

newsletter

bmwor.org.nz

BMW Motorcycle Club
BMW Owners Register
of New Zealand



june 2016



**Auckland May Monthly Meeting - Carbon Garage,
Newmarket. Biker Nirvana.**



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please note

Any material intended for publication in the newsletter should reach the Editor no later than the 15th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWOR of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.



President's Podium

I can't remember any event, certainly not since the late 90s, where I've come across so many familiar faces in one place at the same time. Well over 200 people, from Clinton in South Otago to Kerikeri in the Far North and everywhere between, converged on Raglan for the GS Rallye in April. As a BMW Motorrad sponsored event it was certainly a celebration of the Gelände Strasse, which has defined 'adventure' riding since the model was first introduced. Yet, while many chose to ride a BMW at the event, it didn't really matter what you were riding. The weekend was based around bringing together

old friends from the decade of Kiwirider adventures and BMW Safaris run between the late 80s up until 2005. And what an excellent time Jo and I had! Highlights for me were many, including the four day adventure with two good mates to get to Raglan and back again and it was great to catch up with the club's members that were there. But the thing that stood out for me was the sheer diversity of riders, both male and female, and what they were riding. I'm looking forward to the next one already.

I'm also looking forward to having all our Area Reps come together in Wellington with the Executive team in early July to share their experiences, knowledge and local perspectives on what's working well (or not) and explore new opportunities that for local activities that are interesting and engaging for you as a member of the club. We'll also be considering a report that Lance Nixon and the team have prepared on the club trophy review which Area Reps have been engaged with. The Executive team will take the recommendations from the report and ensuing discussion with the Area Reps in July into consideration before any decisions are made around changes to the club's awards.

The Ride Forever Motorcycle Show is coming up at the ASB Showgrounds in Epsom, Auckland on the weekend of 13/14 August. The NZ Motorcycle Show started life as a Classic bike event for its first two years. Long standing member and thoroughly decent chap Paul Edlington organised a few of our members with older machines to set up a display at the first couple of events, which went down pretty well. In 2015, the show expanded to include Custom bikes, but for 2016 it's become more inclusive and will feature modern machines as well – off road included! I am keen to support and work with Auckland members interested in coordinating a club contingent to fly the flag for BMW. It will be a great opportunity to put quite an eclectic mix of bikes together.

This year marks the 100th anniversary of BMW starting business as an engine manufacturer in Munich, Bavaria on 7 March 1916. The BMW Classic Museum moved into the original engine manufacturing building with the grand opening back on 7 March this year and our BMW Clubs New Zealand International Delegate represented all BMW Club Members at this opening. I'd hope our club could be celebrating the BMW Centenary with local versions of the worldwide BMW Clubs simultaneous events on Saturday 20th August and will also be discussing this with Area Reps next month. If you have any good ideas, please let me know or talk with your Area Rep.

Our constitution allows the Executive to bestow Life Member status, by a three quarter majority vote, on any Member(s) considered to have rendered outstanding service to the club. Life members have full membership privileges and don't pay a subscription. In my view, it is the club's most prestigious award and is not awarded lightly nor earned of right. Typically, we've seen a maximum of one life membership per year awarded, although it is well understood that life membership does not have to be awarded each year.

Recently I asked the Executive to consider my nomination for Peter and Ann Tibbs to be awarded life membership to the BMWOR. It's fair to say, that while controversial in some circles, Peter's contribution to the sustainability of the club over six years as President has been significant. I know that leading substantial change in the way the club is governed took a toll on him but, with Ann's unwavering support, he never gave up until satisfied that the necessary change had landed in the right space to hand over.

I'm delighted to let you know that the Executive unanimously agreed that Peter and Ann, in demonstrating exceptional, loyal and outstanding service to the club and through representing the club with distinction, are well deserving of this award. It will be a privilege for me to present Peter and Ann with their life membership certificate and pins in Wellington next month.

