

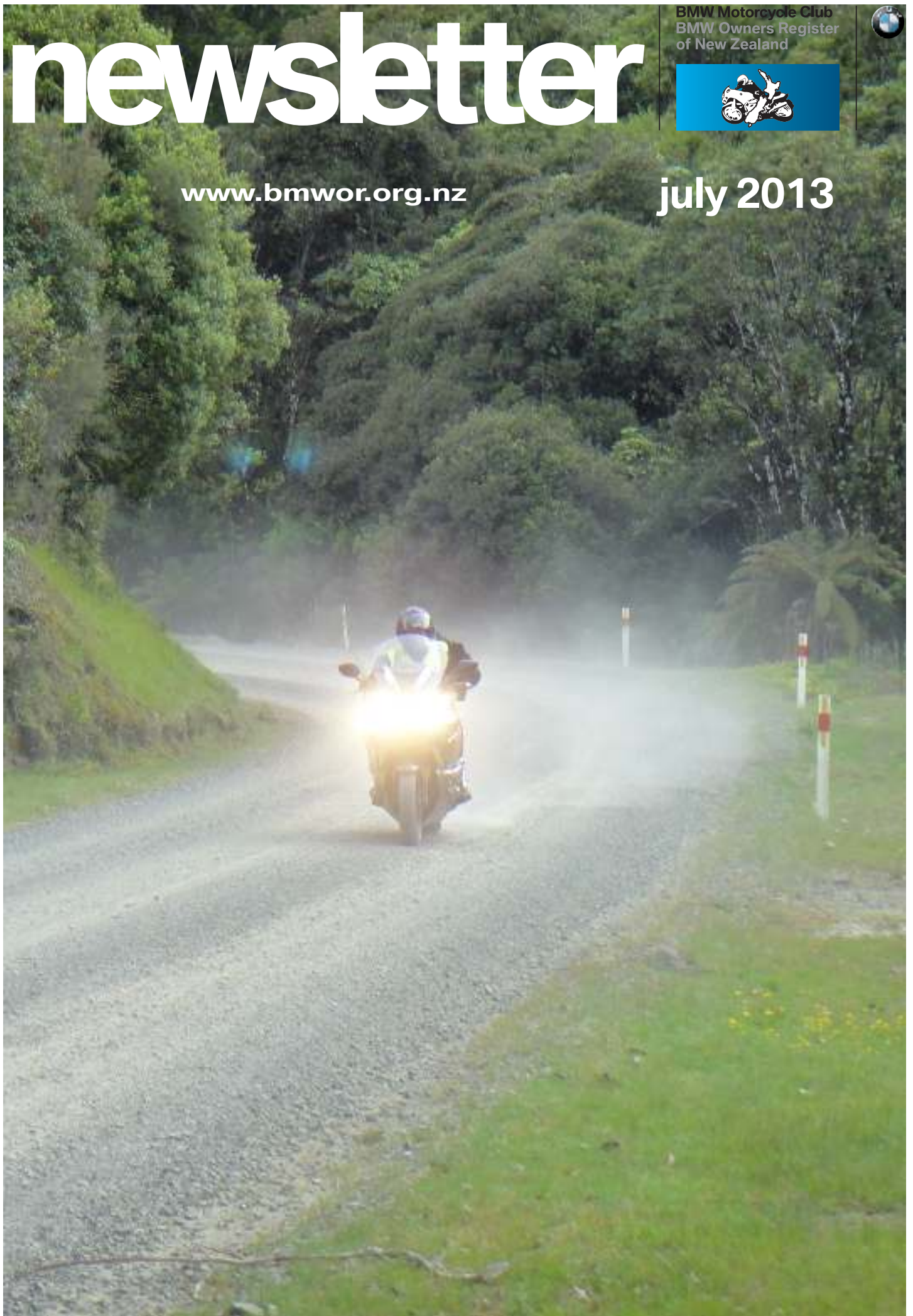
# newsletter

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



[www.bmwor.org.nz](http://www.bmwor.org.nz)

july 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



I browse the web forum from time to time. There's recently been chatter about a letter to our Editor. While I won't speculate on why the author would post this on a forum that has a much wider reach than BMWOR members, it is misleading for him to say his letter has missed the last two newsletters. Our Editor first received this letter on 17 May, long after you had received the May edition and, in fact, after the cut off date for the June publication. I was previously made aware of the concerns raised in the letter and had sought to address these publicly in my June Podium. Our Editor, quite rightly in my opinion, tested with the author the notion of waiting until those concerned had read and reflected on what I

had to say and suggested that if there were still people who couldn't accept my apology and move on, he would run it in July. Unfortunately, by the time a response was received the June edition was in its print run and Garry apologised directly for that.

Whether or not the letter gets published in this edition is between Garry and the author, but I have made my position as President clear on the concerns. The Executive accepted a report from the outgoing Treasurer at its February meeting and, as required under our rules, this was published, in full, in the newsletter, which is the medium the Executive team use for communication with membership. Until we can establish a private, on-line forum for members only, that's how it will work.

In hindsight, these concerns should have been dealt with earlier and it may have been best not to publish some of those comments. But where then do you draw the line? Are you comfortable with any or all reports being censored on the basis they might upset someone?

I feel for our Editor in this situation. Garry has a long friendship and association with many members, including past Executive members he has served with, who are now voicing concerns about letters not being published. Garry's integrity cannot be called into question; he maintains a professional and objective stance on receiving correspondence. He has made it very clear to us all that he supports all members' right to express a view and has published every letter sent to him to date, even in instances where views are contrary to his own. Any editing to those letters is usually due to excessive length and those edits are always agreed first with the author before publishing.

I'll reiterate in case it was missed the first time; I am sorry if anything printed in the previous Executive report has upset people. The concerns expressed have been acknowledged. I trust we can all take a deep breath, give the changes we've made a chance to bed in and focus on the positives along the way.

This Club will only survive on the goodwill and participation of the membership, as applies to all Clubs. We exist on the back of our members that put so much voluntary effort into this Club. I will just take a moment to recognise some of those volunteers in no particular order: our Web Master, the newsletter folding team, our Area Reps and those who assist them in their roles, the Executive Team, our Gear Shop manager, our Archivist, and all the organisers and helpers of special events such as our Annual Rally and RAG Rallies - I thank you all. Without you and your goodwill, working away behind the scenes and giving so much of your time and effort, we would cease to exist as a club.

Elsewhere in this newsletter you will find a report on the Executive Meeting held in May.

I will sign off now and leave some room in the newsletter for the stories that you contribute to make it such an interesting read.

As always – wheels down feet up.

Peter.

**Cover:** It's all about attitude on gravel, not necessarily the type of bike you've got! President Peter with Ann pillion demonstrates on his K1600GLT kicking up dust on the Murupara - Waikaremoana road while out with a contingent of Tauranga riders for a weekend of fun a while back. Good on ya mate - but it's still a whale!

## 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

**Annual Rally 2014:** Friday 17 - Monday 20 January at the Tahuna Beach Holiday Park, Nelson. Early accommodation bookings essential, see page 5. Rally registration form on page 21.

### 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

**CRC Speedshow** - running for the seventh time over the weekend of 20 and 21 July at the ASB Showgrounds, Auckland. See [www.speedshow.co.nz](http://www.speedshow.co.nz)

### 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 8 July** - Meeting at the Vintage Car Club, Fairfax Avenue, Penrose from 7:30pm. Come along to Rob's surprise night. Spouses and partners welcome.

**Sunday 21 July** - Ride to Coromandel for lunch. GS Riders have the choice to tackle 309 Road and Tapu-Coroglen Road for the return home. Depart BP Southern Motorway 9:00 am. Spouses and partners welcome.

### bay of plenty

**Saturday 13 July** - Social night hosted by Ken and Norma Blackett, 9 Waterview Terrace, Omokoroa from 5:00 pm. Our social nights from now on are "bring a plate and drink" and don't forget the gold coin donation at the door. Norma and Ken have a charming home with stunning views from their property so, for a great night out, don't miss this one.

**Sunday 21 July** - Club ride circumnavigating the Coromandel Peninsula. As many of you know this is probably the North Island's number one road for riding. Weather permitting, we'll meet at Gull Whakamarama, fuelled up and ready to go at 9:00 am.

### taranaki

**Sunday 14 July** - Ride heading south, weather permitting we will sneak through to Hunterville for a visit. Meet Windsor Café, Inglewood at 9:30 am.

### rangitikei

**Sunday 14 July** - Poker Run (of sorts) starting with brunch at the Woolshed Café, Sanson at 10:30 am. RIC Lance (06) 345 6607

**Tuesday 23 July** - Social event - quiz night at Peter and Ann Truter's from 7:30 - 9:30 pm.

**Sunday 11 August** - Around Rangitikei/Waimarino starting with coffee at Robert Harris, Feilding at 9:15 am (9:45 am start). RIC Neil 021 311 225

**Sunday 8 September** - Towards Mt. Taranaki starting at Westmere Caltex (formerly BP) at 10:30 am. RIC Neville (06) 345 2588

**Sunday 13 October** - Weta Workshops Wellington. Members from Wellington to lead us through the CBD to Miramar. Start at BP Otaki 10:30 am. RIC Lance (06) 345 6607

**Sunday 10 November** - Gentle Annie via Hawkes Bay. Assemble at Caltex Fitzherbert Avenue at 9:30 am. RIC Robin (06) 355 0911

**Sunday 8 December** - Christmas BBQ at Bason Botanical Reserve, Wanganui starting at 11:30 am. Lance and Heather (06) 345 6607

### east coast

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

**Sunday 14 July** - Ride to Severinsen Museum at Ashley-Clinton. There is a charge of \$20 pp, the bulk of which is donated to a worthy cause. This also gets you a cup of tea and some home baking by Angela Severinsen. Leave Caltex Omaha Road at 9:00 am. Further information from John on (06) 844 4751 and he will need final numbers by 1 July. Cars are welcome.

