

newsletter

BMW Motorcycle Club
BMW Owners Register
of New Zealand



www.bmwor.org.nz

february 2014

Newsletter ¿Brains?
Trust hard at work -
on another coffee
break.



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Star Insurance is the leading motorcycle insurer in New Zealand, we protect thousands of kiwi motorcycles, and we'd love to add yours.

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www.bmwor.org.nz

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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



It's mid December as I write my piece for the February Newsletter. We don't have at present an Editor on hand to work within the deadlines required for the February addition of the Newsletter. I have asked a former Editor, David Morris, and the only candidate for the position of Editor we know of at this time, Bruce Crowther, to help me put together this addition. I thank them very much for their efforts to make sure we all are in receipt of our February Newsletter.

Production of the March Newsletter will then be in the hands of the newly elected Editor following the A.G.M. in Nelson.

Minutes for the A.G.M. and the results of the election for members of the Executive will be published in the March Newsletter along with contributions from members who attended the 2014 Rally.

All positions on the Executive could change at the A.G.M. including my own as President. So until we all know the outcome of the A.G.M. I wish you all the very best for your forth coming rides.

As all ways – wheels down feet up.

Peter



This is why we ride motorcycles. Who wouldn't when you can stop and take in this spectacular scenery of ours? You too can enjoy this landscape by registering for the Six Day Tour. See notice in this Newsletter. Do it now, why not.

Tibsy.

Cover: Probably not going to be the best-loved cover ever.

Were it not for the buckets of coffee Ann Tibbs kept coming for the troops, there would have been no Newsletter this month.

Dave Morris (standing) supervises Bwucie and Tibsy while they "learn themselves" Pagemaker. Jean Crowther was on the camera's handlebars.

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 2014: Saturday 5/Sunday 6 April. Registration form and booking instructions 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

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 (<http://bmwor.org.nz>) for current information on events or contact the local Area Rep if you have any questions.

auckland

Monday 10th February - 7-30pm regular meeting at the Vintage car club Fairfax Ave., Penrose. Details will be posted on the Auckland web site.

Sunday February 16th - Details will be posted on the Auckland Web Site closer to the date.

bay of plenty

Saturday 8th February - Will be our social night to be held at the Lyner's home at 329 Plummer's Point Rd Whakamarama from 6pm onwards, more directions will be given nearer the time for those who haven't been before. As with all our socials bring a plate and drinks will apply and don't forget the gold coin donation at the door please.

Sunday 23rd February - Our club ride will be to Nikau Caves café just above Raglan harbour for those who don't know its location, leaving Z Bethlehem at 9am sharp so please be all fuelled up and ready to go on time. This will be sealed roads there and return, with the option of some good gravel close by should you feel the urge!

taranaki

Check the Web Forum.

rangitikei

Expect updates by phone or email.

east coast

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

Sunday 9th February - Ride to Wairoa for lunch. Meet at BP Bay View for a 10:30am departure. For further information, contact Norm on 877 3383.

Sunday 9th March - Ride to Waimarama for lunch via Patangata and Kairakau Beach. Meet at McDonalds, Havelock North for a 10:00am departure. Phone Norm on 877 3383 for further information.

wellington

Sunday 9th February - Wellington members will be advised by email in January of the details for ride scheduled for this date.

otago southland

Upcoming Activities - There will be ride-outs in the new year, but the early deadline for this particular newsletter means that short-term plans will be in the past by the time this reaches your mailbox. Get in touch via otagosouthland@bmwor.org.nz if you don't think you're hearing about events, or if you have any suggestions. Along with weekend rides, I'm hoping to try shorter weekday evening rides for Dunedin-ish locals, probably the third Tuesday of each month.

post rally - day tour

After the National Rally in Nelson, Peter Unger is kindly offering to show anyone who is interested the beauty that north-eastern Marlborough has on offer.

Starting in Picton, you'll ride a loop of approximately 250 kilometres, traversing the Port Underwood Road to Blenheim before heading over Taylor's Pass Road to the Awatere Valley for a stop at Yealands vineyard.

You'll then scoot out to Lake Grassmere, past the salt-works, and back to SH 1 to take Tetley Brook Road and an inland loop back to Seddon before returning to Blenheim across the Redwood Pass.

Passing through vineyard country, you'll then cruise back to Havelock before returning to Picton along Queen Charlotte Drive.

All the roads are listed in the Kiwimaps South Island Atlas on pages 98 & 106. There are some unpaved roads in this loop, but none are difficult.

If you're interested, get in touch with Peter at the Rally, or give him a call on (03) 573 9006 or by email at peter.unger@extra.co.nz

area reports

auckland

Mid Week Monthly Rides

The midweek rides continue to be a success with up to 15 bikes joining us to celebrate the freedom of being retired, or just escaping from work for a few hours. I must say our wife's and partners who join us enjoy the company as well.

"Octobers" ride destination saw us eating lunch by the river at The Matakana Kitchen Café having parked the bikes amongst the magnificent and numerous cherry blossom trees.

"November" our ride took us to the renowned Smashed Pipi Café and Bar, at Mangawhai. 12 bikes. 3 of them of the super scoots. One ridden by BMWORs nearly 80 year old membership Number 1 "Young John Samson", Yours truly, and our resident Doctor who administers to all the indigestion cases we get from the adrenaline mixed with eating the wrong food after enjoying the thrill of riding on empty, uncluttered, mid week, backcountry roads.

