

# newsletter

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

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



**april  
2014**



**F650GS VERSUS SAND DUNE -  
GARRY'S DAKAR DIARY INSIDE**

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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



On a recent trip to the South Island I observed several groups of motorcyclists riding to and from what I believe to be an event called the Dusty Butt. Some of these riders must have had experienced some form of brain fade from time to time as I watched them passing on both double and single no pass lines at excessive speeds. This kind of riding places not only themselves in considerable danger but also the group they are riding with and everybody else who happens to be travelling on that section of road. I was pleased Beemers or any BMWOR fluoro vests were not amongst these offending riders. It is important that when we are out on the road with our BMWOR vests on to remember that we are riding as Ambassadors for the Register.

Also while travelling in the South Island I had a chance to catch up with Andrea. Andrea and Allan are two of our members that advertise in our Newsletter (City Motorcycle Rentals and Heidenau Adventure Motorcycle Tyres), and they have a large selection of tyres and a stable full of hire bikes made up of many marques. If you have friends visiting New Zealand and looking to see the best of our country while riding a motorcycle why not put them in touch with Allan or Andrea? They can be contacted on 03 3149947 027 4876570 or email [info@citymotorcyclere rentals.com](mailto:info@citymotorcyclere rentals.com)

**Area Reps.** We have a changing of the guard with some of our Area Reps. The role of an Area Rep is essential to the way in which we offer our services to members of this Club. If you are in an area where your Rep is taking time out from their role as Area Rep why not give it a go yourself. You could start off by talking to your Area Rep or me. We also have available on our website a very good guide to becoming an Area Rep.

**Taranaki:** Our Area Rep has had a close encounter with his tractor and a big Mac truck with Colin in the middle of it. I am please to be able to report that Colin is on the mend. It may take a little time for Colin to get back to full fitness. We all wish Colin a speedy recovery from his injuries and to see him back on the bike. Colin has decided to let someone else step up and carry the baton for the Taranaki area. Are you up for it?

**Bay of Plenty:** Peter Lyner has decided to take a break. Peter has served the Club for many years as Area Rep and as Editor for our Newsletter. He has put in many hours for the benefit of our Club. Peter feels it is time for a fresh face and fresh ideas to front the Bay of Plenty area. I thank Peter and Catherine on behalf of all members for their outstanding contributions to the Club.

**Service Providers:** We have a serious shortage of service providers more so in the South Island. If our importers of new bikes and spare parts want to continue importing bikes and parts into New Zealand then they surely have an obligation to assist our local service providers wherever possible. We intend to work on this problem in order to achieve reasonable service facilities for our members.

An Executive meeting has been scheduled for the 15th March, it is going to be a close run timetable in order to table the minutes in the April Newsletter due to time restraints place upon our Editor, Secretary and publishers. You may have to wait until the May issue to read them.

As always – wheels down feet up.

Peter.



(Picture shows Andrea showing Tibsy around their large stable of motorcycles for hire and tyres they have for sale).

**Cover:** At about this point in proceedings, as he and his playmates were shadowing the Dakar through South America, Garry Williams's niggling misgivings were confirmed: he was missing his HP2.

Garry's Trip Report starts on Page 6.

(The "enhancements" aren't Garry's - sometimes I just can't stop myself. Ed.)



# BMW Owners Register Risk Management Plan

## Introduction:

The BMW Owners Register is an organisation whose members join together for rides to nominated venues and for other social occasions. The organiser nominates the destination and regrouping stages along the way, but otherwise has no influence upon the way that riders behave on the road. There is no element of organised competition in the rides.

## Riding Code:

1. All register members on register rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Register members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, pillion, and sidecar passengers where required, shall have as a minimum Standards New Zealand approved motorcycle helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Register members are to go to the aid of any others suffering a mishap.

5. Ride organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for other riders' behaviour or safety.

6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.

7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.

8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions, and longer for inclement conditions and on loose surfaces.

9. The Organiser and or the Register are not responsible for participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with all Road Rules and Laws.

## events calendar

**RAG Rally 2014:** Sat 05/Sun 06 April.

### other events

**BRONZ Ride Right, Ride Safe.** A great way to get to know your new bike. Usually third Sunday of the month at the Whenuapai Airbase. Contact Finn on 09 625 5533 or 027 484 6326 for details.

**More detail at [rrrs.org.nz](http://rrrs.org.nz)** - and they can **BRING THE COURSE TO YOU** if you can come up with the numbers and a venue: speak to Finn.

### 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.

### northland

Sunday 13 April - Meet, greet and eat at Parua Bay Tavern 1200 hrs. Discuss the future, maybe a short ride after lunch for coffee and/or ice cream. Bwucie 027 499 2034.

### auckland

**Monday 14 April** - Social get together, and 10, 20, 30 Year Pins and Certificates.

Bring your spouse/partner along...@ the Normanby Hotel (the old Cardrona Hotel) from 7-00 pm Normanby Rd Mt Eden. Great open fire atmosphere. Different pub food,,,,, at reasonable prices.

NOTE the different venue, this takes the place of our normal club night at the Vintage Car Club.

**Sunday 20 April** - Ride to the "top of Coromandel" ..(For those who are up for it) Options....Gravel: To the top end or 309 or Coroglen or do the Loop on the Tar seal..

Leaving BP Southern M/Way 9am "

SHARP". meet @ 8-30 am. R I C Tony O'Connor.

These are great roads to ride on, and should not be missed. There will be good gravel options. Wives and Partners most welcome.

**NB** Could you please either email me your mobile numbers if you are going to ride with us. Or make sure you give them to the RIC on the day. This could be of great value to you and the person leading the ride.

Terry

### rangitikei

**Saturday 5 April** - Ride to RAG Rally Ohakune and visit Chateau or Waiouru Museum. Barry Hawthorn.

**Tuesday 29 April** - Daylight Saving has ended. Dinner at Ashhurst Inn 7.00pm. Peter Truter.

Sunday 11 May - Ride to Gravity Canyon Taihape. Don Cross.

**Tuesday 27 May** - Ride n Dine Rangoli Levin 7.00 pm. John Christie.

**Sunday 8 June** - Poker Run (of sorts) starting at Woolshed Café Sanson at 10 30 with Brunch. Lance Nixon.

**Tuesday 24 June** - Ride n Dine Halikarnas P Nth 7.00 pm. Robin Wood.

### east coast

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

**Sunday 13 April** - Autumn ride to Waipawa to visit the Settlers Museum and then on to the Art gallery/Coffee shop for lunch. Meet at Caltex Omaha Road for a 10:30am departure. For further information, contact John on 844 4751.

**Sunday 11 May** - Ride to Guthrie-Smith Arboretum at Tutira - <http://www.guthriesmith.org.nz/>. Meet at BP Bay View for an 11:00am departure. As there is no food outlet at the Arboretum, take a picnic lunch. For further information, contact Bronwyn or Peter on 836 7938.

### otago southland

**Sunday 13th April** - midday lunch meet

in Lawrence (the Wild Walnut).

More details online on the BMWOR forum rides calendar, or by contacting [otagosouthland@bmwor.org.nz](mailto:otagosouthland@bmwor.org.nz).

## area reports rangitikei

The weekend that was scheduled originally for Awakino, and then morphed into Opunake Beach Camp was exciting. The ride to Dawson Falls was great, with great vistas and no wind. The Eltham Road had the Ride Leader and Tail End Charlie huddled very close together as the cross wind became stronger. Then a wasp got stuck in my trousers and got busy with revenge for interrupting its flight plan. The Opunake Beach is sheltered but as we got our cabin sorted it rained. And blew.

Dinner (a short walk to Sugar Juice Cafe) was fantastic.

The next day we had a wee look around the Opunake township and lake, then headed for Hawera. Winds the day before was only mild by comparison. And then there was horizontal rain to contend with. The coffee at the Fat Cow Cafe was more needed than wanted.

After that we simply rode home through a challenging breeze. Why did the TEC huddle so close to the RL? We were the only ones who ventured out on this weekend. Yep, just Heather and me!!!!

We held our second ride 'n' dine at the Hungry Fox in Foxton (of course!). A big muster of 15 and a great sight in the parking area with three rows of mostly BMW bikes all pointing east. The food fare is Chinese. The Chinese steak meal is highly commended.

Our Rob G was one of the riders who assisted Mike Hyde test his ride routes around NZ. This is the stuff of Twisting Throttle NZ. Rob chose the Route 52 chapter. An early start from Wanganui was rewarded with the best weather imaginable. After an exemplary rider briefing, all ten riders, and the two pillion, enjoyed cruising between Waipukurau and Pongaroa. For some, it was then on to Masterton, shaking the dust out of the feathers on their Chicken

Strips.

**Our working party has advanced the 2015 Rally planning with an On Site meeting. We cannot stress strongly enough that it is important to book accommodation asap. There is a 5 % discount until 1 June. We have the whole complex booked until that date. After June, your booking will compete with the public. You need to ring Ben 06 343 8402 and explain you are from BMWOR. Email bookings will not work as the whole complex is already booked in our name. And note that the next nearest accommodation is about 5 k away.**

We have broken our normal pattern with a meal on Wednesday 26 March when we host the Six Days on the Road tour group. We will also be going up the now-sealed River Road to say Hi at the RAG rally on Saturday 5 April. After that we will back to our normal pattern with a dinner meeting on 29 April at Ashhurst.