**Saturday 10/Sunday 11 August** - Ride to Waimarama on Sunday for an ice cream, and there's also the overnigher to Ormondville Railway Station. The station can accommodate eight people, with two doubles and a bunk bed and two singles. The bunk beds are in the back room with the other double. There are two huts on the platform, which will take two people each, a total all up of 12. Enquiries to John on (06) 844 4751 and final numbers required by 1 August. Dinner at the hotel across the road.

# Annual Rally 2014

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



NELSON

## Tahunanui Beach - January 17-19

The initial crinkles have been ironed out with the venue and accommodation. Several members have already booked, which makes the camp very happy and gives us confidence that you are keen to join us on some of the region's best roads.

A reminder about the later date in January: the Rally is on 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, ending on Monday the 20<sup>th</sup>. This is because of the availability of the venue. To ensure you get the accommodation you want, it is best to book now.

We are planning rides for older bikes so if you have an old beauty that will make it over the Whangamoia consider joining others with the same passion for early BMW two wheelers.

The gymkhana will suit all bike models so start honing your skills, especially your slow-mo riding.

Although the gravel rides could involve a café stop we suggest you order a packed lunch. This is also an option for other riders who prefer to picnic.

So make your Holiday Park bookings ASAP! Get in touch at [www.tahunabeachholidaypark.co.nz](http://www.tahunabeachholidaypark.co.nz) and make sure you tell them you are BMWOR members.

Revti and Sue [nelson@bmwor.org.nz](mailto:nelson@bmwor.org.nz)

## wellington

**Sunday 14 July** - Meet at BP Mana for a 9:00am start. **Bring a \$2 coin.** We'll meet the Rangitikei riders at the Woolshed Café just south of Sanson for brunch at 10:30 after which, weather permitting, we'll join them in a poker run. We ride to four "waypoints" and select a card at each stop. If the weather is too bad, we will select a series of five cards at the café. Either way, we will find some prize winners. Ride Leader Dave Oldershaw (04) 477 6773 or 0292003679. Please advise attendance as the café needs to know the numbers.

**Sunday 11 August** - "3 stop photo competition ride". Ride over the hill to Featherston, down Western Lake road to Ocean Beach Road, about a hundred metres of gravel here, unless gravel riders want to go have a look along the beach. Wainui Coast Road is just around the corner. Back roads up as close to Masterton as possible, a short stretch on SH2, then up to Mt Holdsworth for second photo session. Return to SH2 and then back roads to Kourarau dam for third photo session and from there to lunch in Martinborough. First stop: Ocean Beach Road, second stop: Mount Holdsworth, third stop: Kourarau dam. Rules of competition are simple; BMW/BMWOR

content. Bill Croasdale is the judge and winning photo published in the newsletter. Photos to be emailed to Bill at [bill.fran@xtra.co.nz](mailto:bill.fran@xtra.co.nz) Meet at Caltex Rimutaka for a 10:00am departure. RIC Peer Neilsen.

**Sunday 8 September** - Meet at Petone Wharf for a 10:00am departure for a ride to Makara Café via Moonshine-River Rd. RIC Dave Oldershaw

**Sunday 13 October** - Wellington to host Rangitikei in a ride to Weta workshops. Details TBA. RIC Dave Oldershaw.

**Sunday 10 November** - Ride to Beyond the Bridge Café. Meet at Caltex Rimutaka for a 10:00am departure. RIC Peter Tibbs

## canterbury

**Sunday 28 July** - Brunch at Robbie's in Hanmer Springs. Meet at Robbie's (the old Post Office) from 11:00 am.

**Sunday 11 August** - GS route through Glenfalloch Station. Meet at Café Primo, Methven 9:30 am. RIC Jeff Louwman (03) 351 8109

**Sunday 25 August** - Brunch ride to Lake Tekapo. Depart BP Rolleston 9:30 am. Can ride back home via Kurow and Waimate if you're keen.

## welcome

A warm welcome to our new members this month.

Alan and Judith Stevens - Kaikoura

Joe Booyens - Auckland

David Ross - Wellington

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 **15<sup>th</sup>** day of the month preceding publication. We welcome your contribution.

## archivist wanted



Hi. For those of you who don't know me, I'm Paul Edlington and for the last 10 or 12 years I've looked after and updated the club's photo albums.

It has been an enjoyable and rewarding job but it's now time for me to pass the mantle on to another member who could put their own stamp on what I consider is a vital and important part of the BMW Owners Register history.

Over the years I have renewed and reorganised the albums, especially during the time of the club's 30<sup>th</sup> anniversary celebrations in 2005. They are now in a good, manageable state and just need up-dating as photos arrive from members recording various events from around the country. It's the kind of job that can be done as and when you have the time and inclination. You can suit yourself as it puts you under no pressure regarding deadlines, etc.

There are six albums starting from day 1 in 1975 through to 2011, plus two new empty albums which all fit into a purpose made lockable aluminum box

I'm sure someone out there will be keen to have a go, it's a great way to put something back into the club.

Contact me for a chat or to answer any questions on (09) 478 3903 or e-mail [pauledlington@xtra.co.nz](mailto:pauledlington@xtra.co.nz)

# area reports

## auckland

With clouds gathering and the forecast not looking rosy again, the planned Karapiro lunch destination for our May monthly ride was changed to Whangamata instead, with the hope of nicer conditions.

Eight bikes presented - none with pillion on the day. Most were BMWs with a smattering of Hondas turning out. I opted to take the C650GT "Urban Mobility" device for a run instead of the GS figuring that better weather protection would be required. Sure enough, the heavens opened seriously a few times but most of the ride was rain-free. We carefully negotiated the wet roads though.

Tony led us via Ramarama and the back roads through to Miranda. After a brief stop at Mangatangi, we enjoyed a quick run up SH25 and over the infamous Kopu-Hikuai Rd before heading to lunch at Whangamata.

After some deliberation about which café was best, we settled on Café 646. The food was great, as was the company. Some riders chose their own way home, but five of us returned via Waihi and the Karangahake Gorge then a tiki-tour around the Hauraki Plains, to which only Tony could recite the route. There were a few heavy showers but reasonable conditions prevailed as we headed home via Kaiaua, Kawakawa Bay and Clevedon.

Peter Zink

10 riders and pillion turned up at Experience Motorcycles for our May mid-week West Coast ride and, after coffee and biscuits, we headed out for lunch at the Piha Beach Café. The route isn't one of our longest but the tight corners of Scenic Drive and the sweeping bends on Piha Road more than make up for that. Lunch and the company of the tired and retired was excellent.

Terry Ellis-Smith

## bay of plenty

Our May club ride was originally going to be to a geothermal power station near Taupo, however, the weather didn't play ball and we opted for Hot Water Beach Café instead. Five bikes and six people enjoyed a day of very little rain, although wet roads throughout the journey kept us on our toes. The café at Hot Water Beach is very good and open from 8:30 - 5:00 all year round so you will always be sure of good food and a drink.

The very next weekend was Mount Motorcycles' Awakino weekend, which I and several of our club members attended. It was very well organised and ran smoothly over both days, which was



Some of the Auckland 'retired and tired' at Piha

good thing bearing in mind there were 37 riders! The ride consisted of as many back roads, sealed and unsealed, possible between Tauranga and Awakino. Once we got past Otorohanga, the scenery was absolutely stunning. Being as I'm a relative novice to gravel riding, Daryl from Mt Motorcycles recommended fitting Continental TKC80 tyres front and back. Boy did that make a difference in the gravel and, surprisingly enough, even wet, sealed roads were no problem either. So I can now say I have every respect for these TKC80s. If you have considered riding gravel roads yet not been game enough to try them, do what I and several others did - fit the TKCs or similar and watch your confidence grow.

Our June social night was well attended with 17 members including spouses turning up. Held at our house this month, I asked those attending whether we should forget going to restaurants and hold all socials from now on at members' homes. The decision was unanimous in favour of home socials so from now on these will be held only at volunteer's homes. Certainly, socialising is far easier when you are not confined to a seat and the food put on by those attending is absolutely amazing. If you are happy to have us at your house one evening, please let Clive Dominey or me know and we will book you in.

Peter Lyner

## taranaki

It was another pleasing turnout for our May Taranaki ride. We left Inglewood, heading towards New Plymouth where we picked up two more bikes and a pillion at Mangorrie Road before heading up towards Pukeiti via Baker Road. The view of the mountain and coast from this road is quite stunning in the right weather, the result being a number of lifestyle blocks spreading upwards towards the Pouakai Ranges. Many owners, however, overlook

the fact that the closer you live to a mountain the colder it gets. Beware the dream!