If you're heading off to the Brass Monkey on Queen's Birthday have fun with that. It's still warm down our way right now, but I suspect that'll change really quickly as we head into June. I'm told one of the main issues for people on the Sunday morning is a flat battery because of the cold – make sure your bike is in good condition with a good battery. You're highly likely to encounter frost, ice, snow, as well as gravel scattered all over the roads as you head into Central Otago. Just ride to the conditions – there are no bold old motorcyclists!

Garry Williams

BMWOR 2016

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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

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 - and they can **BRING THE COURSE TO YOU** if you can come up with the numbers and a venue: speak to Finn.

2017 National Rally Friday 27 to Sunday 29, January, Napier.

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.

Note – In addition to the events posted here Wellington also undertake 'Impromptu Rides'. These are offered via email to the membership with a couple of days notice when the weather looks like being favourable. **Contact Peter Nash wellington@bmwor.org.nz** if you are outside their Area but wish to be notified of these runs (handy for an excuse to put off mowing the lawn if they are coming your way.).

june

Sunday 5 Auckland: Café meeting. 10am Ginger Crunch Café 2 Railway Street Helensville.

Sunday 12 East Coast: Mystery Ride Meet BP Clive 10:00 am

Sunday 12 Rangitikei: Barry Pethrick will lead a ride. Meet at the Woolshed cafe Sanson 10.30 am

Monday 13 Canterbury: Club Night on the second Monday of each month at the Styx and Stone restaurant and bar in Belfast

Monday 13 Auckland: Monthly Meeting. 7.30pm Cyclespot BMW Barrys Point Road Takapuna.

Wednesday 15 Auckland: Free Range Elderly Run. Leaving Cyclespot BMW Barrys Point Rd 10am. Probably Puhoi but who knows.

Sunday 19 Auckland: Monthly Ride. Leigh (probably with gravel option to and from). Meet Starbucks Westgate 9.00 for 9.30 departure.

Friday 24 East Coast: Christmas Themed dinner at Scholars Restaurant, EIT, seated by 18:00 (this replaces our usual end of month dinner at the Duke of Gloucester)

Sunday 26 Bay of Plenty: Ride to Raglan.

Tuesday 28 Rangitikei: Dinner at Simply Balmy cafe Foxton Beach

july

Sunday 3 Auckland: Café meeting venue TBA.

Sunday 10 Rangitikei: As I will be at the area reps meeting in Porirua I need someone to organise and lead a ride

Monday 11 Auckland: Monthly Meeting. 7.30 pm Vintage and Veteran Clubrooms Penrose.

Monday 11 Canterbury: Club Night on the second Monday of each month at the Styx and Stone restaurant and bar in Belfast

Wednesday 13 Auckland: Free Range Elderly Run. Leaving Cyclespot BMW 10am destination TBA.

Sunday 17 Auckland: Monthly Ride. Coromandel (to be confirmed) gravel option. Meet BP Service Centre 9.00am for 9.30 departure.

Sat/Sun 16/17 East Coast: Overnighter Morere Hot Springs

Tuesday 26 East Coast: Dinner, Duke of Gloucester, Taradale, 1800 onwards.

Tuesday 26 Rangitikei: Dinner at Rendezvous Palmerston North

august

Monday 8 Canterbury: Club Night on the second Monday of each month at the Styx and Stone restaurant and bar in Belfast

Sunday 14 Rangitikei: Apiti Loop, with options for adventure bikes.

Tuesday 30 Rangitikei: Dinner at Essence Cafe Feilding

september

Sunday 11 Rangitikei: Around the Mountain depending on weather conditions on the day

Monday 12 Canterbury: Club Night - 6.30 pm, second Monday each month - Styx and Stone, Northwood Super Centre, Belfast

Tuesday 27 Rangitikei: Dinner at The Brick House Wanganui

area reports

blenheim

1st April

Over the last few months, in fact the whole summer, the weather in Blenheim has been just been fantastic for riding motorcycles or doing anything outside. Today was no exception. The weather was perfect. Being the tail end of the school holidays and with the knowledge of some riders being away Sacha and I weren't expecting many to come with us out to French Pass in Marlborough sounds.