Lance Nixon

## east coast

The meeting point for our March ride was McDonalds in Havelock North. The BMWs gathered together and were joined by a red Triumph Triple, which parked in close. We all thought "how strange" until the rider and pillion climbed off and removed their helmets. It was Warren and Robin. From a pillion point of view, the Triumph didn't look as comfortable as my armchair ride, but the fellows were all very interested and appreciative.

We rode down Middle Road, which we had pretty much to ourselves, until we arrived at the Patangata Tavern at the same time as Dan and Rosemary. Then we were six bikes and 11 people. We headed out to Kairakau Beach and parked up to take in the magnificent view and balmy sea air. Some thought we should have brought our togs, the water looked so inviting. While the men talked bikes, the ladies were taken across the road to the Mosaic Lady's home, where we had a fascinating time looking at her artwork in the garden and in progress in her studio. We also heard some of the history of the settlement.

We then headed back to Elsthorpe and onto Waimarama via Kahuranaki and Waimarama Roads. Dave and Margaret met us at JARKs Café, making six BMWs and one Triumph, with not a car amongst us. We had an enjoyable lunch, planning future rides, and then made our own way home.

Marie Nichol

(Sorry, East Coast, last minute submissions knocked out space for your photos, which have migrated to Page 16.)

## nelson

At the usual meeting place, Queen Elizabeth Drive lay-by nine of us met up,

three with pillions. It was my first ride with the group on my newly acquired F800 GS with the Mission Controller 2014. And yes, it has taken some time to adjust to the newer model, which is a bit quicker to respond to acceleration but not as quick in the engine breaking as the R1100. (Read head butting!) A great little machine all the same.

We had a small coffee break at the Forester's Café, which is just on the Marlborough side of the Whangamo. Peter Unger our honorary Nelson member from the Marlborough Sounds decided to meet us at the cafe as he only lives about 15 minutes ride from Picton. After our coffee break we headed off to Picton via the Grove Track and Queen Charlotte Drive.

I am sure there would be many members who have travelled from Picton to Nelson on this road who will admit this is a gem of a road for motorcycle riding. Lovely sea views, some flat parts, winding and narrow road and an occasional land slip to add to the surprise.

We had a perfect ride to Picton and the weather in Picton was as expected at this time of the year, warm, sunny and no wind. We made our headquarters on the grassed area in front of the main street from where you can see the ferries arriving and leaving plus all the movement of other boats.

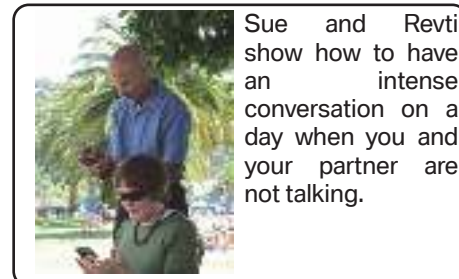
The homeward journey was a different story; we decided to take the Tuamarina-Kaituna track as a short cut. Both Sue and I were convinced that it was a sealed road all the way, because we have been through this road several times when we lived in Blenheim a few years ago. For those of you interested in taking this road as a short cut to Nelson from Picton, turn right just as you turn the bend at Tuamarina. It is a lovely ride, flat, with a few turns as one would expect and very little traffic as the road follows the river. It comes out North of the Wairau Bridge at Kaituna.

Anyway back to the story, after about 8 km from the turnoff from SH1 the road changed to gravel. I thought there might be road works for a few hundred metres, but no, it was indeed a proper gravel road for about 4/5 kms. As you would expect when surprises like this are thrown at people we all react differently. A couple of riders decided to turn back and carry on the normal route, mainly because of a belt driven bike or shortage of petrol or inexperienced at gravel riding. One rider who shall remain nameless left his pillion (and wife) behind so he could turn back and help the riders turn around. As stated above it was a hot day, so she decided to take shelter in the shade of some big trees. The nameless person did his good deed for the day and rode straight past where he had left his Mrs. He joined us by the road where we were waiting for the rest of the riders and looks behind him and says, "I seem to have lost my pillion

somewhere, I'd better go and look for her". He headed east again and about 5 minutes later came back with her, both looking relieved and a bit sheepish.

The belt driven bike caught up not far from the Wairau Bridge having travelled the normal route rather speedily. The rest of the journey was eventless. We stopped at the café at Pelorous Bridge and enjoyed a long awaited ice cream as we pondered the adventures of the dust munchers who had ridden on up the North Bank after the Kaituna track.

Revti Verma



Sue and Revti show how to have an intense conversation on a day when you and your partner are not talking.

## otago southland

Tuesday evening cruise out to Taiaroa Head on the 18th of February was rewarded by displays of albatross circling, and a gentle ride down the (much improved in places) peninsula road in the sunshine.

Sunday 23rd February looked like a beautiful sunny day for the Ride to Clyde. The wind turned out to be both gusty and chilly, but a brave few battled it to gather in Palmerston then build into a slightly bigger group in Oterehua for morning tea and a knees out (on the upwind side; I find it helps though I don't know quite why) ride up the wild Ida valley and over the hill to Clyde. We'll even lay claim to the chaps who joined our lunch table having followed trails from the other side of the hills; one on a G450X and all people we knew. No photos I'm afraid, The Bank's bacon buttie was just that bit too distracting. Then we went our separate ways (I have the sense not to, and lack the ability to, pursue serious enduro weapons on my GS). A minor downpour on the group returning to Dunedin provided the excuse for an afternoon tea stop in Lawrence; that may make it sound like a lot of time in eateries but there were still more than 400km under the tyres by the time the bike was back in the garage.

Andy Hutcheon



# Garry's Dakar Diary

## Friday 3 January:

18 hour trip to Buenos Aires (3 hours, 25 minutes layover in Santiago) for me, Justin, Alex and Ian. The rest of the party are already in South America. Left Auckland at 4:15 pm and arrived Buenos Aires 5:00 pm. Weird!

Our leader for the tour, Magnus, met us at the airport before we taxied to the Hotel La Perla in the middle of town to meet up with Dave, Rod and Maryann, Clarry, Rene and David and Vicki. City reminded me a bit of Abu Dhabi, very crowded but a real sense of excitement! Hot too, it's not even lunchtime and is 38 degrees! Liking Argentina already, beer comes by the litre! We head out by bus to Rosario tomorrow so no worries about drink driving. Think I'll have another beer.

4th - Shiny bikes lined up in Rosario. Of the 196 starters only 78 will finish.



## Saturday 4:

Our bus picked us up early for the 4 hour ride to Rosario. Interesting landscape similar to Canterbury really, long straight roads and flat as far as you can see. We checked into to La Casa de Arriba, a nice backpacker style place close to the centre of town. Our host, Nachos (like the food) and his partner looked after us well. Made sure the fridge was well stocked with cold beer for later!

We wandered down town to spend a couple of hours at Dakar Parc Ferme for drinks/photos and the podium start. Thousands of people were out watching the parade of race vehicles before the start tomorrow. Wicked atmosphere! Got paperwork to do for the bikes tonight, we have a 5:30 alarm for a 6:00 start tomorrow, and we're told we've got around 700km to get in front of the racing. It's hot but not unpleasant and the cafés abundant.

Rosario is a much tidier city than BA. Our black polo shirts with the silver fern and Dakar logos are already drawing quite a bit of attention!

## Sunday 5:

After collecting the bikes (for me an F650GS twin), we left Rosario at 7:00 am following the competitor's transit route. We ended up between the cars and trucks (the bikes left at 3:00 am as they have an 809 kilometre stage today) but the way the locals treated us you'd think we were competing. I've never had my photo taken so often and people wanting autographs or photos of their kids with the bike swamped us at every stop. Quite something!

We rode 658 kilometres to the bivouac at Potrero de los Funes race track in San Luis. No issues at all riding on the right, in fact it seemed quite natural. Magnus must have said we were All Blacks or something as important as the cops on

Rafael and only a short run (300 kilometres) from San Luis where we stayed last night. We have most of the afternoon to ourselves and few have gone wine tasting at a vineyard about 10 minutes away but it's too hot! I really need to get a proper sleep after the last few restless nights.

We have about 4 hours of riding and 5 hours of watching the bikes and cars on their special stages tomorrow before stopping the night in San Juan.

## Tuesday 7:

Only 438 kilometres today but it took best part of 10 hours to get to San Juan. The bikes left again at 3:30 am, which was a tad early for us. They have another 600+ kilometre day in front of them. We stopped for a couple of hours to watch the cars and trucks starting the marathon stage outside Mendoza, man those Minis are quick! Alex and I found a choice vantage point on a hill just north of the first corner. Plenty of action!

We managed to get a bit of gravel in on our ride today, some of it very deep. I do not like the F650GS much but shouldn't complain; the HP2 spoils me. Drinking huge amounts of water, at least 5L a day - and none of it comes out. It's really hot!