However, I digress. I chose not to ride through Carrington to Saunders as we had a L-plate rider with us and an inexperienced pillion. At this time of year that piece of road can be a challenge. It is narrow, shaded and winding. Chuck a few ponga fronds and other assorted debris on the road - well, you get the picture.

Instead we rode down Plymouth and Koru roads onto SH45 and headed toward Okato, allegedly named by a Maori Chieftain who, after stubbing his toe, looked at it and exclaimed "Oh cut toe". And so it became. Might be some truth in that, but I doubt it.

We ventured up Saunders, onto Wiremu and then back down Newall Road, used frequently in the Taranaki Tarmac Rally, before riding down to the first of Taranaki's two lighthouses. Yes, we have two and they both work. With the advent of GPS and other navigational aids the need for manned lighthouses ceased. Many mariners however asked that the lighthouses be retained. This was done but in modified form. The large rotating lighting mechanism was removed and replaced with the equivalent of a halogen headlight bulb and a strobe mechanism.

Fortunately for Taranaki, the members of the nearby fishing club built a museum in the shape of the original lighthouse and mounted the cast off light inside. Better yet, it still works. A history of the coast and its many shipwrecks is displayed and provides an interesting stop.

After consulting with our L-plate rider, we rode across the short unsealed portion of the remains of the Coast road then to Cape Egmont to look at the real lighthouse. Surprisingly, this is a steel structure. It was originally built in England then placed on Mana Island, however, it was dismantled and moved to Cape Egmont after it was mistaken for the

Pencarrow Lighthouse (twice) by drunken sailors, who then crashed their boats. Okay, so they may not have been drunk but they did crash.

The original plan was to go back up onto the Wiremu and around to Manaia to get up to Dawson Falls for lunch. A glance at the mountain made that look like not such a good idea so we opted instead for the Sugar Juice Café in Opunake. Anyone riding around the coast looking for good coffee and food need look no further.

After lunch we were back on Wiremu Road and heading for Stratford but, as we past the Manaia Road, the mountain was so clear I decided we should scoot up for a quick look. The road was very wet but, as always, the ride through Egmont National Park was enjoyable and it was a leisurely ride home, all safe and happy.

We in Taranaki are blessed to have this park in the centre of our province. The open fire and homemade soup sounded like a good combination at the Lodge; I was sorry I had just eaten! Next time though.

I thought we'd head south in July, weather permitting we will sneak through to Hunterville for a visit. I've also had a request for a ride to Raetahi via either the Para Paras or the River Road but might leave that for a slightly warmer time, it can be icy through there for the next three months.

Colin Lister

## rangitikei

The good folks of Rangitikei elected their new Area Rep at the May dinner meeting at the Yeda Restaurant. Humbling and exciting. The offer made on the night was a "back to basics" philosophy. We will consolidate our strengths and make changes gradually. The first strength we have is our BMWOR ride on the second Sunday each month. The upcoming rides are shown in the BMWOR Area Events section. We are going for a bit of variety and over the next 12 months many of us will have enjoyed being the Rider in Charge and/or Tail End Charlie. With our numbers, we should only have to organise a ride once in four years. Shoulders will be tapped!

The second strength we have is our regular date for a meal (last Tuesday of the month). No, we do not have dates for dinner; we have real food. But we do get together for the company we all enjoy. The meals are at a different eatery each month and finding the next one is always going to be a pleasant task for the shoulder tapper if there are no volunteers hiding under the table.

For both these strengths we need to take into account our scattered geography and make sure we share that geography equitably. We are also going to try to



Waihi Falls bike park

balance time-of-the-year with distance. And of course we will still be keeping in touch with our BMWOR neighbours.

We had a ride planned for 9 June and rain in Wanganui did not stop me leaving home before 8:00 am. Half way to the start point in Palmerston North and it was dry roads ahoy. While we gathered, I noticed my front tyre had circumferential cracks in the tread. Oh no! "Not suitable for going to Featherston", the three wise men around me intoned so I waved them goodbye at 9:30 am. I wiped one eye and headed for home. At Awahuri, it was rain ahoy, all the way back to the warm dry shed. The tyre is being investigated.

Peter Truter (RIC) and Robin Wood (TEC) both contacted me that evening to tell me that the ride was a great 400km of fun around Lake Wairarapa, and on dry roads. I wiped the other eye.

Lance Nixon

## east coast

With rain predicted for the day, we weren't looking forward to the ride to Waihi Falls. However, it was fine and dry when we met for a 10:00 am departure. We were joined by Donna who just happened to be looking for a ride for the day. She stopped to talk to us as she was passing in her car and we sent her home to get her bike. Thirteen of us, including Bronwen and Peter who have recently moved up from Wellington, eventually set off in fine weather down SH50 in two cars and on five bikes. At Dannevirke we met up with Dan, Rosemary, Gerard and Cathy on their bikes. Most of us had an early lunch and we then headed out towards the coast. Just as we were leaving Dannevirke, two fire trucks and a police car, sirens wailing and lights flashing,

headed north at speed, and we expressed our good fortune that none of us were involved in an accident.

There are a couple of kilometres of gravel on approach to the falls but this was easily negotiated. Most of us walked down the track to view the falls from the bottom but found the climb back up easier. The falls put on a magnificent show and we spent several minutes

## 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:

Paul Edlington  
61 Rosedale Rd  
Browns Bay  
Auckland 0632

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

marvelling at the display and taking photos, with the roar of rushing water in the background.

There was much debate about whether we should stop in Dannevirke or Waipukurau for a late lunch/afternoon tea and eventually we set off, with those wanting lunch heading for Dannevirke, and others to Waipukurau. Just north of Norsewood we came upon a detour around the crash site (involving a sheep truck and 500 sheep), which took us eastwards on country roads new to us, before heading back to SH2 at Takapau. Our group again joined SH50 for the final part of the journey home and we waved goodbye to Donna on the outskirts of Hastings.

What a great day out – great riding, great scenery and great company. All up we managed a total of 328 kilometres for the day. And the weather – what happened to the rain? It was a perfect day for riding.

Marie Nichol

## wellington

A small group of four bikes met at Featherston on 26 May and followed a convoluted route through the Wairarapa to Masterton, avoiding the main roads. The sun was shining and the only clouds were away in the distance over the Tararua Ranges. It is surprising just how many back roads there are and how very little traffic there is on an autumn day! President Peter Tibbs had worked out a route that for all of us, included some roads we had never ridden on – and joy of joys, there was virtually no traffic!

Near Masterton, we rendezvoused with Dave Thomson, approaching from the north, and then headed off to the Upokongaruru Ravine where an ancient bridge still stands alongside the modern



Above: East Coast members at the base of Waihi Falls  
Below: From the top of the falls



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East Coast members sorting out their return trip

one. Built in 1916, it is 40 metres above the stream below - quite an engineering feat! In 1936, an earthquake left it trembling on its foundations, so it was moved seven feet. The new bridge

alongside (which we rode over) was built in 1984. From there, we rode by back roads to Carterton for a delicious late lunch at the Wild Oats Café!

Wendy Zemanek

## nelson

Once again it was a superb day for the May club ride and this time we headed to Marahau. In this part of the "Top of the South", Marahau holds a great deal of surprise; it is the gateway to the Abel Tasman walkways, and water taxis leave and arrive from here.

At the start there were nine riders, two with pillions. We travelled south to Kohatu for a coffee ably led by Mark, until Tony had a rush to the head passing Mark and

Left: Wellington members Dave Oldershaw, Dave Thomson and Brian Zemanek enjoying lunch

Below: Upokongaruru Bridge



a truck! At Kohatu we parted company with Peter W and Tony who decided to head for the same destination but via the dirt on Wangapeka Road.

The rest of us proceeded through the south side of the Motueka River on some real country roads led by Dale, who is a fan of this route. We by-passed Kaiteriteri and reached Marahau via the 'back road,' another favourite rider's road. Graham met us at Marahau as he has moved to Golden Bay and didn't fancy the loop ride.

Our destination for lunch was the 'Fat Tui' hamburger joint. I use the term 'joint' because it is neither a restaurant nor a café but a permanently parked caravan where food is cooked and served. There is a long drop toilet, undercover seating for about 10 people and several large picnic tables.

It was sunny and warm and, as we had a long wait for our hamburgers, we had the time to bring riders present up to date about the 2014 rally. All were excited about the rally and came up with several ideas to make it a big success. We were very impressed by the offers of help and eagerness to organise and lead rides.

I'm not overly fussed about hamburgers but at the Fat Tui it was a delight to eat them. In fact we decided to add this ride as a short ride for the Rally.

Discussion carried on for a while and, as we tackled our hamburgers, sweets and cups of coffee, the two gravel riders eventually arrived. We are always pleased when they ride in, relieved that body parts and essential bike gear is intact.

Revti Verma

Nelson members outside the 'Fat Tui'





## canterbury

Glenthorne Station borders areas of significant outstanding landscape including the Avoca and Wilberforce Rivers, Lake Coleridge and the Castle Hill Scenic Reserve. The Harper and Ryton Rivers flow through the property and there are various high country lakes within its boundaries including the Olympus Ski Field.

Glenthorne Station embraces two stations; Ryton Station, which is called 'Lower Glenthorne', and the previous Glenthorne Station as 'Upper Glenthorne'. It is 62,352 acre high country sheep and cattle station nestled on the shores of Lake Coleridge. The good news – it's only 1 ½ hour's drive west of Christchurch.