November Sunday Ride

Sunday's ride was a beaut. Around the Coromandel loop with lunch half way, at the Coroglen Pub. The Auckland OR's Resident Doctor chickened out from taking his brand new shiny Red F800 GS on the smooth clean Macadam, and instead decided to do the Dusty. Dirty. Gravelled! Coroglen and 309 Roads.... Strange people these quacks?? The Coromandel is starting to get a bit busy now, as it does in Summer, so we will probably give this area a miss until next Autumn.

TERRY

October Sunday Ride.

The relatively poor turnout of 12 or so is best explained by the good weather forecast. Consequently people were full of ideas as to where to go, and many of them went elsewhere. Our numbers were augmented by 3 from the Coromandel, one of whom joined us at Rangiriri. We said goodbye to one bike at Huntly and bled others as the day progressed. But our ride was excellent and our progress around the Bennydale Loop (as far as Whakamaru) very pleasant indeed. On arrival at the Dam Cafe we found a much larger group in residence, a chapter of the Ulysses Club. We discovered that the cafe has rather more accommodation than is readily apparent and all were seated no problem. Our return via the Old Taupo Road with a fuel stop at Matamata included many of

the rural Waikato roads Arne Rohde introduced us to some years ago, before he left us for the good life in Tauranga.

Overall a good day out, as is any on the bike.
Tony O'Connor



THE ANNUAL

WELLINGTON OVERNIGHTER

will be on the weekend of
Saturday 22nd and Sunday 23rd March 2014.

DESTINATION: NAPIER

Depart from McDonald's Restaurant Upper Hutt
7.15am 

Fuel stop at Masterton. Mobil, north end of
Masterton. 

Short break at Pongaroa to stretch the legs grab an
ice cream at the store. 

Lunch stop: Wimbledon Tavern. 

Break: Patangata Tavern. Stretch & coffee. 

Accommodation is available at the Bay View Snapper
Holiday Park 
<http://snapperpark.co.nz/>

Different options for room choice are available.
Please make your booking directly with the Holiday
Park and mention BMWOR.

 0800 287275 or (06) 836-7084

**THOSE INTENDING TO TAKE PART IN THE
OVERNIGHTER SHOULD CONFIRM THEIR INTENTIONS
WITH THE WELLINGTON AREA REP**

NAPIER
HAWELOCK NORTE
PONGAROA
ALFRETON
UPPER HUTT
LOWER HUTT
WELLINGTON

bay of plenty

Our Xmas function was held at Doug & Mary Kerr's home and was well attended; I think I counted 26 people all of whom participate on our rides as well. All that went thoroughly enjoyed themselves and the food was to die for, thank you ladies.

November's club ride which seems so long ago also went well with 6 bikes and 9 people enjoying the ride and the perfect day to Coromandel town and back. Certainly when planning a ride around the Coromandel it pays to avoid December through till about end of February, unless you like following camper vans and boats!!

I hope to do several rides myself through the Christmas break to find more interesting roads to travel, both sealed and gravel and venues to visit. Should any of you have any particular destination or roads to travel that may be of interest to us all please feel free to let me know about them.

Peter.

east coast

December – Dan and Rosemary kindly hosted our group for a barbecue on a perfect Hawkes Bay Sunday. We all made our own way to their home in rural Waipawa, and although we are a motorcycle club, just one couple rode a BMW to the barbecue. After lunch we joined in a bowling game, and then played boules and throw the horseshoe, with varying results. Late afternoon we set off on the ride home, a little tired after a day in the sun.

Thanks Dan and Rosemary for a very pleasant day.

Marie Nichol



East Coast member bouled over by the occasion.



Cook for the day



Some Rangitikei "brave soles" (ref text), probably damp not brave, and all over, not just soles.

We gathered at Rangoli Restaurant in Levin for our November monthly eat – together. A good crowd enjoyed the Indian fare. We also had a call from our missing colleagues from way down south. They were the adventurous ones who went to the Burt Munro event via anything but SH1. They proved beyond all doubt that they really do miss us. And of course we missed them.

We next assembled ... all 27 of us... at the Annedion Lodge in Wanganui for our Christmas "do". We had great expectations as long ago as June to go to the Bason Reserve park near Wanganui but called that idea off because the weather patterns were a bit... errr ... iffy.

Just to prove that we did the right thing, when Santa was handing out presents at the Annedion there was a huge downpour. Imagine unwrapping a present in the rain under a tree. We were so lucky, and lucky that Santa was able to find us. It rained so hard that Rudolph's red nose went out so only Santa could find him outside when he left to return to the North Pole.

Some brave souls did arrive on their motorbike, and all reported a bit of rain on the way. They had more on the way home, so we can only hope that Santa found his unlaid way back to base.

We are geared up for 2014, with the first ride a "do it yourself" ride from Sanson on 12 January (hope it is not a search party looking for Santa) , and we gather at Hunterville for our first ride 'n' dine on 28 going to a Dinner-movie in Feilding. There is a draft plan in place until the end

of June but ideas are starting to flow from members wanting to enhance our rides. We have had preliminary chats about an overnigher in February, a quickie weekend to Blenheim and a visit to Staglands.

We would like to offer a warm welcome to our new Editor. [\(For this issue, that will be the front cover triumvirate. Late edits after the AGM will have Lance's welcomee in place on Page 3.\)](#)

On behalf of the Rangitikei Area, Heather and I wish everyone a prosperous New Year.

Lance Nixon

nelson

This was our evening Christmas ride to Mapua for Fish and Chips As usual, the weather played a vital part in the decision making whether we should ride or not. Sunday morning started as quite windy and wet. Not your normal Nelson weather. As the day progressed the wind did not repent, but the showers stopped. So Sue and I decided to go to the meeting place and see how many riders turn up.