At the usual "rendezvous" three of us arrived to partake in the ride to French Pass. We had Peter Unger on his R100, Anja on her Suzuki 250 from Nelson (She dreams of a BMW F800R) and ourselves on the R1200GS.

Sacha was keen for a coffee already so Peter suggested that we ride to the Foresters Café just past Rai Valley Township for our first stop. We had all gassed up and checked tyre pressures so I took the lead and headed out of Blenheim on SH6 for the Foresters Café. We weren't the only motorcycles on the road today, more than usual that's for certain, it always good to see others out enjoying their bike and making the most of a great Autumn day.

Didn't take us long to travel the 60 odd Km's to the café for coffee. Anja deserved a break as she had already been riding an hour or so to meet up with us in Blenheim. The coffee, hot chocolate and sweet foods were a welcome interlude and tasted good.

Here we decided that rather than take the gravel all the way out to French Pass we would head for Elaine Bay which was tar seal all the way. Anja wasn't keen to tackle the gravel and so we decided to all stick together and make Elaine Bay our destination. I wasn't disappointed as we had never been on this road before and so didn't know what to expect, I did think it might be a lot like the road out to the Portage but it wasn't, it was way better... It had corners that weren't too sharp so you could maintain a bit of pace and views to die for. Just an amazing piece of the Marlborough sounds. We rode through Okiwi Bay and on to Elaine Bay for lunch. As we came down off the ridge the road follows after taking a turn off the main route out to French Pass, Elaine Bay opened up right below us as rode down off the hills towards the beach. I found a grassy area to stop and where we could



have lunch on the seating provided. The scenery and sea was captivating. It was no hardship to take our time over lunch in this beautiful spot. 2.00pm passed us by before we got underway to return home. Anja was turning off at Rai Valley to head to Nelson and home while Peter and I headed towards Blenheim, but not before stopping at the Pelorus Bridge for another coffee. Sacha's coffee cravings needed to be satisfied and so did my sweet tooth. It was soon enough to be back on the bikes heading home after our scenic tour. Peter turned off at Havelock and we continued home talking to each other over our headsets about our day on the bike.

Peter Brandon nelson

We met at our usual spot in Hope, good to see a few riders there even though it was Mothers Day, I had my wife on the back so had no worries on that score.

We were going to go straight over the Spooners Hill to Kohatu for our coffee stop. Tony H suggested a detour from the top of the hill via some forestry track, I had arranged to meet Julian (a new contact) at the Cafe but that was not a problem as I was assured our detour would only take an extra 5 mins. I offered to go round the road way as Odette is not too keen on gravel, but she said she would be OK, a decision she might later regret.

Tony was elected ride leader as he knew his way around the detour: hmmm, it's amazing how a quick 5 min detour can get stretched out. As soon as we turned off the highway the gravel turned into marbles, then the skid sites we had to go through were muddy, bumpy, skid pans. We then took a wrong turn, but Tony managed to stop us going too far by parking his bike on it's side, unfortunately we were so concerned with picking it up that we forgot to take a picture. I for one was very keen to stay upright as Odette had her brand spanking new jacket on and I definitely did not want to drop her in the mud. Once we popped out of the bush we had a great vista of the Tapawera Valley. We finally made it to the Cafe, a bit late but all safe.

Jullian was there to meet us, as was Dave McQue which was a nice surprise. We had our coffee and cakes then made our way to Riwaka via the Motueka Valley Road and then Westbank, which was brilliant as usual. At Riwaka we went to our arranged picnic lunch spot at the Riwaka Resurgence, which is where the river comes out from under the Takaka Hill, an awesome spot to visit if you have never been there. After lunch we made our separate ways home, with Kevin and Revti stopping off at the Moutere Inn with us.