Ralph Moore, our lead rider, had suggested earlier we try a weekend ride around the station as he knew the farm manager. This sounded good so the Upper Lodge, which can sleep up to 19 people, was booked for an April visit. The facilities are tremendous and at \$25.00 per night are good value affording a great base from which to set up camp and explore the surrounding hills and river valleys.

The group for the weekend included Ralph (F800GS), Richard (1150GS), John (650 X Challenge) and Warren on his 1200 GSA. We met up at the Drovers Inn

at Springfield for a coffee before taking the ribbon of metalled road around Lake Lyndon and on to the farm manager's house where we paid our dues and headed off in search of Mount Olympus.

As a side note, the Mt Olympus Ski Club, otherwise known as the Windwhistle Winter Sports Club (WWSC), was founded in 1932. The club began using Mt Olympus in 1948. Since its origins, the club has prided itself on its 'can-do' attitude, its friendliness, and social atmosphere, a true club field.

The route Ralph took us on saw us parking briefly beside Lake Ida, which was picturesque, and a couple of brave souls had parked up their mountain goat motor bikes and were on the water doing whatever took their fancy. Pictures taken, we continued on along the ski road under reconstruction in parts in readiness for the 2013 ski season. The road, although steep in parts, was an easy ride but the drop offs were a challenge to say the least. We made our way past a monument to people that had lost their lives building the road and on to the bottom hut, then looked skyward to where we were heading, blimey!

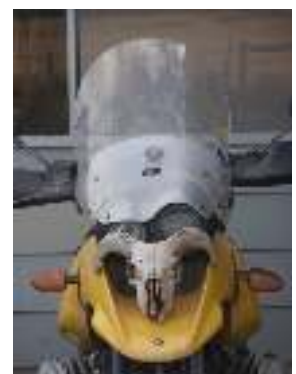
Concentration was the order of the day and we navigated our way to the car park sitting around 200 meters vertically below

the top hut, and many hundreds above the bottom hut! To tell the truth, Ralph and John got to the car park and Richard and I decided discretion was the better part of valour since the road had changed to loosely compacted rock courtesy of the work of a twenty tonne tracked digger. The lighter bikes and perhaps more willing souls of John and Ralph continued up to the top hut. To put some of this into perspective, bringing building materials up the road would surely test the resolve of the hardest person with some corners taking thirty minutes to traverse.

Time was moving on so we headed down, onward and up to Glenthorne Station proper and our place of residence for the night. Space galore was the order of the day with everyone getting their own bedrooms. Food aplenty and Richard was to be thanked for thinking ahead because he brought man porn in the form of motor cycle magazines. Beer was consumed, man porn salivated over, opinions shared and thoughts of the next day's riding were debated, not to mention being regaled with John's experience of life in America and the story of his son riding a Honda Cub through China and on to London; quite a tale!

Sunday morning we started riding the farm tracks that thread their way up the Wilberforce River valley, which leads directly to the foot of the Southern Alps. The scale of this place has to be experienced to be appreciated. The tracks were in good nick and, with the right amount of gusto, were negotiated mostly with ease to everyone's wonder. We made our way as far as the route and rocks would welcome a sensible person. A trail bike would have been ideal in this environment with much more ground being covered. If you wish to ride these tracks the fee currently stands at \$20 per vehicle, a steal for what's on offer.

We headed home via a Springfield coffee shop but not before stopping along the way to soak up the vista and take a few pictures. The sun was shining, traffic was thin on the ground and everyone was in one piece, a great weekend and thanks to Ralph and everyone who came along. If you would like to learn more about Glenthorne copy this link to Google <http://www.glenthorne.co.nz/>



# bmw concept ninety

words/photos: BMW Motorrad



90 years of BMW Motorrad, 90 years of two-wheeled history - hardly any other motorcycle manufacturer can boast such a longstanding and successful heritage as BMW.

The BMW R 90 S likewise has caused to celebrate, the BMW Motorrad design icon turning 40 this year.

As a tribute to both these anniversaries, BMW presented a very special model at the Concorso d'Eleganza Villa d'Este 2013; the BMW Concept Ninety. In partnership with the custom bike company Roland Sands Design, the BMW Motorrad design team has come up with an exclusive homage to the R 90 S. Former motorcycle racer Roland Sands and his team are among the most in-demand partners in the custom bike scene. Their design standards and the technical finesse with which they implement their high-class custom and performance parts endow the BMW Concept Ninety with an exclusive and self-assured presence.

## 40 years of the R 90 S.

Back in 1973, BMW unveiled its flagship model in the "Stroke Six" range. Boasting a top speed of just over 200 km/h (124 mph), it was one of the fastest production bikes of its day and went on to claim numerous prizes in a variety of race series. Even when parked, it radiates a powerful appeal. For the first time in the development process of a motorcycle, a designer had forged a successful alliance of form and function while creating the first motorcycle ever to feature a front fairing as standard. Together with its



sporty tail end and striking Daytona Orange paintwork, it gave the R 90 S an unmistakable identity. The design of this bike pointed the way forward, and it wasn't long before other manufacturers were gracing their motorcycles with aerodynamically honed front and rear fairings. Today the erstwhile trendsetter is one of BMW's design icons. The R 90 S hails from an era in which bikers were regarded as outlaws and there was something rebellious about it - it was fast, loud and wild!

## BMW Concept Ninety.

The Concept Ninety is a modern reiteration of the traditional essence of the original. Today BMW motorcycles stand for perfection and function. But BMW want more than that. With the Concept Ninety they have shown how reduced and pure an 'emotional' BMW motorcycle can be.

The Concept Ninety's basic proportions clearly take their cue from the forebear that inspired this concept; the fairing, tank, seat and tail instantly signal its family bond with the R 90 S. The bodywork is hand crafted from aluminium. Its brushed areas can be seen in the tinted areas of the front fairing and tank, as well as at the tail. The rich orange shade of the Concept Ninety is also a nod to the legendary Daytona Orange paintwork of the R 90 S.

The Concept Ninety delivers a very sporty interpretation of the front fairing. But whereas halogen was technically cutting-edge in the R 90 S era, contemporary LED elements light up the face of the Concept Ninety, although honouring its ancestor with a round headlamp design. Seamlessly mounted behind it, the dynamically shaped tank ensures an optimal connection between rider and machine. Further along, the tank and seat melt harmoniously into each other. A steadily ascending line from the handlebars to the tail creates a slight wedge shape, lending the Concept

Ninety an almost ready to attack stance when viewed from the side - like a sprinter about to explode into action. Below the bodywork sits the air-cooled flat-twin boxer engine. Entirely in black with contrast cut details this section of the bike symbolises concerted power, precision and performance. The mechanics and technology as a whole are purposely rendered visible and reflect a keen attention to detail.

## Custom parts made by Roland Sands Design.

The high-quality of the mechanical parts and engine area, above all, bear the Roland Sands imprint. Particular attention was devoted to the typical elements of a boxer, which were meticulously designed and elaborately finished. Key highlights include the front cover of the engine and the valve covers, that got painstakingly milled, as well as the exhaust system. The parts were milled using a contrast cut process, which strikes an alluring contrast to the black mechanical components. This technology was also applied to the rims, whose classic design recalls the racing triumphs of the R 90 S in the 1970s. The machining and technical implementation of the parts, are state of the art - like all the details on the Concept Ninety. Likewise designed and made by Roland Sands are the brake and clutch controls, the Paralever arm and the air filter under the seat. All these meticulously manufactured individual parts blend smoothly into the form of the Concept Ninety.

Everything just fits together perfectly; the technology, the heritage and custom parts complement each other beautifully. It looks like an absolute riding machine - just like the R 90 S was in its time and, unlike some other custom bikes, the BMW Concept Ninety can be - indeed begs to be - ridden. It has been designed with top performance in mind.



# 90 years BMW: a brief history

words: BMW Motorrad

photos: stock

BMW R32 - 1923



1923 - BMW's chief engineer Max Friz develops a boxer engine with two transverse-mounted cylinders. This principle of design proved to be an inspired response to the challenge of feeding both cylinders with an equal amount of cooling air. A feature of the brand's first model (the R 32), it became an identity-defining thread running through the history of BMW Motorrad engine technology

1925 - The aluminium cylinder head / overhead valve design - without parallel in the motorcycle world - doubles the power output of the R 37. The first single-cylinder model, the R 39, also features this technology

1928 - The first kick-starter crank is presented on the R 57 to enable easier starting.

1929 - Supercharger technology paves the way for BMW motorcycles to set their first world speed records.

1932 - Twin carburettor technology is presented on the R 16.

1934 - The soldered tubular frame is replaced by a pressed-steel construction, which gives the R 12 and R 17 a heavy appearance. References to the "German school" of motorcycle design abound.

1935 - In the R 12 and R 17 the hydraulically damped telescopic fork first tested in race competition replaces the previously standard cantilever spring.

1936 - Chain-driven overhead camshafts and a foot-shift four-speed gearbox are introduced for the R 5.

R 5



1938 - The rear-wheel suspension system already employed successfully in off-road racing enters series production - and promptly takes traction and ride comfort to a new level.

1950 - The engine from the R 5 incorporates various new features in the R 51/2, such as a single oil circuit for both cylinders, slanted carburettors and finned valve covers. The R 25 is given a welded tubular frame, consigning the bolted tubular frame of the first post-war models to history.