It is cooling down a bit as we climb though. San Juan is okay, it is very much like home around here as far as the landscape goes but there's much abject poverty, people seem very happy though. I finally got to go to San José. Great day out, best so far!

## Wednesday 8:

Nice start from San Juan this morning, 24 degrees is much more pleasant to ride in, but it didn't take long before it hit 39 degrees. We watched the start of the stage to Chilecito before heading a bit further east to our overnight stop in La Rioja. The 456 kilometres to get there was a mission in the heat! We stopped a few times to refresh (basically buckets of cold water on the head), and got mobbed by local kids (and parents) whenever we stopped for gas, especially with all the support vehicles stopping as well. Justin and Ian took a couple of local girls for a spin on the bikes, didn't think they were coming back.

We're now in front of the bikes so should get some spectacular views in tomorrow. All is going okay, it's a good group for the most part, and Magnus is looking after us well with no real dramas yet. Minor issues with one or two of the bikes but Thomas, our guide, proved to be a pretty good mechanic. He is teaching me useful Spanish too! Hotel Avenida is one of the nicer places we've stayed at, great air con!

## Thursday 9:

Marathon stage of the Rally today, all



Ian and Justin accommodate a couple of local girls.



competitors have the biggest day with a 384 kilometre transit and a 527 kilometre special stage (911 kilometres total) to get to San Miguel de Tucuman. We also have a big day to get ahead of the rally again, 636 kilometres to Cafayate about half way between Tucuman and the next stage stop, and rest day, in Salta.

What a fantastic ride! First up, a road like that over the Rimutaka Hill except around 90 kilometres more and a surface more like you'd find at Manfield. Some serious foot peg scraping going on! Then onto Tafi de Valle over Ruta 307, with stunning views of the lake from the summit before winding down to Amaicha del Valle and lunch at a small café next to the Museo Pachamama, a simply stunning spot.

From there it was onto the famous Ruta 40 for the last leg to Cafayate and Hotel Los Sauces. Ruta 40 is the longest route in Argentina and one of the largest in the world at more than 5,000 km long. It starts at sea level at its southern end near the city of Río Gallegos, crosses 20 national parks, 18 major rivers, 27 passes on the Andes, and goes up to 5,000 m above sea level in Salta. A lot of it is gravel, and we just love it!

We enjoyed a brilliant dinner in the plaza with plenty of cerveza. Best day yet!

#### Friday 10:

Well, best laid plans and all that. We'd hoped for a great spectating day and a lazy ride to Salta later in the afternoon. As

it happened, we stopped on the way out of Cafayate to fill up only to find the gas



11th - El Sapo (The Toad) on Route 68 from Cafayate to Salta. The wind is responsible for shaping many such oddities.

station closed, the Dakar boys had cleaned out the petrol and a refill wasn't due until later in the afternoon.

Magnus sent Thomas ahead in the Ranger to find gas while we headed back into Cafayate to wait. We found a spot on the square at the edge of town and settled in to watch the cars and trucks leaving. A great little sandwichería provided freshly made empanadas to keep us going.

Thomas didn't get back until just after

12:00 pm and was only able to provide a couple of litres each to get us underway. It was only 189 to Salta, but one or two didn't make it on the petrol they had. No worries on the twin though, got to the gas station about 140 kilometres away with a slight cough entering the forecourt.

We got to Salta later than expected, checked into the Ibis hotel and headed out for dinner, all of us really looking forward to the rest day following.

#### Saturday 11:

Well, so much for a rest day. Alex left his wallet back in Cafayate. Thomas offered to go back in the Ranger but Alex wanted to ride back to get it. Magnus did not want him riding alone and insisted that whoever went with him had a GPS. I put my hand up since Alex is a mate.

We left at 6:00 am and had a great ride back in 20 degrees, stopping at several tourist sites along the way for photos.

Encountered a bit of light rain in Cafayate, the first of the trip, but it was still really warm. We duly collected the wallet, grabbed some breakfast in the plaza and started the return run to Salta about 10:30 am. On the way back the temperature dropped to 16 degrees and intermittent showers dampening down the red clay made the canyon road quite slippery. We took it very easy. About 40 km from Salta the heavens opened and we got soaked. When it rains here it's

9th - Lunch stop at Amaicha del Valle



big!

My GPS battery gave up with about 10 kilometres to go; fortunately I remembered how we got to the hotel despite the one way system. It's still raining, just hope it clears up for tomorrow. We have a 600 km day with a border crossing from Argentina to Chile; sadly we are not able to go into Bolivia now due to the change in bike route for the Rally. Thomas reckons it will take around 3 hours to get us all across the border; it's going to be a long day! I'm skipping dinner and going to bed early, quite hard getting any sleep when it's 4 to a room and 3 are snoring. For the next three nights we are back to 2 per room so that will be better.

Salta is not the city I expected, more like a town that just has too many people and the infrastructure is insufficient for torrential rain. The streets are flooded and there's raw sewerage in the mix, traffic is just chaos. It's an adventure though and I was stoked to get through a day out without a guide or an interpreter and still manage.

#### **Sunday 12:**

We left Salta at 6:00 am in the rain heading north through Jujuy province to Ruta 52 and the Chilean border at Paso Jama. Nearly everyone is down with the 'squirts', and a few of us were sick as dogs overnight. Common denominator appears to have been poor quality water. I felt so bad I only managed coffee for breakfast.

We made good time in the morning stopping for a cup of tea in the village of Purmamarca, nestled under the Cerro de los Siete Colores (Hill of Seven Colours), a spectacular formation. The village is gorgeous, with ochre adobe houses and ancient algarrobo trees by the bijou 17th-century church. This, and its proximity to Jujuy, has made it perhaps the northwest's most over-touristed spot but if you're looking for an authentic Andean village move on. Nevertheless, Purmamarca is an excellent place to shop for woven goods; a flourishing poncho market sets up on the plaza every day.

Riding at 3,400m we came across the salar of Salinas Grandes 40 kilometres up the road. Despite its smaller size, only 12,000 hectares, Salinas Grandes probably gets more visitors than its colossal brother across in border in Bolivia as it straddles the highway linking Argentina with Chile.

We found lunch and gas at Pasto Chicos, a small but flash restaurant in what seemed like the middle of nowhere. Thomas got caught at a roadblock where the Rally was passing through. We got directed straight through on the bikes but the Ranger was held up for well over an hour so we lost loads of time waiting for him. We can't cross the border without our luggage. Good for me though as I needed a sleep.



14th - Pain Olivier (France) - Yamaha

We got to the Chilean border around 3:00 pm. It was total chaos with a couple of officials trying to process a couple of hundred people. It took 4 hours to get through! It was beyond funny but you can't do much about it but settle in to play the game. Met a nice woman in SAG (customs) who spoke better English than my Spanish and she helped us out, eventually clearing our path to the border.

Just after we got through, Justin rear ended Clarry's bike at some speed. Both are fine apart from a bit of bruising but Justin's bike and helmet were totally written off. By the time we got Clarry's bike mobile and Justin's on the back of the Ranger it was dark and that's not much fun when crossing the Andes. We still had a couple of hundred kilometres to go. Riding at altitude (4,500m) at night when it is 2 degrees is very taxing; I was absolutely knackered and really should not have been on a bike. We didn't get to our hotel in San Pedro de Atacama until after 11:00 pm. Of course there was no dinner, which was probably just as well. I went straight to bed. Not a great day today.

#### **Monday 13:**

I slept like a log and feel much better today. We had a later start this morning leaving Atacama at 10:00 am for a short 90 kilometre run to our hotel in Calama. The Atacama Desert is just beautiful and the temperature is a much more pleasant 20 degrees. The road running through the desert is awesome but you've got to watch the sand drifts on the corners. The Park Hotel is 5 stars too! I might even get some washing done. We have a couple of hours to sort stuff out, change money etc. then we're off into the desert to watch the bikes come through. All is good again!

**Tuesday 14:** Our overnight stay at the Park Hotel, Calama was great, had a good sleep and my laundry was sorted!

Yesterday's spectating in the desert was just fabulous. Grabbed an early breakfast this morning and got away on the bikes to the start of the 9th stage about 20km out into the Atacama Desert where we spent the morning watching all the remaining vehicles in the Rally take off for their 469km special stage. It's a shame nearly half the bikes are out already but a great morning nonetheless.

The Rally heads north another 100 kilometres or so to Iquique but we're heading to Tocopilla, a wee town on the Chilean coast about 160km west of Calama. We'll pick the race up again tomorrow as they come back before motoring south to Antofagasta to get in front of them again. Our 160 kilometre trip today was basically a dead straight road across the desert (boring) and about 5 kilometres of very steep twisties heading down into town (fantastic).

Tocopilla is a lovely place and looks to be growing quite rapidly. I had fish for lunch (as opposed to steak), and it was really good. Great day, looking forward to a lie in, we don't need to hurry tomorrow.

#### **Wednesday 15:**

We left Tocopilla around 10:00 am and enjoyed a 160 kilometre road trip down the coast to the bivouac at Antofagasta. It was like riding the coastal route to Kaikoura, just much grander and drier. We haven't seen a blade of grass for the last four days!

