommodation is available for about 50 people - first up, best room), sleeping bag, cup, plate and eating irons.

**Please note:** Each person to bring vegetables and/or salad for the community pot.

**How to get there:** Pokaka is on State Highway 4 between National Park and Raetahi

**From the North:** From National Park, pass through Waikune and Erua. After passing under the Makatote Viaduct, look for road sign 'Taylor Memorial Lodge and Pokaka' on the right side of road, pointing across the road, in the direction of the mountain.

**From the South:** From Raetahi, pass through Tohunga Junction (joins up with highway 49 and Ohakune) Horopito, then look for road sign 'Taylor Memorial Lodge and Pokaka' on left side of road, pointing across the road, in the direction of the mountain.

To secure and pay for your entry, **either:**

- ◆ fill out the booking form below, attach your cheque and post it to RAG Rally, PO Box 109-245, Newmarket, Auckland 1149; **OR**
- ◆ send an email to [secretary@bmwor.org.nz](mailto:secretary@bmwor.org.nz) with RAG Rally in the subject line with the details required on the booking form below in the text and pay by internet banking to the BMWOR "Event" account 15 3973 0032424 00 (please include your surname as the payee and 'RAG' as a reference).

**Please note:** 2013 RAG Rally badges will only be available for entries received by 5:00 pm FRIDAY 8 MARCH, otherwise bookings must be received by Friday 24 March for catering purposes.

I

## RAG RALLY BOOKING FORM

Name ..... Membership No .....

Please book me and the following people:

.....  
 .....

Number of people attending ..... @ \$35.00 each = \$.....

Number of badges required ..... @ \$15.00 each = \$.....

My cheque for \$ ..... is attached.

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**BMW Owners Register**  
**of New Zealand**



*\* For the benefit  
 of new members  
 RAG stands for  
 Rough As Guts -  
 but it's not really*





## 2013 EUROPEAN TOUR DATES

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Germany, Austria, Slovenia, Italy, Switzerland.  
Arrive 27th June 2013 - Depart 13th July 2013  
16 nights, 15 riding days.

### French - Swiss Alps Tour 2013

Arrive 19th July 2013 - Depart 29th July 2013  
Includes: Switzerland - Beatenburg/Interkaken, Andermatt, Brig  
France - Annecy, Grenoble, Lons le Saunier  
10 nights, 9 days riding.

### \*Bekers MCT 110 - 30 Harley Anniversary Tour 2013

Arrive 7th June 2013 - Depart 24th June 2013  
Includes: Munich, Trento, Maranello, Near Siena, Rome, Bogna Di  
Romagno, Venice, Villach, Salzburg, and back to Munich.  
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Email: graham@bekersmct.com



All Tours except \*Bekers MCT 110 - 30  
ride late model BMW Motorcycles

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## bikes for sale



**K1100RS** - (1993). Non ABS model. New NZ Registered in New Plymouth on 25 March 1994. 76,000 kms.

Complete with colour coded side bags and top box, original tool kit, new battery fitted in 2010. 6 owners, current since 14 February 2009 purchased in a "non structural" damaged condition with gravel rash and fairing damage which as been fully repaired. Current WOF and will include 3 months registration when sold. \$6,250. Contact Paul Edlington on (09) 478 3903 or 027 291 703 (2)



**R1200GS** - (2009). Blue. One owner from new, dealer serviced at scheduled intervals.

Almost new BMW Vario panniers and topbox, covered a carefully ridden 71,000 kms. ABS, tyres in good condition. This bike is in excellent condition. Registered and warranted until April 2013. \$18600. Contact Neville on (04) 938 5649 or email [hpnt@inspire.net.nz](mailto:hpnt@inspire.net.nz) (1)



**K1100 LT SE** - ( 1 9 9 6 ) . Champagne. Two owners, current since 1998, very good all round condition at

88,000 km. Colour coded and key matched panniers and top box. ABS, heated grips and radio. Lovely touring bike. \$6,500. Contact Les Ennor on (06) 843 2543 or 021 022 42122 or [barbles@hotmail.co.nz](mailto:barbles@hotmail.co.nz) (1)

## for sale



**2003 BMW R1150GS 6 speed gearbox** - 18,000 kms from new. Ready to bolt in and run. \$1,000. Contact

Stuart on (03) 312 371 0765 or [stuart@garners.co.nz](mailto:stuart@garners.co.nz) (3)



**2000 BMW R1150GS 6 speed gearbox** - 127,000 kms from new. Rebuilt with new bearing/spring kit fitted and reshimmed.

Gears all in mint condition. Ready to bolt in and run. \$750. Contact Stuart on (03) 312 6113 or 027 371 0765 or [stuart@garners.co.nz](mailto:stuart@garners.co.nz) (3)



**1990 Suzuki GSX750 alloy wheel set** - Original factory rims mint condition (brand new). Front 3.5 x

17" (suit 120 Tyre), Rear 4.5 x 17" (suit 160 Tyre). Complete with cush drive and rubbers, bearings never fitted. Without bearings, axles, discs or sprocket. Ideal for someone building a Bear's racer or special. Contact Stuart on (03) 312 6113 or 027 371 0765 or [stuart@garners.co.nz](mailto:stuart@garners.co.nz) (3)



**BMW1200GSA passenger foot rest lowering kit** - Retail 149.00EURO. Will sell for NZ\$150. Contact Allan or Andrea on (03) 365 3544 or 027 487 6570 or email [info@citymotorcyclereals.com](mailto:info@citymotorcyclereals.com) (2)

**Heidenau Adventure Motorcycle Tyres** - 140/80-17 Rear K60 Scout \$230; 150/70-17 Rear K60 Scout \$245; 110/80-19 Front K60 Scout \$190; 150/70-17 Rear K76 \$200; 110/80-19 Front K76 \$160. BMWOR members receive a 10% discount (free fitting in Christchurch only). Contact Allan or Andrea on (03) 365 3544 or 027 487 6570 or email [info@citymotorcyclereals.com](mailto:info@citymotorcyclereals.com) (2)



## wanted

**Tour Leader** - for potential multi-day rides on or off road either side of BMWOR national events. Must have own bike, excellent communication skills, practical route planning ability, outstanding navigation skills and loads of patience. Interested? Give President Peter a call.

**Luggage** - Krauser or similar, including mounting frames for 70s or 80s BMW. Wanted for my 1964 R60, which is now going. If you have any lying around, give me a call. I will alter the mounting frames to suit the bike. Contact Folker Liebenow on (06) 874 8506 (3)

## welcome

A warm welcome to our new members this month.

Jim and Sharon Stark - Porirua

Rob Urselmann - New Plymouth

Robert Boniface and Fleur Board - Auckland

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.

*Summer riding hazard!*



On occasion Star Insurance sell parts from insurance wrecks through Trade Me. Take a look at the Star Insurance website [www.starinsurance.co.nz](http://www.starinsurance.co.nz) for details.





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