1955 - A new three-shaft transmission and a driveshaft with front universal joint take care of power transfer. The launch of the R 50 and R 69 brings with it the premiere of the full swing-arm suspension. The telescopic fork and straight-line suspension are replaced by an Earles-type front fork and dual rear swing arm, which take ride comfort to unprecedented levels. The driveshaft is now integrated into the swing arm.

1960 - The R 69 S marks the changeover from a sprung saddle-type seat to a bench seat, which increases comfort levels significantly. The single-cylinder R 27 provides greater comfort thanks to "silent block" rubber bushes, which substantially reduce driveline vibration.

1969 - The R 75/5 is equipped with constant-vacuum carburettors for improved response and refinement as well as an electric engine starter. The debut of the /5 series sees BMW introduce a completely new design for the boxer engine, which holds sway until 1993. Identifying features include camshafts and push rods located below the crankshaft and cylinders. The telescopic fork also makes a comeback in updated form. Another new feature is the double-loop tubular frame.

1973 - The R 90 is the world's first volume-produced motorcycle with a handlebar-mounted fairing. This represents a milestone in the history of aerodynamic development. Wind tunnel research is applied even more systematically in the development of the R 100 RS. This model is the world's first production motorcycle with a full fairing.



1980 - The R 80 G/S lays the foundations for the touring enduro segment and reveals the world's first single swing-arm construction bringing the advantages of lower weight and more responsive rear suspension, and makes it easier to change the wheel.

1983 - In addition to its boxer and single-cylinder engine variants, the K 100 gives a debut to a third power unit: the first in-line and first four-cylinder unit ever offered by BMW Motorrad. In another new development, the engine is longitudinally mounted. The launch of the K series models brings the introduction of the steel spaceframe, which in turn makes way for the aluminium bridge frame - but not until the 1990s.

1986 - The K 75 is fitted with a second in-line engine variant. Closely based on the four-cylinder unit, this three-cylinder engine features an innovative balancer shaft to enhance refinement.

1987 - BMW Motorrad presents the Paralever construction - a newly developed double-joint swing arm that eliminates unwanted drive forces on the rear suspension.

1988 - Four-valve technology, DOHC cylinder heads and the world's first digital engine electronics for motorcycles are introduced in the four-cylinder engine. BMW is the world's first motorcycle manufacturer to offer anti-lock brakes (ABS) for its models. This braking safety technology is constantly optimised and is today fitted as standard on all BMW motorcycles.

1991 - Further aerodynamic progress is made with the K 1. As well as the front and rear, a section of the front wheel now also has a fairing.

R 100 RS



BMW K1 1992



BMW MOTORRAD GIE

1993 - The latest stage of boxer engine development introduces innovative details such as four-valve technology, manifold injection and a three-way catalytic converter. In a revolutionary new development for the front suspension, the Telelever construction - a combination of a telescopic fork and a wishbone - now separates the tasks of wheel location and damping.

1994 - The R 1100 RS embodies a fundamental shift in the basic construction of a motorbike. BMW is the first volume manufacturer to do away completely with the previously standard main frame. The engine now serves as a load-bearing element.

2000 - Optimised safety on two wheels is revealed in the form of the C1, an urban vehicle that combines the low road-space requirements of a single-track vehicle with the safety of a small car.

2004 - The successor to the four-cylinder engine introduced in 1988 makes its debut in the K 1200 S. The new in-line unit is transversely mounted and the cylinders are inclined forwards by 55 degrees. Other highlights include new digital engine management and a dry sump lubrication system which is still unique in motorcycle design today. First the Telelever, now the Duolever. This front suspension system comprises two almost parallel wishbones, mounted in and turning within the frame. The K 1200 RS is the world's first series-produced motorcycle to feature ESA (Electronic Suspension Adjustment).

2006 - A two-cylinder unit is added to the family of in-line engines. The parallel-twin fitted in the F 800 S initially uses a belt drive, but this is later replaced by chain drive.

F 800 S



R 1200 GS

2007 - The HP 2 Sport is the most powerful series-produced boxer model to date. With two overhead camshafts per cylinder, the engine generates maximum output of 98 kW/133 hp. ESA technology with extended adjustment options is now available for the R 1200 GS enduro model. ASC (Automatic Stability Control) is unveiled. This system prevents the driven wheel from spinning, enabling efficient power transmission and increased active safety.

2008 - The K 1600 GT and K 1600 GTL tourer models offer two world firsts: the multi-controller for intuitive operation of the onboard monitor and the Adaptive Headlight system. The second-generation ESA system, which adds the ability to change the rear spring rate, is presented as another world first in motorcycle design for the BMW K 1300 S.

2009 - The brand's first super-sports motorcycle, the S 1000 RR, is fitted with a short-stroke four-cylinder engine which develops 142 kW/193 hp, can spin to 14,200 rpm, and has titanium valves, variable intake manifolds and adjustable interference pipe valves in the exhaust system. Also new are the button-controlled Race ABS and DTC (Dynamic Traction Control) systems.

2010 - The slimmest and lightest in-line six-cylinder engine ever fitted in a series-produced model now powers the K 1600 GT and K 1600 GTL.

2012 - The latest generation of BMW's boxer engine is presented - still with air/liquid cooling, but the liquid is now a glycol/water mixture which, for the first time, flows vertically through the cylinder heads. The electric motor powering the close-to-series C evolution e-scooter prototype generates zero local emissions and has a range of up to 100 kilometres (62 miles). The first ever semi-active suspension system, known as BMW Dynamic ESA, is presented. The electronically controlled suspension of the R 1200 GS adapts the bike's damping automatically to the road condition and situation at hand. The R 1200 GS can also be fitted with full-LED headlights - a world first for a series-produced motorcycle. A second semi-active suspension system is developed for the HP4 super-sports model based on the S 1000 RR. Dynamic Damping Control (DDC) - a world first - offers the rider specific damping settings to suit various

## letter

I had contact with your Club in January regarding a pending trip to New Zealand, which included 8/9 days on the South Island with a BMW rented from City Motorcycles in Christchurch.

Kathy and I made the trip and have been home about two weeks. We had a wonderful experience.

Specifically, the motorcycle from City Motorcycles was just right for us, had no problems and ran flawlessly for over 2,200 kilometers. Andrea and Allan at the shop in Christchurch were most helpful and delightful to work with. The maps and suggestions they provided were much appreciated.

As were the suggestions, recommendations, ideas and helpful hints received from Warren of the Canterbury BMW club. Warren, and Lex, were amazingly supportive, providing good ideas and as well as recommendations, suggestions of sights to see, and helped me fine-tune both our route as well as our expectations. I tip my hat to Warren as well as other Canterbury club members that support fellow BMW riders explore new lands far from normal riding venues.

We had a fun, safe, relaxing and adventurous trip. Thank you for your referral to Warren in January.

Kathy and I look forward to future contact and motorcycle experiences with our new New Zealand friends.

Regards,

Don Pendleton

Washington State

HP 4



riding modes. The BMW Group uses both cars and motorcycles in real-world field trials of innovative rider assistance systems. BMW Motorrad ConnectedRide includes systems which enable vehicle-to-vehicle and vehicle-to-infrastructure communication to help avoid accidents.

2013 - The HP 4 is now equipped with super-exclusive Launch Control. This function helps to convert the engine's power into forward propulsion to maximum effect when accelerating from a standing start.

# register business

**Minutes of the Executive meeting** held at 11 Caulfield Place, Palmerston North on Saturday 25 May 2013.

**Present:** Peter Tibbs (President), David Thomson (Secretary), Robin Wood (Treasurer), Folker Liebenow (Membership Secretary). Garry Williams (Editor) joined the meeting by Skype.

**Meeting commenced:** 10:00 am.

**Minutes of Exec Meeting 16 February 2013:** Confirmed as a true and correct record (Thomson/Wood).

## Matters Arising:

Letter to new importers of BMW motorcycles - Secretary yet to write formal letter to the new importers as attempts to ascertain the correct name has been unsuccessful. To be looked at further. Editor Garry advised he has already been discussing future advertising in the newsletter with Leigh Beckhaus at Europe Imports Ltd.

Contact with BikeNZ - Secretary advised that he has progressed discussions with Paul Dahl regarding the involvement of the Register in elite cycling events. Full brief was provided to the Executive on the opportunity this offered, and the benefits likely to arise for participating members. Executive supported continuation of this project. There is opportunity for the Register to support elite cycling at national and club level, and in so doing provide for fun events and improved skills for members.

## Correspondence:

Out:

- ◆ Request to IRD for Tax Exemption certificate.
- ◆ Email Paul Dahl re motorcycle marshallings.
- ◆ Letter to Tahunanui Beach Motor Camp regarding the requirement for a large deposit.

In:

- ◆ BMW motorcycle club magazines – Australia and USA.
- ◆ Email from Don Pendleton (USA) thanking Warren, Lex, and Canterbury Area members for support during their recent South Island Tour.