We arrived a couple of hours before the first bikes were due to finish their special stage from Iquique so had lunch at La Portada about 18 kilometres north of Antofagasta, the most amazing spot cantilevered over the ocean. Free beers courtesy of the Cristal girls, bonus!

After lunch, and free iced coffee from the Nestea sponsors, we headed up into the sand dunes for the afternoon to watch the competitors arrive at the finish. We found by far the best spot, right on a corner where the racing transitioned from



15th - (LR) Magnus, Rod, Alex - happy men have cold beer!



a thin layer of metal, across a steep berm and onto the sand. Trucks on one wheel, bikes airborne and Minis full noise over the lot, and so close we could have touched them. Got some great photos, and a healthy dose of sun! Met a couple of Dutch guys with a chillybin full of cold beer in their truck, and only too happy to share!

Antofagasta is huge, way bigger than I expected and quite a contrast between the old and new parts of the city. There is obviously wealth here as there is a lot of investment in new infrastructure, including grass median strips. The hotel is good; we've had a great dinner and a few beers in town.

It's just after midnight and still 20 degrees. We have a 600km trip on the Pan American to Copiapo tomorrow to get back in front of the Rally which is heading for El Salvador, a bit further north, so I'll need a good sleep. Justin is doing fine; his bruise has turned an awesome colour. Awesome day today, the best yet!

#### Thursday 16:

Well, I thought the day from Antofagasta to Copiapa was going to be pretty boring, but actually it wasn't bad. We left early after a light breakfast and cracked the first 250kms in a pleasant 19 degrees threading our way south along the coast. The towns along the way are of a similar format; at the northern end is a beach with many tents or shacks that people live in amongst the rocks; then there is a mine (or two); then the township itself and at the southern end, some sort of resort. The road itself (Ruta 1) is brilliant, way above NZTA standards, although the driving here is pretty courageous!

We stopped in a couple of places for photos, it's such a big place though and it mostly looks the same. Had lunch in a local place, it was filled with construction

workers and truck drivers so we figured the food had to be good despite the dismal ambience. As it turned out, it was brilliant, a bowl of cazuela, the local stew, going down really well.

We got to Copiapo just on 4:00pm. It is 37 degrees but a nice breeze blowing, okay if you find some shade. The Hotel La Casona is fantastic, little two bed villas scattered around a nice garden. We've done some washing, grabbed more beers and will chill out a bit before we head into town to find dinner. Tomorrow we catch the race again before heading another 390 kilometres south to La Serena for the night.

#### Friday 17:

Easy day today, the plan was to head out to a spectator spot for a few hours before moseying on to our hotel in La Serena.



18th - Marc Coma (ESP) Special Stage Combarbala.

Actually, we almost didn't leave Copiapo at all, at least not on the bikes. We found out this morning that our bikes are not insured by the rental company so the \$1500 excess we were told about is a joke. We threatened to just park them up

and finish the tour on a bus. Magnus sorted it eventually but it cost him US\$100 per person to cover us for the last two days. Bit late for Justin though, we'll have to sort that out.

We headed out into the desert to watch the racing in some kickass sand dunes for 4 hours before heading off to La Serena. Amazing watching the bikes come down the dunes.

Our 'hotel' for the night is a villa in the middle of nowhere, dirt tracks for access, but the most amazing place. We're on for an authentic Chilean BBQ for dinner so Thomas and I headed back into town in the truck to pick up more beer. It's a bit crowded with 6 per cabin but one of the best places we've stayed.

#### Saturday 18:

An early start saw us fire off 250 kilometres to get to the viewing point this morning. I was leading as Justin is now on Magnus' bike and Magnus is in the truck. We found a great spot on a river bed near Combarbala used for the special stage, very close up and personal with the racers. Brilliant! We had to leave at 1:00 pm though to get the bikes to Valparaiso on time. Good ride, little bit of rain and an amazing lightning show heading away from the spectator zone but it soon warmed up and we dried out quickly.

We checked into the Hotel Victoria at 4:00 pm, handed the bikes back to Thomas and shot down to the podium finish. It was just nuts. So many people!

It's just gone 1:30 am, and we've only just finished dinner! We have a day off to look around Valparaiso tomorrow, looking forward to that.

#### Sunday 19:

Slack day today, enjoyed a late breakfast and a wander through the markets. There

are some lovely old buildings in this part of the city. Cops were not too happy with me taking photos of the presidential palace though.

We're back from dinner down by the port. Not too shabby but it's a dodgy part of



Valparaiso markets.

town, we've been advised to move around in groups of three at least if we're walking anywhere. People here are either very wealthy or not, there is nothing in between, and no welfare so the crime rate is pretty high, a lot going unreported I suspect.

Have a room to myself tonight as Alex has left for Machu Picchu. It's the only one in the hotel with a balcony. Luxury! Our bus leaves for Santiago at 10:00 am so a bit of a lie in before breakfast.

#### Monday 20:

Liking Santiago. Bus trip was largely uneventful. David and Vicki stayed in Valparaíso. As we head south it getting greener. Could be any part of New

Zealand, but huge vineyards and olive groves dominate. We've got a great hotel in the government district so it's very tidy although they have yet to solve the graffiti problem. Great architecture and interesting historic sites scattered around the plaza. First place on the whole trip we could get decent coffee so two espressos and a huge wedge of blueberry cheesecake went down well for lunch.

Browsed a few of the markets, quite cool having these in front of all the big department stores on the main drag. Seem to attract more punters.

Magnus has scoped out a nice spot for the eight of us left on the tour to have dinner tonight, right on the plaza. Going

to miss eating at 10:00 or 11:00 pm, especially when it's a cool 26 degrees at that time.

#### Tuesday 21:

Last day and we don't need to be at the airport until later this evening. Seven of us headed off to tour Concha Y Toro, the largest producer of wines from Latin America comprising around 9 hectares spread throughout Chile's major wine regions.

At the airport by 8:00 pm for our 11:30 pm flight to Auckland. We'll not have a Wednesday, arriving home at 4:00 am on Thursday. It has been a most excellent adventure but has gone way too fast and I experienced way more than I can capture in my diary or on film.

We're told this year was the toughest Dakar ever held in South America, with just 204 vehicles (78 motorcycles, 15 quads, 61 cars and 50 trucks, or 47% of those that started) making it to the finish. I thought we were pretty staunch covering over 5000 kilometres on our trip, then I thought about the riders who finished the Rally; 8734 kilometres over 14 days, with one rest day, and the equivalent of what we've travelled on the special stages; on 450 dirt bikes! Respect!

It was a trip of a lifetime, I'm stoked I did it, and I've got the t-shirt!

## Te Waipounamu Tour 2014, with Al Keane and Folker Liebenow

### TWO ELDERLY GENTS ON TWO ELDERLY BIKES (combined age of bikes 88 years) TAKE ON SOME SOUTH ISLAND TRACKS



From the start of this story, it must be made plain that both authors suffered terribly from the hardships on the journey.

#### Thursday, 16th January

Folker rides to Upper Hutt, leaving about 10.30. A nice Hawke's Bay day, but as I travel south past Dannevirke, I start to get tossed about. I put on an extra layer and motor on to Woodville for a lunch stop. By this time the wind is making the ride quite uncomfortable and I ring Al to see if I shouldn't ride via the Kapiti Coast. He assures me Upper Hutt is becalmed and I ride on. Filling my tank in Masterton, I swelter and am assured that Al was right. He wasn't. I had the scariest ride ever over the Rimutaka Hill, allowing any number of cars to pass me and being tossed to the incorrect side of the road in the bargain, alas in a place where I could see the north- going lane. It wasn't your fault, Al. I arrive in a becalmed Upper Hutt.

#### Friday 17th January

To the ferry Upper Hutt to Kaitaki Ferry. Breakfast on the boat with Sandra Keane. To Tahunanui holiday Park, Nelson ,





Folker and Bruce Watt at Tahunanui, standing behind Bruce's Concourse winning R50.



Still at Tahunanui, ready for the trip, Folker's more, erm, agricultural looking R60.

stopping at Pelorus River café for a large icecream.

We register for the Rally. Al to Richmond to see the grand children

### Saturday 18th January

Assemble for the trip over the Takaka Hill to Waipupu Springs and Farewell Spit – what a ride, almost no traffic to hold us up on the way up and over Takaka Hill. Pleasant walk to the Springs and up the hill for lunch. Whale Stranding.

Return trip to Nelson via Collingwood for gas & Moure Highway.

### Sunday 19th January

Folker assembles with a bunch of likeminded blokes and blokettes for a ride to Hori Bay. This a deliberate move on my part to ensure that the R60 and I can take a bit of the rough stuff. I enjoyed the ride tremendously, except for being responsible for a hold-up. The bike had to be push-started on our start for home and ran on only one cylinder when it started. Matthias Otto assured me it was caused by the very lengthy descent to the beach, causing the spark plug to malfunction. I took his word for it and the bike settled to run on both cylinders.