When we got there one keen rider was already there. First to arrive was Peter Flood, ex member of the BMWOR who had stopped riding about six years ago. He has been receiving our emails and decided to come along for a ride on a very nice looking RT100. Then one by one the meeting place started to fill up. The regulars were Nigel, Don, Tony, Gretchen, Matthias, Laurie and Yvonne, and Sue and I. This time it was a pleasant surprise to meet Don's wife Sue. Mathias also has

been away, working in Germany. Stuart also joined us after a long break so it was a reunion of sorts.

All twelve of us left the meeting place about 4.50pm and headed towards Mapua via the Moutere, a very short ride of about 35 minutes. We met Philip and Jenny there. Graham also arrived in his trusty Torana as he had been busy with family this side of the Takaka Hill.

Mapua being a seaside location, on order were fish and chips and a twenty minute wait for dinner time. I am not the biggest fan of fish and chips, but the fish was perfect, and the chips were not too far behind as far as the taste and quality is concerned. Thanks for the suggestion, Gretchen

We all sat down on the grass and had a picnic in the park by the sea, the wind died down, it was warm and a few parched riders sampled the local brewery beers. A good way to wind up the 2013 final ride and share a little Christmas cheer.

Best wishes for a prosperous New Year and safe riding.

Revti and Sue

wellington

December Meet. This was the December dinner 'do'. The short ride took us from rendezvous Mana up SH 1 to Raumati and the Sports bar "The Boundary". The ride was so short we even stopped at the Garden Centre at Mana to imbibe a cup of coffee (or Tea).

At The Boundary we were united with the balance of the party. Our attendance numbered twenty but one.

The establishment is typical of the sports bar genre, and we were well looked after by the staff. We selected our meal from the Christmas Menu Sample which was a two course meal from a three course selection, i.e. starters, mains and dessert. And, just like we ride different bikes, we each ordered different selections from the menu.

It was a leisurely eat and after the meal, we left in slow time to make our way back to our homes. Some went north – some went south: Some used the Manawatu Gorge; some used the Paekakariki Hill Road, and yet others used the Hayward's to the Hutt Valley (Some photos overleaf)



Getting there is half the fun.



Left (from foreground): Ann Tibbs, (Pub staff member standing), President Peter Tibbs (Hidden by menu, but those who know and love him will recognise the Solar Panel), Bruce and Virginia Frost' Brian (standing) and Wendy Zemanek .

Right (from foreground): Denise Carr, Dave and Cheryl Morris, Tim Taylor.

taranaki

By special request (from a road orientated bike rider no less) November's ride was the Whanganui River Road to Pipiriki. A short section of this road is still gravel, and as it turned out freshly spread and graded gravel. No problems at all to those of us wise enough to own a GS, however with skill and patience it can be done on a road bike, all be it some what less comfortably.

Once again we were blessed with fantastic weather. The ride to Wanganui was pleasant then turning onto S/Hwy 4 and the fun begins. A few kilometres past Upokongaro we turned left onto the River Rd. This then climbs over a very twisty saddle until suddenly the Whanganui River Valley spreads before you. The road has some very tight twists and turns, apart from the gravel section the seal is in most parts excellent, giving good grip and predictability.

The Whanganui River has a huge history in New Zealand both from its first settlers through to later settlers, being used as a food source and means of travel for many. As a result of the ruggedness of the Valleys and hills around the river it still retains much of its remote feeling. I did notice on this journey (having travelled this road many times previous) an increase in tourist traffic. Camper vans that once never stepped foot off S/Hwy 1 are now using this road in increasing numbers.

Arriving safely at Pipiriki we said goodbye to the river and headed inland to Raetihi where a short break for refreshments was held.

From Raetihi we returned to Whanganui via S/Hwy 4. This section of that highway is known locally as the "Para Para's" and winds its way through a number of saddles and valleys before ending at Whanganui. It can be icy in winter and slippery when wet, but with its low traffic count and today's weather it was an extremely pleasant road to ride.

Whanganui to New Plymouth and everyone safely home. Another very pleasant ride with excellent company. Look forward to seeing more on the next ride

Cheers

Colin

otago southland

We've had one ride so far this summer, a modest meander culminating in a visit to the Otago Museum REVolution: 100 Years of Motorcycles exhibition. I took some back roads to Middlemarch and met up with Barry and Eddie, who had come over from Alexandra for a catch-up and some rather fine cheese rolls.

Braving the weather (it was far from the nicest of days) back to Dunedin I caught up with Peter and Allister (up from Southland) at the museum to take a look at the fine array of machinery on display. The museum have put on an impressive effort, well worth a look round. BMWs are represented by a pre-war R6, an Earles forks /2, and an up to the minute S1000RR (which you are invited to sit on and try to imagine the effect of 190bhp in such a tiny package; my mind boggles).

Keep an eye on the Ride Reports section of the online forums (or not, as is your whim) for a selection of the photos I took and some biased musings on bits of motorcycling history. We were a fairly select assortment this time, I suspect the weather put one or two off.

Honorable mention must go to the couple who got as far as a Waiholo before their bike took fright at the rain ahead and suffered a sulkly starter motor. Glad you got home OK, hope it's an easy fix.

Andy



photo archives



Got photos? The B M W O R 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 or hard copies of photos can be sent to:

4/774 Beach Road
Browns Bay
Auckland 0630

Above: Barry trying to hide from the weather outside the Kissing Gate Cafe.

Left: A 1937 BMW R6 that Andy assures us was made when Yamaha only had three models - two were pianos, and one was a violin.

canterbury

On a big sky day in the wide open expanse of Molesworth, things went pear-shaped.