**Editor's report:** Garry advised the receipt of a letter from Terry Ellis-Smith for publication in the June newsletter. As the concerns outlined in the letter were known and largely addressed in the June

President's Podium, Garry emailed Terry with a request to hold publication of the letter until Terry and those he represents had a chance to reflect on Peter's response to their concerns. If it was felt those concerns had not been addressed sufficiently, and Terry considered it was still necessary, his letter or an amended version would be published in July. Terry responded that in his view his letter needed to be published in June. Unfortunately, Terry's response was received after the newsletter file was sent to the printer. Garry apologised to Terry but he does have deadlines to meet.

Things are going well with publication of the newsletter. Being the end of the financial year, advertisers are being thanked in writing for their business and will be asked to continue their advertising for the next financial year. A lot of work is required to keep advertising revenue at its recent levels. With the current state of play Garry expects that advertising revenue will fall slightly in the next financial year.

Garry feels six years is plenty in the role of Editor so he has decided to step down this term. He is aware that Members thinking of taking on the role might feel it is too time consuming. He feels it is important therefore that we allow a new Editor to produce a newsletter according to their own time constraints, and that we also provide good support. Garry will have a handbook ready for a new Editor. He also suggests that we be prepared to fund travel costs if someone needs to visit him as part of the initial support provided.

The meeting agreed that Garry could make the call as to reasonableness of travel costs if the need arises.

The December/January newsletter will be Garry's last as he will be travelling overseas during January.

**Treasurer's report:** Robin tabled his report, and commented:

- ◆ The Register's bank accounts at ANZ Bank are now all closed.
- ◆ Electronic payments are now the norm for the Register.
- ◆ Request has been made to IRD for new Tax Exemption certificate required by our new Bank (TSB).
- ◆ Cash flow deficit this year is mainly about the printing of the Tour Guide. This is in common with the last time the Tour Guide was printed.

Folker expressed concern that the Register was meeting the costs of replacement badges. The meeting agreed that past practice was for Members to get their first badge free and after that pay for any replacements they received, either for lost badges or as a result of shifting location. Folker is to

ensure that the cost of replacement badges is met by Members requesting such.

Editor Garry asked that Members be reminded that printing costs are cyclical due to the cost of the bi-annual Tour Guide.

## BMWOR Treasurers Report

I am pleased to present to the Executive meeting held on the 25<sup>th</sup> May 2013 the following report outlining the financial position of the organisation as at 30<sup>th</sup> April 2013.

### Current and Investment accounts – Balance as at 30/4/13:

ANZ (00) Cheque account:	\$ 824.02
TSB (00) Cheque account	\$1,107.66
TSB – Event account:	\$4,282.05
TSB Term Deposits:	
71-001 Matures 28/8/13	\$10,000
71-003 Matures 25/7/13	\$10,000
71-004 Matures 25/1/14	<u>\$10,000</u>
Total	<u>\$30,000</u>

71-002 Matured 25/4/13 \$5,000 and was repaid to current account on 2/5/13 to cover future running costs.

### Reconciled Cash Position after allowing for Creditors/Transfers due May '13:

Main A/c Balance as at 30/4/13 (ANZ+TSB)	\$1,931.68
LESS:	
Accounts due	\$1,800.10
Transfer to event a/c relating to deposits paid to Main a/c (net)	\$1,368.00
PLUS:	
Matured T/D 71-002 + Accrued Interest	\$5,001.99
Reconciled Cash (Main A/c) position as at 30/4/13	<b>\$3,765.57</b>

Event A/c Balance as at 30/4/13	\$4,282.05
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LESS:	
Accounts due	\$ 529.19
PLUS:	
Transfer from Main a/c (net)	\$1,368.00
Reconciled Cash (Event A/c) position as at 30/4/13	<b>\$5,120.86</b>

### Revenue/Expenditure YTD (30/4/13):

Below is a summary of Income/Expenditure for the financial year to date (for simplicity and brevity I have extracted the major items and lumped the balance under miscellaneous). If a more comprehensive breakdown is required this can be supplied.

Main account	April 2013	2011/12
Cash In		
Subs	\$17,743	\$20,991
Advertising	\$ 5,335	\$ 3,640
Miscellaneous	<u>\$ 4,148</u>	<u>\$11,922</u>
Total Income	\$27,226	\$36,553

## Cash Out

Printing	\$19,721	\$14,657
Postage	\$ 4,666	\$ 3,783
Miscellaneous	<u>\$13,285</u>	<u>\$15,053</u>
Total outgoing	\$37,672	\$33,493

YTD - \$10,446 \$ 2,927

Note: The two major components of the interim deficit are Subscriptions down \$3200 on full 2012 financial year, and printing up \$5000.

The subscription difference is normal for this time of the year and will reduce as subscriptions for the next financial year are received during June. If the pattern of payments is the same as last year then the subs income for this financial year will be at or slightly above the 2012 financial year.

The printing increase is attributed to the cost of the bi-annual Tour Guide and an overpayment that occurred relating to duplicated payments of a printing account from the previous financial year. A refund from the supplier is currently being sought.

## Event Account:

The funds held in this account arise from capital arising from surplus in:

2011 National Rally	\$1,275
2012 National Rally	\$2,517
2013 National Rally	\$ 897
NI RAG Rally 2013	
(not final -interim only)	\$ 795
Net Interest and admin	\$ 46

## 4 Current financial matters:

Upon taking over the accounts from previous Treasurer I have transferred the records from 1/7/12 to a cashbook system that better suits my way of operating.

ANZ Current Account: This account is no longer required and on 13/5/13 it was closed and balance plus accrued interest was transferred to main TSB account.

TSB Electronic Payment System: Process is now up and running with President, Secretary and Treasurer each holding a FOB device with any two required to authorise payment schedules. All payments now either paid via this system or by DD making payments by cheque almost extinct.

IRD Tax Exemption Certificate: TSB have deducted Withholding Tax from Interest paid and have asked that we supply them with an IRD Exemption Certificate. File search has failed to locate such a document and email from previous Treasurer confirms that he had not approached the IRD for one. ANZ must have had one in the past but enquires with them were not fruitful. I have therefore applied to IRD for replacement.

## 5 Term Deposit Maturities:

As evidenced above, TD# 71-002 has matured and been transferred to the main account to cover running costs. Depending on income flow from membership subscriptions TD# 71-003 \$10k may also need to be paid to the main account at maturity.

## 6 Budget for Financial Year 2013-14:

Preparation of budget will be commenced during June.

## 7 Gear Shop:

Bruce reports his records show Stock in Hand of \$3143, which will be audited in time for the year end balance sheet.

I table this report and move that it be accepted as a true and correct record of the current financial position of the Register.

**Membership Secretary's report:** Folker advised that this current year has seen a fall in membership in each Area except Nelson.

Garry asked if Folker could report numbers by type, e.g. full, associate, life, overseas. The Access database has a set series of reports and these do not reflect the current reporting requirements that would enable observers to understand the nature of the changes to our membership. The database is flexible but requires someone who understands the nature of the programme, and this is not a commonly held skill.

Folker expressed a desire to improve his own knowledge, and it was agreed that Register would provide an Access for Dummies text book.

Work has been done by some Exec detailing the information we require from the database, so once Folker, or someone else, knows how to extract the information, we can find out where and what is happening in our membership. If this involves paying someone because of the skill set required, so be it. In the meantime we have raw numbers with little detail.

Garry asked Folker to consider documenting the specifics of his role capturing all the small detail of policies we have in place regarding the membership process. This could lead to



## Jeff Gray BMW Motorrad

Jeff Gray BMW is proud to introduce the BMW Motorrad range of motorcycles to their Christchurch dealership. Jeff Gray BMW is New Zealand's first and only BMW Kombi Dealership, we are able to offer the full BMW experience with the ability to trade Bikes on Bikes, Bikes on Cars and Cars on Cars. Jeff Gray BMW is the only authorised BMW Motorrad dealer located in the South Island for all new BMW Motorcycle sales along with BMW Rider Equipment, Genuine parts and Service departments.

Contact Daniel on:

DDI: (03) 363 7235  
Mobile: 027 440 0179  
Email: [daniel.mclachlan@jgbmw.co.nz](mailto:daniel.mclachlan@jgbmw.co.nz)

**JEFF GRAY BMW MOTORRAD**  
30 MANCHESTER STREET  
CHRISTCHURCH.

the Membership Secretary recommending how the membership process (including renewals) should work rather than how it now works.

The above led to a discussion on the need for a formal record of the policies agreed in the past, so that new Exec members can operate in a manner consistent with past practices.

This also led to discussion on the need for each Exec member to focus on their job with the objective of understanding how each should work in the new nationwide environment. It was agreed that membership has to remain the major focus.

Discussion was had on the benefits of invoicing members directly on their joining anniversary and whether this would provide a better strike rate of renewals.

Garry offered to map out the current member processes, the Exec could then identify weaknesses they saw, and return to him for consideration of remedies. This offer accepted with thanks.

#### **General Business**

**BMW Clubs International** - President Peter has been in discussions with Gerry Hodges, President of BMW Car Club of NZ and the NZ Delegate at BMW Clubs International forums.

The President of the BMW Car Club of NZ has filled the role of NZ Delegate, with the BMWOR President filling an Observer role since joining in 2007, however, there is opportunity now for the BMWOR to potentially fill this role.