### Tuesday 21st January

Weather forecast poor so we flag doing

Rainbow and head for Murchison (gas up & lunch at the Rivers Café), Springs Junction and Folker hits reserve and has to fill a bit at Waikari Fully refuel at Amberley. Then head for Ashley Gorge via Balcairn and Loburn. A day of pleasurable riding on those lovely South Island roads

Arrive at Ashley gorge and the South Island sandflies. Folker's engine bolt fails. It holds the engine, sidestand and footpegs to the frame! After initial thoughts that this is the end of Folker's ride, Al is more optimistic. There will be an engineering shop in nearby Oxford. It's just a bolt threaded at both ends after all. The helpful caretaker directs us to an Oxford engineering shop the next morning ("Just see Andy, he'll see you right") to improve on the design. We double up on Al's R75 for the short ride and are back in no time,

slip the bolt in, tighten it up and are mobile again.

### Wednesday 22nd January

We are on the road at 10am headed for Danseys. We ride back to Oxford and turn right for the Waimakariri Gorge and Sheffield, Glentunnel, Windwhistle (well named) and the Rakaia Gorge, past café at Staverley (it looked inviting but we had serious riding ahead) and on to Geraldine to fill up and call up Al's son-in-law's parents Rob and Sharon for coffee.

Then on to Geraldine for Breakfast. Serious sandflies here. A welcome break which allowed us to attack the McKenzie Pass Road, via Limestone Valley. A bit of gravel first just for practice. Past the McKenzie monument and out on to the road to Gray Hills, looking for the left fork to Hakataramea Pass road. We arrive at Gray Hills station, and Al realises we have missed the turnoff. So after consulting with the station hands we head back to find the Hakataramea track. Turns out as we left the seal and crossed the bridge on to gravel, attention was on the road, obviously – not the road signage.

So up over the Hakataramea pass through fords. Al gets too much way on, blown off the pass and decides to take the R75 onto the roadside rocks, avoiding the drop-off to the river. Putting those trials riding skills to good use. Don't you love those uprated Koni shocks and Wirth fork springs.....

On a bit we stopped for a break and a drink. After setting off Al realises he is not wearing his glasses. Where are they.... at which stop did I forget to put them on. They have to come off, you see, to get the helmet on and off. I go back to check out the last stop and find them in the grass – all in one piece thankfully. We continue over the old bridge into Kurow next to the new bridge being constructed. Fuel up and a beer at the Kurow Pub, we really wanted some lunch, but there was none to be had. On to Duntroon and up the Maerawhenua Valley to Danseys Pass and a night at the Danseys Pub. Good riding here and some amazing elevation. We were about to retire for the night, about 23.00 hrs,







Al and the 75 puddle-hopping on the Hakataramea Road.

a bit fast, a ford appears over a small rise, the entry is soft coarse sand. As the front wheel bites, Folker almost avoids a dunking and gracefully rolls off with the bike. Just hurt the pride this time. Those twin leading-shoe front brakes of yesteryear are not too bad, really. We go a little more

Voltage to the ignition switch, 12v when its off, no volts when the ignition is on, but where is the voltage going, have I got a voltage sink somewhere? Open up the starter cover, have I got power to this, yes, rock the bike on the starter – still won't turn over. Is the solenoid locked up, no.

After several phone calls to boxer friends and about 5 hours of frustration, Bruce of concourse-winning R50 fame and Barbara Watt offer to drive over from Oamaru to help sort things out. Beyond the call of duty really. We go sightseeing, except we are emotionally drained and go have a beer instead.

Bruce and Barbara arrive after dinner and Bruce quickly diagnoses a flat battery—that is strange. Seems I've left the ignition on all day. With no dash lights, I'd forgotten which was on and which off. Anyway we borrow a car charger and set it charging overnight.

#### Saturday 25th January

Bruce is up at first light and testing the battery again. It has taken no charge. It's stuffed.

He improvises a set of jumper leads to see if we can get the R75 to start off the car battery. Success, so where to get a new battery on a Saturday in these latitudes? Queenstown Yamaha is our best bet so we pack up the bikes and prepare to leave – I shout Bruce and Barbara the cost of the room – the least I could do.

At last we pack up the bikes, and jump start the R75, raising the idle so it is less likely to stall. Folker gets the usual push start and we are off, me in the lead, Bruce at the rear, just in case. At Queenstown Yamaha we are lucky, they have a replacement 30Ah motobatt in for another job, what luck. It is bought and duly installed in the bike park. Time for a quick coffee & cake for breakfast and we head to Hokitika hoping to get to the Woodstock Rally and a relaxing evening with live band and good company.

Riding over the Crown Range with hardly a delay is fantastic. We bypass Wanaka via Alberttown and head for Hawea and up through The Neck to Makarora. This

when there was a knock on the front door of the pub. It turned out to be a local contractor whose ute had a flat tyre and a flat spare. He had walked four hours and he was very cold. You have to wonder, don't you.

It was here that we first noticed a tinkling sound coming from the front wheel hub of the R60. We surmise it could be dust particles solidifying into small 'balls' being the cause. More on this at the end

#### Thursday 23rd January

Up early for a cooked breakfast and off again for a circuit of Naseby before heading for Ranfurly to fuel up. Then to St Bathans for hot chocolate and cake at the Vulcan hotel. Then off to Becks and Drybread and on up Thompsons creek, gorge and saddle, across the Dunstan Mountains opening and closing boundary gates, crossing fords and having a great time of it. Exiting in the Cromwell Gorge and we turn left and head for Cromwell to fuel up, for coffee and a pie.

Next we head for Bannockburn and the start of the Nevis Valley. Fultons have a grader and trucks turning the track into a campervan highway. We head on up the Nevis valley, crossing many fords. Keeping in mind that this is mid-January, the great New Zealand summer, we note that we are some 200 m below fresh snow! We are getting good at this. Going

cautiously after this. Somewhere at the top Al stops to open the extensive BMW tool kit and tighten up this muffler. Eventually we arrive at the end near Garston. There are warning signs here about this being a 4WD track and be prepared to self-recover vehicles. Just as well we ignored those from the start. We might not have had so much fun today.

The menu at Kingston was more appealing than at Garston so on to Kingston for the night. We book in to a motel room, next to a fine red Chevy pickup. Turns out there were some half dozen pre-war and immediate post-war Fords and Chevrolet pick-ups staying the night. They had travelled the Nevis ahead of us.

#### Friday 24th January

Push start Folker. We had at this stage discovered a small crack at the base of the R60's kick-starter and thought it best not to use it till it was fixed or replaced. Turn on the ignition on the R75, push the starter and blip-all the lights on the dash go out. Oh crap. So what can this be? Is it the starter relay, the starter, the diode board? So off with the helmet, gloves and jacket, and out with the voltmeter. Open the seat & tank bag and pull out the tool kit, voltmeter and idiots guide to boxer electrics. Off with the tank. Disconnect the battery. First up what's the battery voltage? 12.7 volts – ok that's what I expect.



Nevis  
  
Folker  
<<<<  
  
Al  
>>>>





is one of the best bits of riding anywhere in New Zealand. We stop for fuel and are hailed by a group of Canadians, Germans and even a couple of Romanians riding around NZ. They appreciate and like the old bikes.

We fuel up and head for Haast Pass, stop up the road from the Gates of Haast, to pay our respects at the small rock cairn to commemorate the young Canadian couple swept off the road in their camper van last spring.

On to Haast and up the coast toward Hokitika. Along the coast we hit a strong head wind. By the time we reach Fox we stop for fuel and decide we could not really face another two hours of strong head winds. We book in at the Top 10. A quick wash and down to the Cook Saddle Pub for a beer or two and dinner. Folker chats up staff as usual. Before long he has the email address of Annie from Frankfurt, someone to look up for a coffee later in the year on his planned trip to Germany (so says Al, I am just practising my German, truly). Before long he has swapped tables and is deep in conversation with a Swiss couple on a guided tour of NZ. He has the gift of ferretting out German speakers where ever we go. I tag along, not always following the conversation, but its great fun.

Fed and watered, we arrive back at the Top 10 and later that evening the forecast rain arrives with a vengeance.

#### **Sunday 26th January**

We are up early, it is pouring cats and dogs outside. We pack up and give Folker his push start, Al's bike fires up first time, a far cry from our last stay at Fox when it took an hour or two to get both bikes going. Something about valve clearances that time.

We head north out of town in steady rain. Just up the hill we are halted by a tree across the road. Cars on the other side, the bread delivery van included, had been waiting an hour, someone having gone into Fox to arrange for the tree to be cleared away. Why is this taking so long? Folker turns back to find out what progress is being made. Never deterred by a small beech tree, Al cleared away vines to make way for the R75 to pass, via the deep water table. On his return a couple of minutes later, Folker assists Al get the R75 through under the tree. Rev that motor and slip that clutch – old-timer trials style. Folker removes more vines and bark and manages to get the R60 through under the tree without leaving the road seal.

The riding is terrible into driving rain and wind. Around the headlands the going is slow because the roads are awash. On the straights, the head wind and rain is unrelenting. At times we are reduced to 70-80km/h by slow traffic or by the headwind alone.