A rider with what turned out to be a dislocated ankle, a helluva long way from the nearest zambuk, and a bike to be got home.

The Nelson Rescue Helicopter flew the rider to hospital, and the bike was ridden home by Lex, who is rumoured to have had a grin on her face on an 800.



**The moral of this story is: “When riding your motorsickle, be alert.”
The world needs more lerts.**

Do you have a whole bunch of Rally photos in the cloud?

A couple of little fairies whispered in the Webmaster's ear that there was some considerable amount of wafting around of digital photography devices during the Rally events.

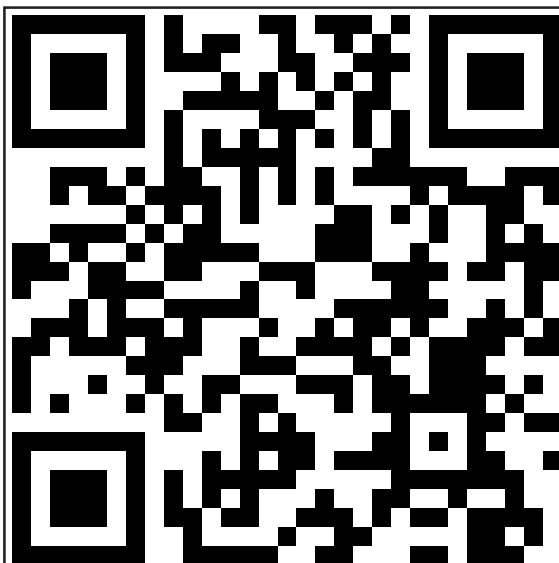
Naturally some of them will wind up in next month's Newsletter, but there will not be space there to do justice to all the photos (which if you added them up, would certainly amount to thousands).

There is a thread on the Web Forum has been created under "Rallies and Events": "PHOTOS FROM THE AGM".

If you would like to share your photos, please post a link to where people can browse your photos on your storage: the Webmaster (also your faithful Editor) is a bit nervous about the Forum being killed by punters trying to attach ten thousand photos to the thread.

The url for the page is: <http://goo.gl/tkuJB6>

Those of you that do all the magic via your smartphones will find the "crossword puzzle" in the corner over yonder will get you there.



Getting your motorcycle licence?

Is getting a motorcycle licence on your to do list for 2014?

The introduction of competency-based training and assessment (CBTA) from 1 March 2014 means you'll have another option when choosing how to get your motorcycle licence.

This option can reduce the amount of time it takes you to get your restricted or full motorcycle licence, while ensuring you have the skills and knowledge you need to ride safely on New Zealand roads.

So from 1 March 2014, you can choose between the existing driver licensing regime and the new competency-based training and assessment courses, or a combination of the two, to gain your restricted and/or full motorcycle licence.

What is CBTA?

CBTA is a new training and assessment option for getting your motorcycle licence. Instead of taking a practical test at each stage of your licence, you can choose to have your riding skills assessed by an approved CBTA assessor.

Although training isn't compulsory, we recommend you complete training before attempting the assessment ride. This will ensure that you have the necessary riding skills and you're fully prepared to do the assessment. The assessments are designed to ensure you're competent in a prescribed range of riding skills, which are important to keep you safe when riding on our roads.

What are the benefits of CBTA?

If you choose the CBTA option, there are a number of benefits:

- It can reduce the time it takes you to gain your restricted and/or full motorcycle licence - completing the CBTA course is the only way you can reduce the required minimum time during the learner and restricted licence stages

- It improves your riding skill levels by targeting high-risk riding behaviours, which allows for a safer road system for you and other road users

- If you choose to do your training through an approved CBTA assessor, you'll get feedback on your riding skills and you'll get tips on how to ride smarter and safer. These improvements will help prepare you for the CBTA assessment, and help you make smarter choices on the road.

Stages of CBTA and your options

There are two separate CBTA courses.

- **Learner stage** (Class 6R CBTA) - occurs during the learner licence stage of the licensing system and upon successful completion, you'll be able to apply for your restricted motorcycle (Class 6) licence.

- **Restricted stage** (Class 6F CBTA) - occurs during the restricted licence stage of the licensing system and upon successful completion, you'll be able to apply for your full motorcycle (Class 6) licence.

A detailed comparison of the options for getting your licence can be found at <http://www.nzta.govt.nz/licence/getting/motorcycles/img/cbta-options-infographic-large.jpg>

To be eligible to undertake the learner stage (Class 6R CBTA), you'll need to complete a basic handling skills test, sit the learner licence theory test, and obtain your learner motorcycle licence (Class 6L).

When progressing from your learner to restricted and restricted to full you can choose to progress either through both CBTA stages, through the regular testing regime, or a mixture of the two. If you successfully complete a CBTA course in either stage, you'll get a certificate to use to apply for the related licence. This means you won't need to sit a practical test to get that licence.

The learner stage has no minimum time period you need to hold your learner licence, but you must be at least 16.5 years old to apply for your restricted licence. The restricted stage reduces the time you need to hold your restricted licence, from 18 months (practical testing time requirement) to 12 months.

Training and assessment

Training - You can do your training with any qualified motorcycle riding instructor. If you do your training with an approved CBTA assessor, they can tailor your training programme to suit the stage of riding you're currently at, and then assess you when you're ready.

You can start training for either stage at any time after getting your learner or restricted licence, so you're fully prepared to undertake the assessment. Once you're satisfied that you're competent in the skills required for the assessment, you can book and undertake the assessment ride.

Assessment - All CBTA assessors are qualified motorcycle riding instructors who have been approved by the Transport Agency to train and assess motorcyclists riding skills.