President Peter recommended that we nominate Garry Williams as the BMWOR ambassador to Clubs International in any case, given that Garry and Jo attended the Clubs International meeting in Canada in 2008 at their own expense; have since taken an active interest in the affairs of Clubs International; have an active understanding of BMWOR; and are

well briefed on matters involving our international responsibilities. If the opportunity arises for BMWOR to fill the role as NZ Delegate, President Peter would be happy to delegate the role to Garry if he accepted. There may be opportunities for other interested members to participate as delegate and we could look at a nomination process for this.

The following motion was carried:

That Garry Williams be the Register's nominee for the role of NZ Delegate to BMW Clubs International in the first instance.

(Tibbs/Thomson)

**Anniversary book** - Wide ranging discussion on the benefits of producing a record of the Club's first 40 years, due to be celebrated soon. Lance Nixon is doing preparatory work. President Peter thought it appropriate to produce something while we have many original and early members still available to provide information and stories. A publication of this nature would require a specific skill set, which may need to be paid for. Peter has received one offer from a member who has good writing experience, so Peter will talk with him and see where it goes from there. No commitment made until more detail is available.

**Area Rep Handbook** - Now finished and in draft format. Robin Wood now concluding this project.

**Archives** - As a result of Paul moving out of the role, the archives are to temporarily be held by President Peter.

**South Island Area Rep Subsidy** to attend AGM - When the AGM was held each year in the North Island, the club provided a travel subsidy for South Island Area Reps to attend. Now that the AGM is being held during the Annual Rally, and as a result will alternate between South and North Island locations, the need to provide this travel subsidy is redundant.

The following motion was carried:

That the Register will no longer provide a travel subsidy for Area Reps to attend the Annual General Meeting.

(Thomson/Wood)

**Annual Rally 2014** - President Peter briefed the meeting on early arrangements for the next annual rally. The main issue at this stage is that the timing has changed to fit in with the preferred location. The earliest weekend available at Tahunanui Beach Motor Camp is that of 18<sup>th</sup> January.

Revti and Sue Verma are managing the local team, and they will start advertising in earnest soon.

Nelson is a desirable location for road and gravel riders.

The Motor Camp function centre will be the hub for rally activities and the Camp can provide a range of accommodation. Members choosing to stay apart from the Camp have a wide range of motels in handy proximity.

Peter is working with Sue and Revti to have the AGM put in to the schedule. Their thinking is to have it on the Sunday late-afternoon prior to the BBQ.

InterIslander discount arrangement currently matures in December - Secretary is to arrange for this to be renewed for a further 12 months.

**Lions Car Show, Wellington** - BMWOR member Doug Stewart is our contact and President Peter is in contact with him as this opportunity develops.

**Secretary absence** - Secretary confirmed that he will be overseas late July and all August which is peak time for mail to do with subscription renewal. Agreed that a Redirection Order with NZ Post will be put in place during this time, with mail to go to the Treasurer.

**Closure:** The meeting closed at 12:30 pm.

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# adventure time

Justin and Garry are at it again. Teaming up early next year with Garry's wife Jo, Alex Allen, Rod and Maryann Russell, David and Vicki Caesar, David's mate Rene and all round good sort, Ian Reid, the boys are off to South America for the best part of January to follow the 2014 Dakar.

The Dakar Rally is the single most extraordinary race of its kind. The race started in 1979 as a race from Paris to Dakar but in 2009 it was moved to South America.

For its 6th edition in South America, the Dakar is continuing its exploration of the Argentinean and Chilean regions, and adding a visit to Bolivia. The organisers of the Dakar were keen to discover new regions and were won over by the Bolivian landscapes, ranked among the most stunning ones that the continent has to offer. Nevertheless, their wish to take the 2014 edition's competitors there had to be weighed up against the geographical and climatic difficulties, which make the preparation of a "classic" stage through Bolivia harder. So the Dakar's route will cross the border in a particular way, with a marathon stage in the south of the country. This unique format, which may only involve motorcycles, will allow a new strategy to be tested on the rally, opening the way to new possibilities.

The 2014 route has been marked out between Rosario in Argentina and Valparaiso in Chile, with the aim of testing the endurance qualities of the Dakar's drivers and teams.

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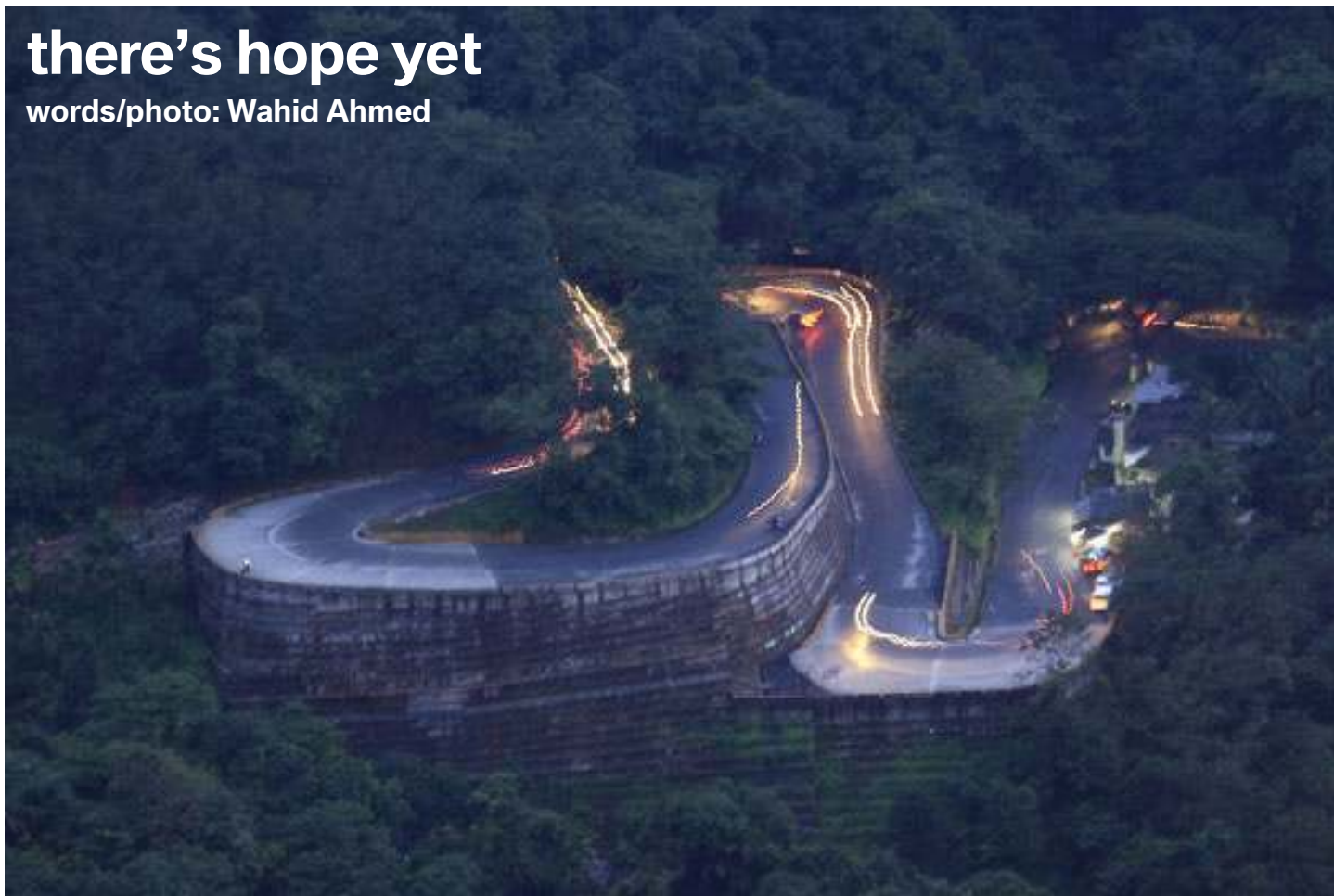
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# there's hope yet

words/photo: Wahid Ahmed



I was a work colleague of Editor Garry during the many years he spent at Housing New Zealand. I'm still here and remember well his enthusiasm for motorcycling and the stories of the wonderful adventures he was always away on. Indeed, the daily blog and photos of the 30th GS Anniversary trip from Cape Reinga to Bluff that was posted on our organisation's website is legendary!

When I read Garry's farewell note (with a tinge of envy I must confess) my memories went back to many years ago when I myself was a bike enthusiast. In fact I think should rephrase that - one becomes a bike enthusiast for life! Only thing is, I have allowed my enthusiasm to be curbed by my over-protective wife (I suppose her way of reacting to the few 'offs' I've had in my life.)

Just after I got married in the mid-eighties, I found the traffic in Bangalore (India) too time consuming to use a car to commute to work. So I decided to buy a motorbike. But there was a minor problem; I didn't know how to ride a bike. That didn't stop me though. The Japanese had just started manufacturing bikes in India then, and those bikes were selling like hot cakes. And one had to book and go into a waiting list to get a bike. I got my Suzuki 125cc after waiting for 3 months!

The first week the bike was at home, I was either reading the manual or wiping and polishing the bike (I took a friend to

the dealer to collect the bike, and sat like a king on the pillion on the ride home - very proud that I was the owner of a brand new bike). I took a few rolls of photos with my newly acquired SLR camera before I even started it once. Then occasionally I would sit on the bike and start it.