When we finally arrive in Hokitika we are

cold, wet and fatigued. We head for Pete's place hoping for bacon, eggs and whitebait. Pete is not home so we head for Stumpers for a full cooked breakfast and hot chocolate. After killing several hours and consuming more coffee as we wait for the rain to abate, we eventually head off again at 14.00 hrs, this time with dry spare gloves. Plan B is to head out to Jacksons and go through to Nelson Creek and finish the day at Reefton or Murchison. Plan A was to head for Hanmer Springs and meet the Nelson Chapter at the end of Molesworth at the end of the next day. But the forecast wet weather meant we were not going to risk the river crossings on Molesworth. At Jacksons, it looked so much brighter up over Arthurs Pass, so it was Plan C, we went East. It got brighter all right and then it got darker, windier and wetter. By the time we fuelled up at Springfield, the thought of a hot shower, wine and food was too good to pass up. We booked into the town's only motel to dry out the gear and headed to the pub for a hearty dinner. The kitchen is closed – the cook has cut her hand earlier in the day! No food tonight! We walk away somewhat hungry, deflated and disbelieving.

A bit later we get word the pub has found another chef and we head back for a meal. Saved.

#### **Monday 27th January**

We head for Oxford, retracing our steps from earlier in the trip and stop for breakfast at Seagers Café and then on through Ashley Gorge, Springs, Murchison, and Richmond for the night with Al's daughter's family. At one particular point, Al pulls out to pass a truck and gets that tell-tale feeling in the clutch lever as the cable shreds itself. Knowing there are tricky lights to negotiate in Richmond and there are only a few strands left, all the gear changes from here are with no clutch.

We arrive safely and in one piece in Richmond.

#### **Tuesday 28th January**

In the morning Al replaces the cable with at spare he's carrying. It's a bit short because it's actually a /7 clutch cable, so a clutch cable repair is attempted using the old cable but there is not enough length beyond the sheathing. Using a different route, the slightly short /7 cable is fitted with enough slack for full steering movement – success! We are on the home stretch now, stopping for another ice cream at Pelorous River. We arrive at the Picton Ferry terminal with 30min to spare and are hurriedly waved onto the boat.

We park ourselves in the rear bar, and take in the exciting cricket NZ vs India. In the background a band plays, not sure if was music, more like cat wailing, but each to his own. We had the company of other BMW-philes returning from the rally and they would confirm the wailing bit.

Dis-embarking we headed straight into Wellington rush hour traffic. Fantastic. Arriving in Upper Hutt at Al's, we park up the bikes. Thanks for your company, Al. Next morning Folker heads out to see Damon at MufflerWorks to get the kick starter repaired. Then back home to Hawke's Bay. 3500km on the old R60, a spill, the engine bolt that broke, a speedo that stopped working coming up Arthurs Pass, good company, riding skills improved. I want to go again!

Once home, I put the R60 on the stand to more easily service it, change all oils and check on the reason for the speedo failure and the mysterious tinkling sound from the front wheel. The speedo cable was simply about 5 mm too short on the bottom (driving) portion. It was a little frayed when I put the bike back together, so at the time I ground the frayed part away. I had a new cable of the correct length made locally. The tinkling turned out to be two broken spokes. I am waiting on the arrival of half a dozen new spokes. When one considers that the bike has covered some 230 000 miles (about 370 000 km) it is perhaps not surprising that metal fatigue has dealt to some items. Nothing is forever



(I'm sorry, so many pictures - which to put in, which to leave out? Ed.)

## An Open letter to Members and Past Members

Most members will be aware of a commemorative book planned to celebrate the 40 year milestone of BMWOR next year.

To this end, I invite any member who would like to create a short bio of his/her motorcycle life for consideration of inclusion into the book. I would expect about half an A4 page; certainly not more than a page. To keep everybody uniform, please write in the first person. (As you would say it.) A photo of yourself without wearing a helmet and (preferably) your bike would be a good idea. I expect the photo will be about 100mm x 50mm published.

Additionally, if you think you might have interesting photos or other relevant stories, do please contact me. You need to own copy-write to any documents or images.

Please send digital copy or advice of intent to, to [daverobertmorris@gmail.com](mailto:daverobertmorris@gmail.com) before 30th. April 2014, or address to me c/o Secretary, PO Box 109-245, Newmarket, Auckland 1149.

This publication is our story and it is up to us to tell it. (Don't assume it will necessarily happen again.) Do it now. This is a great chance to contribute to the Register and become a real part of its lore and history.

I thank you in advance for your contributions.

Dave Morris (No 1774)  
Co-ordinator

## Motorcycle Marshalls Required

Later this year, in various parts of the South Island, BikeNZ will be running the 'Benchmark Homes Elite Series' of cycle races. BikeNZ have been so impressed with the skill and professionalism displayed by our members and friends in undertaking motorcycle marshalling duties for the past three NZ Cycle Classic Tours held in the Manawatu that they have now asked if any BMWOR members would be interested in being involved in this SI series.

A list of the dates and locations follows:

13th April (Sunday) - Hokitika

10th May (Saturday) Hanmer to Kaikoura

16th August (Saturday) TBC - Ashburton/ Nelson

13th September (Saturday) TBC - Nelson/ Ashburton

4th October (Saturday) Farington Sub Divison - Rolleston

This is a great opportunity to showcase the Register and at the same time being involved with high profile sporting event/s. You will be asked to maintain a rolling road closure ahead of the race, working in conjunction with race officials and possibly the Police. At times you may be required to negotiate through the race peleton and support vehicles.

This is a fantastic and fun way to develop and enhance your riding skills, just ask any of the marshalls that took part in the NZ Cycle Classic.

You will not be required to carry cameramen or pillion (unless you volunteer that is!).

If you are interested or want to know more about what is required please contact:

Paul Dahl - [pdahl@extra.co.nz](mailto:pdahl@extra.co.nz); 027-5551292; 03-3289952.

Robin Wood - [robin-joy@clear.net.nz](mailto:robin-joy@clear.net.nz); 021-724859; 06-3550911.

## BMWOR RALLY AND AGM 2015

### Update #2 (with pictures, even!)

Wanganui is to hold the 2015 Rally and AGM on 23 24 25 January 2015 based at the Whanganui River Top Ten Holiday Park, 460 Somme Parade.

Website [www.wrivertop10.co.nz](http://www.wrivertop10.co.nz)

Email [wrivertop10@extra.co.nz](mailto:wrivertop10@extra.co.nz)

Phone 06 343 8402

Hosts Ben and Jeannie

This is the weekend of Auckland Anniversary

Booking should be made directly with Ben and Jeannie. You need to mention BMWOR

There is a 5% discount up to 1 June so get in early

Please endeavour to use the accommodation to maximum benefit of the group. Some cabins hold up to 8, so be ready to share. Better still, become a group and book as a group. In that way will all be able to be on site by choice. But do be quick!

Barry Hawthorn

Chef de Mission

## Excellent service in Christchurch

I recently rode down to Christchurch and left my bike at Waimack Parking (find them on the net) intending to return later to ride back home to Tauranga. They were friendly and helpful, providing a very useful shuttle service.

I was a bit concerned about a vibration I had noticed on the way to Christchurch.

One phone call later, Hampton Motorcycles had picked up the bike from Waimack Parking, given it a test ride, drained the final drive oil and finding no metal bits, refilled the final drive and said it would be fine for the trip home with the offer of help should I have any trouble on the way home.

Needless to say, the trip home went fine. And the cost for this excellent service - nothing at all.

Amazing! So if you need good service in Christchurch you know that Hampton Motorcycles and Waimack Parking deliver.

Clive Dominy.



Barry is already in training to whip round the park, with his ADC in the chair, keeping folk in line next year.



Yes ... it is a heated pool. Temperature is 30 degrees (Celsius of course) Bring your budge wotsits



## The New Zealand Cycle Classic

This is an annual sporting fixture that has been running for the past twenty seven years and is recognised as the premier international road cycling event in New Zealand. This year for the third time it was held in and around the Palmerston North area. Starting on Wednesday 29th January with an individual time trial around the John F Kennedy Drive/Airport area and finishing with a mountain climb to the top of the Saddle Road on Sunday 2nd February 2014.

The classic is recognised overseas as the road tour with the highest international standing in New Zealand. This was reflected in the quality of the New Zealand and overseas riders taking part in this year's event. Top national and professional riders from England, Singapore, Azerbaijan, Australia, the Netherlands, Ireland, Hong Kong and the best of New Zealand made up the field of the biggest cycle tour to be held in New Zealand. A total of eleven overseas teams plus nine New Zealand teams (120 riders in all) took part in New Zealand's and Oceania only UCI 2.2 rated international tour.

Each year the NZCT Cycle Classic unearths new talent, and a number of those riders have gone on to win stages in the Tour de France, the Tour of Italy and world championships among others.

The Manawatu region has to be one of the best areas for cycling in this country and according to Jorge Sandoval, the race promoter it is really "the best place to ride a bike" in New Zealand and the BMWOR were very privileged to be invited once again to act as Motorcycle Road Traffic Marshalls.

This involved some 10/12 members and friends from all parts of New Zealand - Dunedin, Nelson, Wellington, Auckland and of course several from Palmerston North/Rangitikei/Wanganui Area converging on Palmerston North for 5 days of exciting and adventuresome motorcycle riding. We worked closely with the local Police and race officials and

to our credit there were no major incidents to speak of (well, that is apart from one mishap with a certain BMW member doing some stunt riding in front of a Police car!!!).