As CBTA assessors are approved, their details will be loaded to the NZ Transport Agency website at www.nzta.govt.nz/cbta. As soon as their contact details are listed, you can contact any of the assessors to book in for an assessment in preparation for when CBTA is available from 1 March 2014.

Important information for participants

If you're interested in choosing CBTA as an option to get your motorcycle licence, visit the Transport Agency website www.nzta.govt.nz to download the resources you'll need to read to get the full picture of what it involves:

- [Motorcycle CBTA course guide](#) - outlines what the assessment will involve
- [Motorcycle CBTA questions and answers](#) - answers questions you might have about CBTA

LAST CHANCE FOR YOU TO JOIN US ON THE ROAD

SIX DAYS ON THE ROAD

Ride the long way home.

All on the black carpet some with lines attached and plenty without.

What we have here is a six day tour. Starting in Upper Hutt with a breakfast, then moving onto Pongaroa, Wimbledon, Patangata, Elsthorpe, Te Mata Peak, Tiniroto, Captain Cook Lookout, Tokomaru Bay, Hicks Bay, Te Kaha, Awakeri, Murupara, Mangakino, Benneydale, Aria, Awkino, Tarata, Te Popo, Mount Egmont taking in the view from the eastern side, Rotokare, Ohangai, Ngutuwera, Brunswick, Fordell, Mount Te Kapu, Hunterville, Kakariki, Rongotea, Paekakariki Lookout, Finishing in Petone with a wind down dinner.

The average distance travelled per day will be 322 Km.

For more information and to register contact Peter Tibbs, a.k.a Tibsy on 06 3782242

Email peteranntibbs@wise.net.nz

Tour will Start 22nd March and finish on 27th March 2014.

On the 22nd we will join the Wellington Area Members on their Overnighter.

This Tour is limited to the first twenty registrations.

Why not join the Tour group now!

Registrations close 21st February 2014.

The new BMW K 1600 GTL Exclusive - luxury touring par excellence.

Spearheading the BMW Motorrad tourer range, the "Exclusive" model already lays claim to a class-beating specification as standard, including central locking with anti-theft alarm system and ESA II electronic suspension adjustment for an optimum spring/damper setup regardless of load. The Dynamic Traction Control (DTC) boosts safety when accelerating, while the innovative new Hill Start Control feature takes all the hard work out of pulling away uphill, even when carrying a passenger and luggage. Needless to say, the K 1600 GTL Exclusive also comes equipped with BMW Motorrad ABS as standard, like all BMW motorcycles.

The film antenna for the radio that is embedded in the topcase lid is a world first and ensures the best possible reception quality while also enhancing the bike's appearance. Long-distance travel comfort for the pillion passenger is taken to greater heights by a new seat, the heated backrest and comfortable armrests. Also to be found on the list of standard equipment are LED auxiliary headlights, adaptive xenon headlight, Tyre Pressure Monitor, additional brake light, engine protection bar, floor lighting, as well as LED daytime running light and, for the first time on a BMW motorcycle, Keyless Ride.

The styling of the "Exclusive" model likewise spells pure luxury - from the fuel tank's aluminium moulding through the fully chromed exhaust system to the new-look instrumentation. The colour scheme for the new K 1600 GTL Exclusive adds to the sense of elegance and aesthetic appeal. The bodywork's four-coat paint finish in Mineral white metallic high gloss combines to striking effect with the classy chrome surfaces, the contrasting shade of Magnesium metallic matt and the Glacier silver metallic radiator fins. The colour-coordinated upholstery for the seat cushions, backrest and pillion passenger armrests adds the perfect finishing touch.

The new K 1600 GTL Exclusive is one of the most advanced motorcycles of its time - and this includes making sure that riders can both see and be seen as clearly as possible. This is the task of features such as the state-of-the-art LED daytime running light. This is projected in the direction of travel by two fibre-optic light guides running around the high-beam headlights by means of optical prisms. It is

either switched on automatically during the daytime via a light sensor or manually instead of the main headlight using the daytime running light switch. When darkness falls or when entering a tunnel, there is an automatic switchover to the main headlight. The daytime running light allows the motorcycle to stand out more clearly and be differentiated more easily from other road users. What's more, the use of LED technology brings about a substantial reduction in total energy consumption when the daytime running light is activated.



A Regular Lead Rider Comments

I seem to wind up leading a lot of the rides I go on - must have a slow side step. I am really pleased to see that BMW have done some work on the lights on the "Exclusive". The K1600's are an impressive piece of kit, but you can't see the buggars when they are behind you. Thee and me have made the riders well aware of their invisibility (far more of

a worry with regard to cage drivers than us observant and highly aware bikers.) **Yeah, right!**

Their awareness of the problem has led to some K1600 jockeys running with their high beam in daylight. That's fine, in bright light. But on a grey day, or at dawn or dusk, the high beam is like a laser on the eyes of the beholder, whether it be in your mirror, or an oncoming driver's windscreen. Hopefully the day running light that has been fitted on this latest model will address, and fix, the problem. The lights on the existing model are, by the accounts of everybody I know that's ridden one, the real deal to see by: they are just not so great for being seen.

Bruce Crowther

Into the wild: Riding the Road of Bones

In the 1930s Joseph Stalin took control of the largest country on earth, Russia, and embarked on an amazing feat of engineering that also became infamous for its inhumanity and cruelty, thus the Road of Bones was born. This 2000km long track from Yakutsk to Magadan, through some of the wildest country on earth, took a massive toll on the Gulag prisoners who built it with an estimated two million dying, either shot for not working hard enough or perishing due to the intense cold.