Dale Grover



Images:

Above - the Riwaka Resurgence, photo by Odette Grover.

Below - Somewhere in Tony's Scenic Tour, L to R: Revti, Kevin, Dale & Odette, Tony. (Peter Wood)

Bottom: Tapawera Valley. (Peter Wood)



rangitikei

Sunday the 8th of May was scheduled for Barry Pethrick to lead a ride but he had forgotten the opening to Duck shooting season so he had a prior engagement. So we swapped plans and I led our ride "Around the Ranges"

We met at the Summerhill shopping complex in Palmerston North at 9.00 am.

Gathered for a Mothers Day ride were Joy and Robin Wood, Ann and Peter Truter, Gill and John Christie, Mark Greer, Roger Allen, Barry Hawthorn, Lance Nixon, Sue and Don Cross.

Lance did not come on the ride and returned to Wanganui when we departed.

It was over the Pahiatua Track and into Pahiatua where we saw three veteran vehicles out for a run in the autumn sunshine.

We were on our way to Highway 52 via Mangaone Valley Road and Pa Valley Road. This part of Wairarapa was at its best with autumn colours and fine farming land. Parts of the road were in permanent shade and had moss growing in the centre and a degree of caution was required because of the covering of leaves. There was virtually no traffic on this section of road until we reached Masterton.

At Masterton we stopped at the Mobil service station for fuel and a stretch of our legs and then on to Martinborough via Gladstone. We had a brief stop at the commemorative model of the Fisher monoplane that is on display in Gladstone and then on to our lunch destination at the village cafe in Martinborough. We had a leisurely lunch and departed for the Rimutaka Hill Road at 1.00pm. The Rimutaka Hill now has an excellent surface but is spoiled by the double yellow no passing lines that cover the entire hill. Apart from a couple of passing bays the hill is not



Above: The sign suggests Joy, Sue, and Ann are earnestly discussing the price of toilet paper just before leaving P.N.

Facing page, top: The men could care less about toilet paper as they ready to leave.

Centre: Fuel stop at Masterton. (My lips are sealed about the two bikes the same shape as mine.)

Lower: Lunch at Martinborough.

as much fun as it was in the past. The Paekakariki Hill was not much better as it has a 60 km speed limit for much of its length. We made a stop at the lookout and just missed the free coffee that was on offer. We did get free snacks and the opportunity to

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fill in a motorcycle survey and received information about the Ride Forever training that is subsidised by ACC.

We also watched three young guys on their motard bikes having fun racing up and down the hill, one of the bikes was on slicks.

After a coffee stop in Levin it was time to make our way home.

Don Cross



east coast

Mother's Day Ride 8 May 2016

A very small select group of Pam and I on our F650GS, Robert Pearce on his R1150R Rockster and Warren Welch on his fire-red Triumph 1050ST left Caltex Omaha Rd at 10 to have a look at Woodville. Warren left us at Tikokino as he had to be back for Robyn's birthday lunch.

We were welcomed at the Gottfried Lindauer replica studio and spent some time reading about this wonderful artist who was born in Pilsen. Cathy Isles and Gerard van Berlo joined us, as they too had always ridden or driven right past this place.

From here we headed out to the old Gorge cemetery where Lindauer and some of his family are buried. It is a wonderfully peaceful place, with a lot of history behind it. In the late 19th century a lot of children died very young, and people had fatal accidents logging trees and building the Manawatu bridge.

Next stop the Bridge Café, where dozens of families were making the most of the spring type weather, which meant we had to wait for an hour before getting our food. It didn't matter too much as we had good company.

At half past 2 Robert, Cathy and Gerard headed for home, whilst we called in to see our son and grandsons in Ashhurst, and even had a look at a hockey match in Palmerston North between Dannevirke and Massey. Our daughter-in-law plays for Dannevirke, the final score was 6-1 to them. We were home by 7 and enjoyed a wonderful 388 km ride in balmy weather.