All in all we had a great time and I'm sure that our riding skills have improved ten fold. It was particularly pleasing to see our member from Wanganui, Paul Roxburgh (this years Oooops Award recipient), back on a bike with a grin the size of the Hoover Dam as he weaved in and out between the cyclists.

Of course it was not all work. After each stage we all adjourned to a local café for a much needed caffeine injection and a debrief of the days stage together with the inevitable tales of any exciting and/or funny incidents that had occurred on the road.

Then on the Saturday night we all got together for a few beverages and BBQ.

The Executive would like to acknowledge and thank all those that took part and hopefully we will see you all be back again for next years event.

A 54 years younger Folker Liebenow playing in a puddle on his R51/3. Fording, en route to Wombeyan Caves, NSW. (That's in the West Island.)



Not sure if those two ambulances are for cyclists with gravel rash, or BMWOR Marshalls with embarrassment.

Photo: Alan Denness.

## Bwucie Says

You have provided a massive amount of content for this month's Newsletter. There is no filler from anybody other than Register members: all credit to those that contributed.

I have had to be harsh with photos, there were so many good ones: some of those that are not in this issue will be recycled in later ones.

And I apologise for captioning over photos, but it squeezes a bit more space for the stories. This is the very last space, in this column, for this issue. What to put in.....?



.....More from Al and Folker, with Bruce Watt showing an "attitude" about British classics.







Above: East Coast bikes parked according to the BMWOR principle of Random, as per usual, at Kairakau Beach.

Below: East Coast bikes parked up at lunch, in tidy fashion. What happened? Were they expecting a visit from the Parking Police?



## MINUTES OF THE MEETING OF BMWOR OF NZ INC. EXECUTIVE HELD IN PALMERSTON NORTH SATURDAY 15 MARCH 2014.

Meeting commenced 10:00 am

### Present:

Peter Tibbs (President), Bruce Crowther (Editor) via skype, Robin Wood (Treasurer), Folker Liebenow (Membership Secretary), and David Oldershaw (Secretary).

### Minutes from Previous meeting:

The minutes of the last meeting, held on 15 December 2013 were approved.

Moved Robin Wood Seconded Folker Liebenow.

### Matters arising from the minutes:

The viability of "café style" flags bearing the club's insignias was raised. It was felt that it would be too expensive to supply a flag to all Areas at a cost of approximately \$800.00 per flag. The small banner is currently available for use and can be shipped to area reps as required.

### Rally wash up:

Waiting on Revti for final rally expenses.

Action Robin Wood

### Constitution update:

The remits as approved at the AGM in Nelson are to be uploaded onto the Companies Office web site. A full copy of the updated constitution will also be uploaded onto the BMWOR website.

The secretary to liaise with treasurer when completed.

Action David Oldershaw

Action Robin Wood

**Life Memberships:** It was proposed that a certificate be presented to all life members. The certificate would be presented to all past life members. Moved Peter Tibbs seconded Robin Wood

### Cycle classic:

Robin advised that the cycle classic was very successful;

- Bike NZ has approached BMWOR to provide marshals for future cycling events,

- Paul Dahl (a Bike NZ commissaire) has approached BMWOR to provide marshals for South Island events,

- \$2k has been paid to BMWOR and club members who participated as marshals at the cycle classic have now been reimbursed for petrol costs, and

- Robin has been asked to consider becoming a Commissaire at future events.

### President:

Peter reminded everyone to;

- ensure tasks are completed asap to keep things running smoothly, and

- The need for teamwork and communication.

### Membership:

- Database issues have now been resolved

- Dave to speak to contact re coding for Electronic renewal notices.

- Folker to highlight last date for subs on newsletter labels.

- Folker away 25 Aug – 8 Oct. Dave to step in whilst Folker away.

### Treasurer:

Treasurer's report tabled Moved Robin Wood Seconded Folker Liebenow

- Robin away 23 Apr – 6 Jun

- Robin to set-up schedule for May.

- Dave or Peter to add accounts to May schedule.

- Robin to forward treasurers email account to Dave for period he is away.

- Peter to approve accounts for May schedule

### Secretary:

- The issue with the mail has now been resolved

- RAG Rally attendees spreadsheet underway

- Contingency venue for next year's RAG rally discussed in the event we are unable to secure the current venue.

- Letter sent to South Island reps to canvas Vice President Role.

- Letter sent to South Island reps for someone to organize South Island RAG Rally, hopefully the weekend before Bert Munro.

- Extra 10, 20, and 30 year pins have been ordered.



**Editor:**

- The issue of electronic newsletters was discussed and as there was no overriding reason to change the newsletters, the status quo would remain.

- The April newsletter will be delivered on time.

- The next tour guide is due out after Membership renewals.

- The new publishing software is working out ok.

**General Business:****Vice President:**

The issue of the Vice President role was discussed and it was decided that we would bring our ideas for a job description and person specification to the next executive meeting.

**Book:**

David Morris produced a submission to the executive. As the submission was emailed to the executive the evening before the executive meeting, the executive will provide feedback to the secretary on this submission.

**Service providers in the South Island:**

The issue of Service Providers in the South Island was raised. Dave to contact area reps on this issue

**Area Rep meeting:**

An area rep meeting is to be held later this year. Dave to check

- Venue,
- Dates for meeting to be held, and

- Attendees

**Events calendar:**

The issue of an event to replace the old AGM in Taupo was discussed. Ideas are to be presented at the next executive meeting.

**Closure:**

Meeting closed at 1:45 m

**BMWOR Treasurers Report**

I am pleased to present to the Executive meeting held on the 15th March 2014 the following report outlining the financial position of the organisation as at 28th February 2014.

**1. Current and Investment accounts – Balance as at 28/2/2014:**

TSB (00) Cheque account - Main:		\$ 7,045.41
TSB – Event account:		\$ 7,491.71
Credit at Print.Com		\$ 291.20
TSB Term Deposits:		
71-0001	Matures 28/08/14	\$10,000(3.80%)
71-0003	Matures 25/7/14	\$10,000(3.80%)
71-0004	Matures 25/01/15	\$10,000(4.15%)
71-0005	Matures 02/03/14	\$ 5,000 (3.70%)
Total		\$35,000

**2. Reconciled Cash Position after allowing for Creditors/Transfers due May '13:**

<b>Main A/c</b>	Balance as at 28/2/14 (TSB)	\$ 7,045.41
	LESS:	
	Accounts due	\$ 1,637.88
	PLUS:	
	Debtors Due	\$ Nil
	Reconciled Cash (Main A/c) position as at 28/2/14	\$ 5,407.53
<b>Event A/c</b>	Balance as at 28/2/14	\$ 7,491.71
	LESS:	
	Accounts due	\$ 1,501.00
	PLUS:	
	Debtors Due	\$ Nil
	Reconciled Cash (Event A/c) position as at 30/9/13	\$ 5,990.71

**3. Revenue/Expenditure YTD (28/2/14):**

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.

		12/13 Full Year
<b>- Main Account:</b>	Cash In- Sub's	\$ 16,824.00 \$ 20,973
	Advertising	\$ 3,845.00 \$ 5,335
	Miscellaneous	\$ 4,905.45 \$ 1,300
	Total Income	\$ 25,574.45 \$ 27,608
	Cash Out-Printing	\$ 11,485.47 \$ 22,459
	Postage	\$ 1,902.06 \$ 5,753
	Miscellaneous	\$ 4,479.55 \$ 8,571
	Total outgoing	\$ 17,867.08 \$ 36,783
	Surplus for YTD	\$ 7,707.37 Deficit\$ 9,175

<b>- Event Account:</b>	Cash In-	\$ 14,052.00
	Cash Out-	\$ 12,986.40

**4. Current financial matters:**

a. IRD Tax Exemption Certificate: Awaiting completion of remits to constitution before submitting forms to IRD. Should be completed over next month.

**5. Term Deposit Maturities:**

Maturities spread throughout the next twelve months. Deposit #0005 maturing 2/3/14 to be extended for a further 6 months at 3.70%

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

Robin Wood

Treasurer

15th March 2014.

## An Intrepid Journey to the National Rally.

This, ladies and gentlemen, is the untold story of a small band of motorcyclists and partners who, in their wisdom decided to make the journey to the 2014 National Rally at Nelson a memorable event.

The participants were: President Tibsy and First Lady Ann, Secretary candidate Dave Oldershaw, GS converttee Peter and Ann Truter and yours truly and Joy.

The journey started when we all met on the 9am Interislander on Thursday 16th January. Four 1200GS bikes all laden up with pannier luggage and set for a voyage through the Molesworth Station, destination Hanmer Springs.

A very pleasant crossing where we were joined by fellow Register members Barry and Barbara Petherick who were on their way south to meet up with relations. The

three hour sailing slipped speedily by as we all conversed about what motorcyclists normally converse about – motorbikes!