September 2010 saw a group of adventurous riders tackle the Road of Bones with Compass Expeditions, the first tour group ever to ride this route. Every rider was on board a BMW from the GS range, from the old Dakar's and R1200s up to the latest G 650 GS's

The ride began in London 93 days prior but that is another story, we pick up the expedition as it crosses the Lena River and begins the ride on the M56 Kolyma Highway otherwise known as "The Road of Bones".

We left the luxury of the Tygan Darhan Hotel; Yakutsk's finest, knowing it would be a while before we had any more small comforts. With our BMWs fully prepared for the ride ahead we crossed the Lena once more on the ferry in light rain and freezing temperatures. The road

was deserted and we felt reassured to have Leo in the Toyota Landcruiser support vehicle always at our rear.

It was well into autumn and the countryside was aglow with the brilliant yellows and reds of the Taiga forests that disappeared off into the distance. We were soon into a good rhythm but freezing cold and promptly stopped at the only café we saw since leaving Yakutsk. A wood fire was raging inside and a wonderful hot Borscht soup did the trick for lunch. The café was owned by an elderly couple who lived there, it was amazing to think that they spent winter

afternoon and before riding into a fierce looking snowstorm that consumed the valley ahead of us. As we erected our campsite the sun finally broke through setting the forest ablaze in a dazzling light and then treating us to a magnificent Siberian sunset. We huddled around a raging campfire drank soup and ate a fine stew analysing our first day on the Road of Bones.

The following morning started off with a flat tyre on Pat's bike causing us to just miss the Aldan River ferry, the next one departed three hours later. The Road of Bones is dissected by the mighty Aldan River and the tortuously slow ferry is the

only link. We fitted a new Heindineau rear tyre to Pat's bike as we waited while others wandered around taking photos and eating dried fish given to us by the ferry Captain.

The 1 ½ hour ferry ride downstream was wonderful under a huge blue Siberian sky that was interspersed by white clouds that reflected off the slow moving river, the region had an incredible sense of

remoteness about it. Refuelling at the decrepit village of Handagar we quickly rode out into the wilderness again. The altitude began to ascend now and the temperature descended correspondingly, at around 1000m we reached zero



there in such a lonely isolated spot, their world and way of life could not have been more removed from ours if they tried.

We rode for the remainder of the day as the temperature struggled to get over 5 degrees, finally calling it quits late

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degrees by mid afternoon. The scenery however was epic and took us all by surprise with its beauty. The road followed a winding path through looming snow capped peaks while silt laden rivers roared by under rickety old wooden bridges that looked as if they were about to give up and collapse. The bright yellows forests provided a wonderful contrast to the intense white of the surrounding snowy landscape; we all agreed that this was some of the finest riding we had ever experienced. We decided to camp at an impossibly scenic spot on the banks of one such river in the shadow of a huge snow capped range that seemingly barred any progress forward.

The weather had turned against us overnight and light snow had begun to fall as we left our campsite. It wasn't long before a number of us were lying on the road with our bikes in a snow bank; we had hit ice on a small incline that we had barely noticed, with the snow getting heavier it became a priority to get off the mountain and fast. Staying upright while sliding down the mountain on ice was proving difficult and a couple more falls ensued, we were never so happy to see mud and slush; at least we had some form of traction again.

The day was spent again riding through magnificent scenery amongst the mountains and valleys of the Sakha region of Siberia. A number of mountain



passes were no more than narrow tracks that clung precariously to the sides and were barely wide enough for our support vehicle. I thought of the incredible effort it would have taken to forge these roads by hand, through these mountains in the frozen winters of the 30s and 40s. We were now riding in a region known as "the pole of cold" with the lowest temperature ever recorded for an inhabited area of a staggering -72 degree Celsius taken just a few years ago, Stalin's gulags prisoners certainly wouldn't have had the luxury of warm clothing as we did.

Camping 20km before Ust Nera we made it over one final pass riding through deep icy slush, "tomorrow morning this would be unrideable" we all agreed. A warming campfire was soon underway to be shortly followed by a warm hearty soup and main course. We were in an incredibly wild region but still the camping was a wonderful experience although we were wary of the presence of bears, especially considering the fresh bear tracks we had seen earlier.

Fine weather greeted us the following morning as we rode into Ust Nera to stock up on fuel and food. Our presence at the one and only fuel station caused the

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usual pandemonium amongst the locals; they always displayed a mixture of bewilderment and amazement at our presence. We departed the Road of Bones to check out an abandoned city slowly being engulfed by the weeds. The city was amazing with twenty story high apartment blocks, the main street lined with shops and offices and everything one would expect to see in a city except people, not a soul remained. It was as if the inhabitants had fled in the middle of the night fleeing some terrible disaster. It was surreal experience to be riding down the main street in this ghost city. Apparently Lenin had "relocated" a city full of people to this region to support the unsustainable Soviet industries, with the fall of Communism every man woman and child departed and returned to their hometowns across Russia.

We returned to the Road of Bones and became instantly concerned that Leo still hadn't arrived in the support vehicle. We decided to turn back and try and find him and Carmen, who had been his passenger since Europe. After twenty kilometres we found him on the side of the road and the scene was instantly recognizable, the axle stud had broken again, an agonizing 800km from Magadan, it had started to snow and the light was fading, my mood could not have been worse. Incredibly a local Russian van stopped and two burly Russians

swaggered over to help, even more incredibly one spoke English. It was quickly decided to remove the axle place it in the Russian van and drive to a nearby gold mine to have it welded, but first the Russians, Andre and Sasha, insisted on a round of Vodka and some dried fish. When Leo returned with the Russians two hours later and told us that all the welders were drunk and would be until Monday my heart sank, I hadn't counted on the resourcefulness and generosity of the Russians though and their "can do attitude". Andre decided to drive Leo to Sussaman 150km away to try and find a welder and also a truck to collect our trailer, and with that the trio roared off into the night along the Road of Bones, as snow continued to fall, toward Sussaman.