When the next Sunday morning arrived, I woke up at 6:00 am (most unusual for me), as my research had told me that 6:00 am on a Sunday morning had least traffic on the roads. With my wife and in-laws watching me, donned in full bike gear and looking almost like a gladiator with the visor of my full-face helmet turned up, I rolled the bike out on to the road. I sat on the bike and kick-started it. Then I told my wife, "I am going to take a full round of the block, and should pass our house again, but if you don't see me in about four minutes, take the car and come looking for me."

After about two weeks' I was happily riding my bike to work. In another two weeks I dropped a bombshell on my wife. My parents lived 350 kms from Bangalore (a place called Calicut). I always took the overnight bus when I visited them. But now I had a bike, and no way I would take the bus. My wife wouldn't have any of it - here is a fellow who never sat on a bike until about 5 weeks ago, now planning a trip of 700 kms. I suppose she wouldn't have worried if it was a normal modern highway. The route I had to traverse was through dense forests, with tigers and huge pythons (the Indian Rock Python

Ghat Road to Wayanad

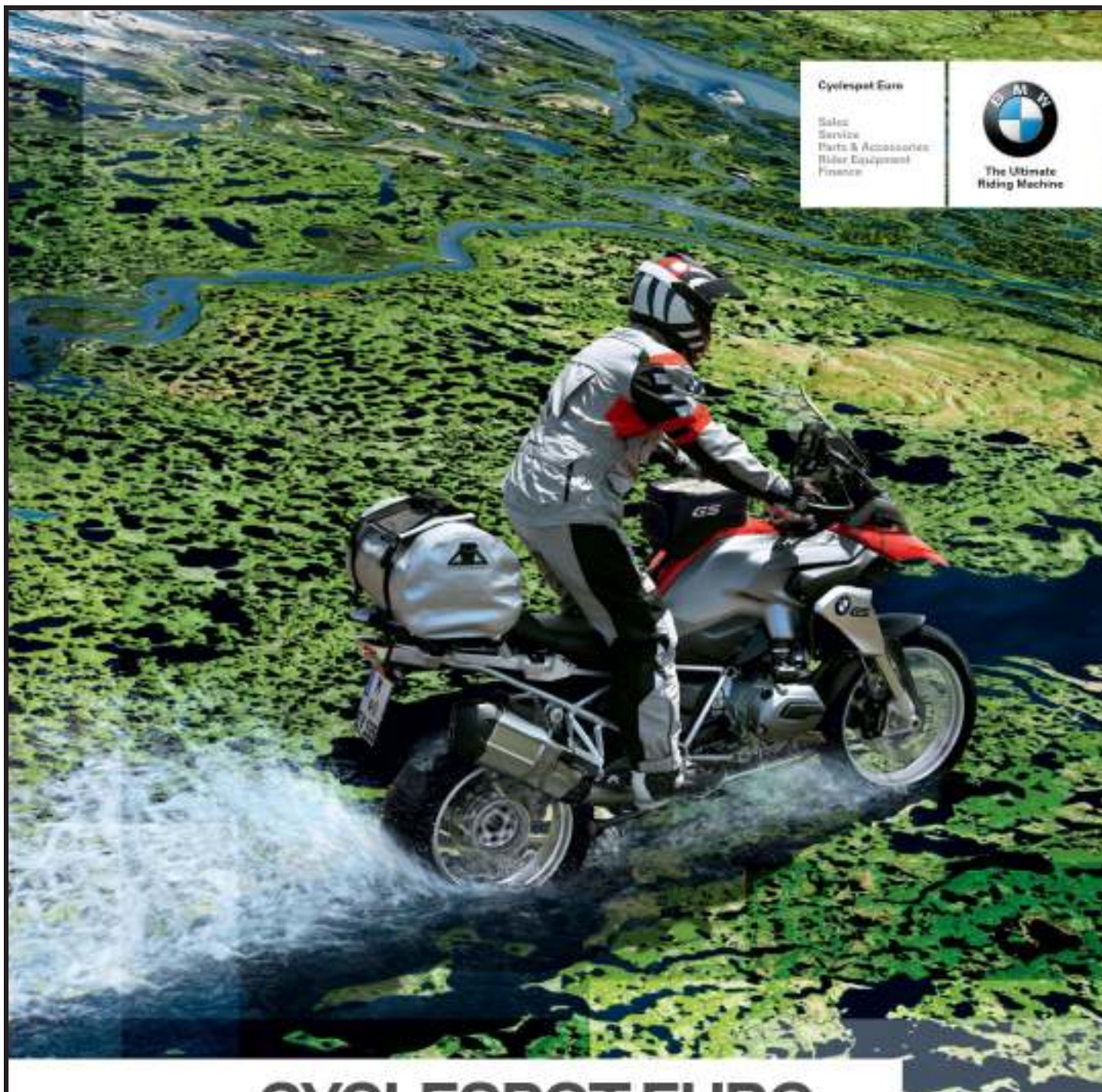
can be about 17 feet long) crossing the road, or wild elephants often holding up traffic. The ghat section of about 15 kilometres is also a challenging one, with hairpin bends on a 1200 foot cliff face that required buses and trucks to negotiate a few times to get through.

A week later my wife bid good bye to me with tears in her eyes (you know who won the final argument of many). Many years later I would tell my children that on that trip "I went as a boy and returned as a man." I was 22 years old then.

The sheer joy of that trip will stay with me for ever and ever. It is another matter that when I reached my parents home, my mum was so upset she yelled at me for an hour and then wouldn't talk to me for the rest of my stay home. The last day before I returned to Bangalore she came to my room and asked, "Can't we send the bike back by truck, and you catch the bus?"

I rode the bike for a few years since, but after a few stupid falls and crashes (you do crazy stuff when you are young and foolish), just to keep peace at home I gave it up and got back into the car.

These days I sit in my car in the traffic in Auckland admiring the beautiful bikes that glide past me, and I let out a sigh. But there's hope yet, my daughters say one day they are going to buy me a Harley Davidson. You can guess who is stopping that happening though!



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**Note:** Partners may be registered if they actively participate in Register activities. Both names appear on Register records but only one newsletter will be posted to the address.

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(as printed on your membership card)

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BMW Model: \_\_\_\_\_ Year: \_\_\_\_\_ Reg. No: \_\_\_\_\_ Engine No: \_\_\_\_\_ ☐ ☐

### TOUR GUIDE

A Tour Guide listing services members may wish to provide to other members is issued to all Register members. If you wish to offer any services, please indicate by ticking the appropriate squares. The Tour Guide lists your name, area and contact telephone number. Please indicate below if you do not wish your contact details published.

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☐ My Tour Guide details are the same as last year; OR

☐ Please include the following details in the Tour Guide:

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- ♦ I / We have a workshop / tools for emergency repairs..... ws ☐
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17-20th January 2014

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Phone: Mobile: .....

Bike: ..... Model: ..... Year: .....

Please tick the box to indicate your interest in gravel rider training ☐

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Registration	Number	Cost PP	TOTAL
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		\$10.00	
Pale Blue	Small		
Men's Polo	Medium		
	Large		
Women's Polo	X Large		
		\$46.00	
		\$46.00	
Friday Evening Dinner		\$32.00	
Saturday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
Saturday – Packed Lunch		\$14.50	
Saturday - Rally Dinner		\$45.00	
Sunday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
Sunday – Packed Lunch		\$14.50	
Sunday - BBQ Dinner		\$25.00	
Monday – Breakfast Continental		\$12.00	
Cooked		\$18.00	
TOTAL			

☐ Cheque enclosed ☐ Internet Banking

All Registration Forms (and Cheques) to:	Payment by Internet Banking to:	General enquiries to:
<b>BMWOR 2014 Rally</b> C/- Dave Oldershaw 34/232 Middleton Road Glenside Wellington 6037 04 477 6773 <a href="mailto:Wellington@bmwor.org.nz">Wellington@bmwor.org.nz</a>	<b>TSB BMWOR Rally Account:</b> 15 3973 0032424 00	<b>Rally Coordinator</b> Revti & Sue Verma 03 547 9897 <a href="mailto:revelson@bmwor.org.nz">revelson@bmwor.org.nz</a>

Enter your Name and put your BMWOR Membership number in Message/Reference

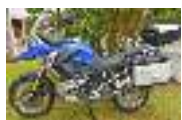
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**Disclaimer: This Rally will be run under the BMW Owners Register Risk Management Plan as in the Register's official Newsletter. By registering for this event participants agree to abide by all the conditions of the said Management Plan.**

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## bikes for sale



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**R1200GS** - (2011). Black, one owner, new March 2011, North Canterbury. 10,300 kms, road use only, presents as new.

Spoked alloy wheels, alloy bash plate, large hand protectors, high screen, wide footrests (still in box), heated grips, BMW expandable/removable top box and panniers, BMW OE halogen driving lights, ABS, traction control, new rear tyre, registered to September. \$24,500 ono. Contact Geoff Kelly on 027 315 5200 or email [geoffk@espcservices.com](mailto:geoffk@espcservices.com) (3)

**BMW R100RS** - (1992). This BMW has been fastidiously maintained, covering only 71,000 kms from new. Has BMW panniers, crash bars, new battery, fluids, filter, brake pads and rear tyre. Receipts for previous service work. New WOF and registration. \$6750 ONO. Contact Rob at [airheadrob@gmail.com](mailto:airheadrob@gmail.com) or phone (09) 533 8283 (1)



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**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.

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## reflections



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