After watching an impatient KTM rider and pillion successfully dislodge a Harley riding lady from her stead in the bowels of the ferry as we were waiting to disembark we headed through to Blenheim. After a brief fuel stop we headed south on SH1 stopping for lunch at a Riverland Roadhouse (a truck stop 6.5km south of Blenheim). After partaking of a sumptuous lunch (well some of us – who shall remain anonymous but suffice to say he holds a very high office - went for the rather large sausage meal and even tried to con an extra sausage!!) we met up with a rather interesting character travelling the length and breadth of NZ on a 'Lambretta Innocenti'. Subsequent detective work carried out by yours truly has led me to this web site –

[http://www.lambretta.it/tino\\_nadia.php?lingua=eng](http://www.lambretta.it/tino_nadia.php?lingua=eng) '. In the five minutes that we spent with Tino he regaled us with just where he had travelled on his trustee Lambretta. You would be amazed; he has travelled across Australia, America (north and south) and Europe to name just a few places.

From there we travelled south along SH1 turning right into the Awatere Valley Road and enjoyed a leisurely ride up the valley admiring the numerous grape vine plantings on the way.

After 26km of seal we hit the gravel and being a hot dry day there was a high degree of dust factor so we extended our following distances to avoid swallowing mouthfuls of vintage Marlborough soil.

We continued on for several kilometres eventually stopping for a breather and well-earned water break. It was here that Joy produced some home baking, needless to say this was very welcome and unsurprisingly was disposed of in record time!

It was also at this stop that it was decided that President Peter would take the lead (yours truly having had the pleasure of being dust free rider up until now) and Dave O kindly offered to follow as number two rider and act as the gate opener. Well this system worked extremely well for a number of gates. President Peter and Ann would duly stop; Dave O would dismount and open the gate and we would all follow through. Ann Truter would then attend to the closing and then we would all continue on our merry way.

But – as with all systems Murphy's Law kicks in at some point.

And of course it did with our merry band. We had just successfully negotiated a gate stop and were following each other in our designated order at suitable dust free distances when upon rounding a corner the Truters and Woods came across Dave O stopped on the side of the



The full team: The Oldershaws (Bike and Dave), the Tibbses, the Woods and the Truters.

**Aon** New Zealand

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road looking suitably apprehensive. His stead had stopped, just up and said 'no more of this dust'!!

Meantime the dust trail from President Peter and First Lady Ann was seen to be disappearing over the horizon. Never mind though, we all thought, they will realise something is wrong and return to give us a hand. (Yeah right!!!).

So, we that remained, duly looked at Dave's bike, tried all remedies we could think of with no success. We were then thinking f-f-f-for goodness sake what are we going to do. No AA service out here and alas no cellphone coverage. Were we here for the night?

Several attempts were made by Dave to restart but to no avail. It was time for some divine intervention – I walked over to Dave and his ill stead, placed my hand on the tank and said 'Try again Dave', and lo and behold it came to pass that the bike fired up and purred like a kitten. Now I won't say that I could perform this miracle at will again but I can say we were five very relieved folk. I say five as President Tibsy and First Lady Ann were totally unaware of our plight, in fact they were some 3 or 4 km's up the road sitting resplendently upon their horse waiting at the next closed gate for Dave to arrive and perform his designated duty of gate opener! Well I suppose being President has to have some advantages!!

With the breakdown drama behind us we headed off towards Hanmer Springs via




Jacks Pass to arrive at our Motel (Spa Lodge) and for some of us a welcome swim in the hot pools.

Next morning we were all up and rearing to go. The day looked as though it would be sunny and hot. Well sunny, yes it was, but hot, not at all for the ride through to Springs Junction. In fact it was bl.....y (decidedly) cold and a warm coffee was just the story at the junction café. It was here that Tibsy decided to inform

everyone, including the café assistant, that it was Joy's birthday. Shortly thereafter out came a small round chocolate cake of which we all had a tiny morsel. No candles though, but as Joy said 'it wouldn't have had enough room to accommodate the number required'.

While there we were joined by an influx of BMW's, firstly an overseas tour party of about a dozen bikes and then by a smaller group of Auckland members



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heading towards the Rally.

The weather had turned slightly damp by now so we decided that we should head off towards the Maruia Saddle Road, our next gravel adventure on the way to the Rally.

If you own a GS or similar then this road is a must. To get there you travel about 35km north on SH65 turning right onto Maruia Saddle Road.

A word of warning – as you turn onto Maruia Saddle Road you will quite possibly come across a double string of electric fencing tape used by the local farmer to shepherd his stock over the narrow road. Don't do what one of our members did - grab the tape by the plastic insulator handle but then when the tension wouldn't allow the release of the hook from the fence strainer place your hand on said strainer – it has a tendency to make your hair stand on end and your eyes bulge!!

With that bit of drama safely negotiated we then preceded through what I would consider one of the most beautiful and scenic gravel roads in New Zealand. It is a 42km narrow gravel road that takes you through to Murchison. The road takes you through beech forest with fantastic moss growth at times creating an overhead veranda. For those who like a bit of a challenge, well there are several fords, most of which are at the bottom of a steep descent, a hairpin bend, before a steep ascent. Quite exciting for any pillion not overly experienced on gravel.

However, don't let this put you off. We all arrived safe and sound at Murchison for a welcome lunch stop.

After lunch we travelled 4.5k's up SH6 before turning right onto Mangles Valley Road. Stayed on this road to the "T" junction of Tutaki Road. Turning left and travelling a few kilometres before hanging a right onto Braeburn Track, this takes you through some more scenic landscape through to Lake Rotorua. From there it was all black carpet up Gowan Valley Road to SH6 and on to Ranzu Road, Hope, where we called in on Greg and Steph Buck and enjoyed a cuppa and chat.

From there it was a short

hop, step and jump to Tahunanui Holiday Park in time for Rally Registration and dinner.

It was only two days but we passed through some magnificent country, had a lot of laughs shared with some great company.

Roll on next years Rally.....

Robin and Joy, "Look, Ma, no helmets!"

Not a good look in that neck of the woods, Woods. Apart from rubbing your noggin on the road if you spill, the wasp stings leave you with lumps on your physog.



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larger screen, bash plate, radiator guard, engine bars, front beak extender, adjustable/flip up gear lever, ventura packrack, iphone holder & charge cable, iphone hardcase (negotiable), 'Scott oiler' for chain, Heidenau cross purpose tyre, \$12500. Contact Geri on (07)5481996 or 0275357483. (1)



BMW F800R, year 2010, has only covered 7,800 kms and is in excellent condition. Has

about \$800+ worth of accessories including large windscreen, handlebar risers, adjustable footpegs, handguards, and "tip-over protectors". It also has a new battery and on-road costs are paid till early April.

The Givi 50 litre topbox is available for a sensible price too. All original fittings go with the bike when sold. Price : \$14,800.

Please contact Neville on 04 9385649, or 021 237 5936. (1)

## for sale

**F800/700/650 GS twins**, increase bar height by 20mm. Clutch and brake cables unaffected. These come with bolts and washers, take only a few minutes to fit and are as new. Cost \$56.77, sell for \$30.00 - bargain! Contact Barry on (03) 448 8681 or sn.btrichardson@xtra.co.nz (3)



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Ph Richard Kuysten 021 993 708 richard.kuysten@hotmail.com (2)

## wanted

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## Huzadick?

**A column to name and shame the perpetrators of foolishness, when space permits:** feel free to dob your mates to editor@bmwor.org.nz

I'm afraid **Garry Williams** has nominated himself for **favourite typo** - again! His great article from his South American trip turned up in my Inbox titled "Garry's Dakar Dairy" Ooops!

But he has competition:

**Robin Wood "Honk Kong".**

**Bruce Crowther** in the March edition. I missed, Jean the proof reader missed, seems you mostly did too. **"Utility transport"** I reckon the printers changed the file. **Yeah right!**

## touring

### MOTORBIKE VENTURES INDOCHINA

"It's not about the destination - it's about the ride to get there"

Vietnam-China Border Crawl start/finish Hanoi..

Fully Guided from NZ - 10th Oct Return 26th Oct 2014 17 days / 16 nights \$6,030 pp Twin Share (Minsk) \$6,630 pp Twin Share (Ural) Pillions \$5,995 pp (we recommend on Urals).

Includes: All accommodation, 95% meals, permits, entrance fees, motorbikes, helmets, fuel, bottled water, visa application fee, return airfares and 1 night Singapore stopover on the way.

This tour can be extended to include 6 days/ 5 nights Cambodia. This includes a tour of the Killing Fields and Angkor Wat ruins starting at \$850pp Twin Share pp. Enjoy Siem Reap's famous Pub street - Mac knows all the tricks for the best and cheapest beers! In Phnom Penh we have a hidden hide-away boutique hotel within the centre of the city, easy walking distance to the markets or just stay poolside and enjoy a break after your long ride through Vietnam.

To secure a place on this tour a deposit of \$2,500 is required, with the balance payable 28 days before we fly. Our tour does not include your Visa (payable on arrival 45.00 USD), personal travel insurance or alcohol.

**We reserve the right to make changes to the tour as necessary due to flights / border crossings or other such occurrences that our outside of our control.**

Should you like a shorter tour e.g. 7-10 days then that can also be arranged. We can arrange private tours for up to 20 riders, get your own group together and contact us for more information and tour suggestions. Jeep tours also available.

Full details Phone Ian or Chris on (03) 5777238

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### WELLINGTON

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