The following morning the snow had set in and it looked like winter had arrived and would be going nowhere until the following April. We decided to pack the luggage into the support vehicle and leave all other supplies, including a Compass Expeditions bike, in the forest and ride off toward Sussaman. We had only been on the road for half an hour when a grinning Leo nearly fell out of the small crane truck coming the other way as he flagged us down, I had never been so happy to see him. The riders continued on, with directions to a hotel in Sussaman, and I returned to help load the trailer onto the truck and ride the remaining bike. A

blizzard had sprung up and it was virtual white out conditions as we loaded the truck.

Eventually arriving in Sussaman we stopped at the local mechanics workshop and first warmed up. A Russian axle had been cannibalized for parts to make ours serviceable again. We fitted the axle and against our better judgment spent the remainder of the evening drinking vodka eating an assortment of fish, cheeses and breads and generally enjoying the company of these wild yet wonderfully generous and friendly Sussaman locals, the offer for us to return next year and go bear hunting with them was a genuine one.

Our final day of the expedition had arrived. We again rode out in brilliant sunshine but the clear blue sky also meant frigid temperatures. The Road of Bones was in a varying state of great 80kph dirt to crawling though deep mud holes and frame smashing potholes, all the while the scenery remained the same, epic.

The going was slow, slower than anticipated and as we neared another pass the majority of us came off again, myself six times. It was impossible to get the R 1200 over the pass with me riding it. The combined weight of bike and rider meant that it either bogged in the snow banks, where I generally ended up, or slid out on the ice, I had to idle it over and




2014 EUROPEAN TOUR DATES

Great Kiwi Alps Tour 2014
Germany, Austria, Slovenia, Italy, Switzerland
Arrive 13th June 2014 – Depart 29th June 2014
16 nights, 15 riding days

French - Swiss Alps Tour 2014
Arrive 3rd July 2014 – Depart 21st July 2014 or 31st July
18th July
Includes: Germany, Switzerland and France
16 nights, 15 Riding Days or 10 nights, 9 Riding Days

*** USA 2014 Seattle/Sturgis Return (Deluxe) Harley MC Tour ***
Arrive 30th July 2014 – Depart 28th August 2014
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24 Nights, 24 Riding days
Email: graham@bekersmct.com



down with me running along beside it, it was exhausting but at least warming. We had lost a lot of time and as the light faded and the temperatures dropped even lower, freezing everything, it was decided to camp for one last time in the snow on top of a 900m plateau.

Little did we know that within 20km of our previous night's campsite in the snow the road descended three kilometres and out of the snow and ice zone and onto a paved road for the first time in 3300km. We rode on toward Magadan, elated, through the diminishing mountains as we neared the coast; we knew we had done it. Arriving at the Magadan sign emotions ran high as a few tears were shed and a lot of sincere congratulations and hugs were given. Only a handful of bikers each year make this arduous yet exciting journey and we were the first group ever to have accomplished this, we all felt justifiably proud. After 101 days and 28,000 kilometres since leaving London we had ridden the epic Road of Bones. We had ridden "into the wild" and we had made it.

The BMWs performed magnificently non stop for over 100 days. We had issues, mostly with fork seals and head stem bearings however it was Mongolia and the Road of Bones that exacted the highest toll on the bikes. One rear shock blew on the G 650 GS as did a radiator, but this was due to a small rock that lodged itself between the radiator and the frame eventually wearing a hole in the core. The bikes went and went and went across some of the most inhospitable and wild regions on earth and proved why they are such a big seller. Lesser bikes would have fallen to pieces, I am confident of this.

We choose the Heindineaus as our tyres for this expedition and they performed magnificently. Although a little disconcerting in the wet on paved roads that wasn't really an issue as we spent so much time on dirt. Their wear characteristics are amazing and I still have at least 10,000 ks left on my rear tyre of the R 1200, they have already accomplished 15,000km, curiously though the wear rate of the 130s is terrible as opposed to that of the 140s.



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A sideways look at historic events in motorcycle development



Shortly after this spy photo of the R5 being road tested was first revealed in the world's press, a young Welsh design engineer from Tiger Bay, Ivor Notion, approached the Head of BMW Design with a set of technical drawings for a motorcycle accessory. BMW adopted his innovation before they began volume production, and ever since then it has not been necessary to stand while riding. Ivor had invented the motorcycle saddle.

MINUTES OF THE MEETING OF BMWOR OF NZ INC. CLUB EXECUTIVE HELD BY TELECONFERENCE ON SUNDAY 15 DECEMBER 2013.

Meeting commenced 8:30am.

Present: Peter Tibbs (President) Garry Williams (Editor) Folker Liebenow (Membership Secretary) Robin Woods (Treasurer) David Thomson (Secretary).

Secretary Report: At the suggestion of Lance Nixon (Area Rep Rangitikei), Secretary is looking in to the viability of "café style" flags bearing the Club's insignia. Such flags would be easily transported and displayed at events, rallies, etc. The current small banner is regularly shipped around the country and Lance suggests we could consider providing Area's with flags for their local use. Full costings yet to be determined, so currently work in progress only...

Main line of work at the moment is preparing for the AGM.

Editor: All the computer hardware associated with the Editor's role has been sent to President waiting for delivery to the new Editor. Garry will be overseas at the time of the AGM so has effectively produced his last Newsletter and finished his term as Editor.

Christmas cards have been sent to all advertisers thanking them for their business, and advising of the pending change of Editor.

Garry has been liaising with BMW Club's International, which has a new Council Chair. After 15 very active years in Council, previous Chairman Ian Branston has left the Board. David de Bruyn, the former Vice Chair motorcycles from South Africa, has been elected to the chair position. Garry will keep in touch with the NZ President of BMW Club's International to determine who is to represent NZ at the next international conference.

Executive thanked Garry for his contribution to the Executive team that has taken place over many years and varied roles.

Treasurer: Robin presented the following report...

Garry asked about plans for rolling the TD's. Robin advised that depending on his projections for cash flow at the time they would be rolled over and put on terms that gave a wider spread of maturities.

Regarding the request for reimbursement of \$92 for the cost of a "computer geek" from an Area Rep, after discussion it was agreed to make the reimbursement but remind the claimant that expenses need to be cleared by Treasurer in advance.

It was moved that the Treasurer's report be accepted (Wood/Tibbs).

Membership: Folker advised that of the members who did not renew membership by 31 August and who subsequently received personal follow-up letters, 61% have subsequently renewed. This information provides weight to the overall strategy of moving to individual billing that is being worked on through the Database review underway.

Discussion led by Folker on the benefits of taking a more pro-active position through the Newsletter of advising members that they do not have to leave the Club simply because they change to a non-BMW motorcycle, or for some reason are forced to give up riding.

BMWOR Treasurers Report

I am pleased to present to the Executive meeting held via conference telephone call on the 15th December 2013 the following abbreviated report outlining the financial position of the organisation as at 30th November 2013.

Current and Investment accounts - Balance as at 30/11/13:
TSB (00) Cheque account - Main: \$ 9,235.52
TSB - Event account:

TSB	Term	\$16,242.20
71-0001	Matures 28/02/14	Deposits: \$10,000
71-0003	Matures 25/01/14	\$10,000
71-0004	Matures 25/01/14	\$10,000
71-0005	Matures 02/03/14	\$ 5,000

Total Cash on hand: \$35,000.00
\$60,477.72

Comments:

1. Print.Com. - Many thanks to Secretary David for his efforts in reconciling our account with this supplier and the success in effecting a refund of \$3,659.30. We await their cheque.
2. Annual accounts to 30th June 2013 are now complete and ready for presentation to the members at AGM.
3. Substantial balance presently held in the 'Event Account' relates to Annual Rally registration payments. Very little Rally expenditure to date.

Dave Oldershaw and Folker are making progress with the database review.

Once we can provide individual billing, the issue of finding a better renewal process needs to be picked up by the incoming committee.

President: Rally 2014 in Nelson is fast coming to fruition. 90 registrations as at earlier this month.

General Business: General discussion on logistical requirements for AGM, given that this is the first AGM to be held in conjunction with the national rally. (Secretary will be on the road for a week travelling by F700GS, instead of a weekend away by car.) Proxy forms are starting to come in.

Closure: Meeting closed at 9:37am.



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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 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: 2014 RAG Rally badges will only be available for entries received by 5:00 pm FRIDAY 7 MARCH, otherwise bookings must be received by Friday 21 March for catering purposes.

2014 RAG RALLY BOOKING FORM



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BMW Owners Register
of New Zealand



Name Membership No

Please book me and the following people:

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

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

My cheque for \$ is attached.

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bikes for sale



R1200S (2007). 54,000 km. Full service history, oil changed every 5,000. Most mileage done open road touring. Akrapovic muffler and K&N air filter, both adding a notable boost to mid range. Original BMW muffler is included, also a Lindberg carbon fibre hugger. Ohlins front and rear suspension, Metzeler 120/70/17 front and 190/50/17 rear. \$14,000. Contact Ken on 027 4314 010 (3)



R1200GS (2009). 70,400 km. Blue, excellent condition. One owner from new, dealer serviced at BMW specified intervals. Includes Vario top box, ABS/ASC, tyre pressure monitoring, heated grips, hand protectors and crash bars. The bike has never been damaged and the tyres are in very good condition. \$16,250 (includes on road costs). Contact Neville Tamplin on (04) 938 5649 or 021 237 5936 (3)



F800S (2006). 20,000 km. Silver, great condition. One owner. Full service history. Beautiful, smooth ride with plenty of sports performance - she's a gem! Optioned with ABS, heated grips and trip computer. Includes BMW panniers, tank bag and engine spoiler. \$9,500. Contact Jo on (03) 312 8204 or 027 241 0611 (3)

for sale

SIDI Discovery rain boots - size euro 46/ USA 11.5/UK 11. Only worn a few times (not in the mud). Check webbikeworld for review on these \$220

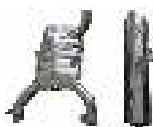
Corbin leather seat - for R1200GS, excellent condition \$300

Windshield - Spitfire brand, fits on handle bar mounts suitable for R850 and others \$80

Final drive - for R1200GS, new main bearing, unmarked \$1000

BMW Kalahari gore-tex boots - size euro 46, done a few adventure rides but still water tight, good soles, plenty of life left \$50 Phone or text Richard Kuysten (Auckland) on 021 993 708 (3)

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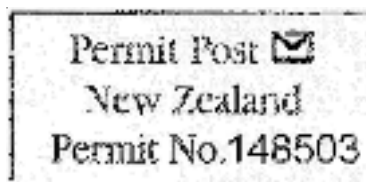
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