John Wuts



Photo inside the Lindauer Studio replica, Photo by John Wuts.

canterbury

The observant will have noticed I have picked up the reins as Canterbury Area Rep. We have kicked off a monthly Club Night on the second Monday of each month at the Styx and Stone restaurant and bar in Belfast, on the northern outskirts of Christchurch. The Gallaghers, the Ladbroke's, the Taylors, Jeff, Grant and Garry turned up on 9 May to enjoy huge meals and good company. Unfortunately, I was called away to Wellington for work so Garry had to stand in for me.

The conversation from the first night has given us some good ideas to follow up for future events, including overnight trips, technical evenings and a 100 year celebration in August. I am working with Eliot at Avon City Motorcycles to ensure we can coordinate and leverage what we are doing to encourage enjoyment of the BMW marque.

Jo Buckner

auckland

There's been plenty going on since I last "put pen to paper" (sounds way better than "fingered my computer"). The BMW GS Rallye in Raglan was an extraordinary event, one of those which in years to come you'll drag out the tee shirt, flick through the photos and announce, "I was there". There are some high profile names and organisations that deserve to stand proud of their achievement in bringing this event to reality, I'm also mindful that there's layers of others who acted in support before, during, and after the event. If you are one of those people, regardless of what your role was you need to know that there's a mountain of gratitude out there, this stuff just does not happen without you. The event drew together a huge variety of bikes, personalities, egos, and even some normal people. One of our own (let's call him Henry) failed to check out through Rallye Control on Saturday's morning which wasn't all bad, at least if he binned his bike we could just ride on because he technically didn't exist. The look of stress on his face when he realised that Saturday night's meal tickets were only issued once you checked back in was worth seeing. Jimmy made the brave decision to go on the GS ride even though the only gravelly thing he'd ever experienced was Rod Stewart on CD. Consequently he found himself starring in his own personal episode of Fear Factor on the very steep, heavily metalled descent from the wind farm.

Sunday dawned in Raglan on a bunch of bikes and individuals nowhere near attractive as they'd been 24 hours earlier. The bulk of Raglan attendees cut a direct track back home with Tony and me remaining in Whatawhata to meet riders ex Akl on our scheduled monthly run. We were aware it was "persisting down" in

Akl so weren't too sure what to expect but 15 minutes later three hard core riders materialised from the encroaching gloom. Jim who was RIC from Akl to Whatawhata chose discretion over valour, hooked a U turn, and headed back north, he was the smart one. This left 4 of us taking the long way home. Tony's ride plan was, shall we say fluid, seizing the opportunity of so few riders and improvising. Some of it involved new roads which he'd never ridden, wondered what they were like, wondered where they went, and the rest of it involved trying to navigate a path between approaching weather fronts. It was all going brilliantly till Karapiro, the short version is that Mother Nature spanked our sorry asses from there on. On the upside, my bike had way less dirt on it when I got home.

Swanson Station Café on 1st May was a great venue made more interesting by the fact that there was a market day going on in the car park. One particular highlight was the appearance of Shane (not a member but decided to come along after seeing the post in the BMWOR website events calendar) on a 1985 K100 customised to make a café racer/naked sport bike, black on black with a one off (presumably his work) custom exhaust system. If you crossed a K100 with a pit bull, this is what you'd get.

Our monthly meeting was held at Carbon Garage in Newmarket. Rob, Tracy, and the team were amazing hosts. There was an astonishing array, wall to wall, floor to ceiling, of past and present classics or collectables, some owned by Carbon and some customer bikes being restored to their past glory. This was the biker equivalent of being in the Sistine Chapel, you kind of just needed to take a moment, look around and try to absorb it. I can't even tell you how many members were present because people just got lost behind bikes on workshop stands, bikes on display, and shelves of even more bikes. There was an HP2 which I swear was giving me the eye and wanting to come home with me. These folk can source that special bike you dream about, they can perform a bare frame rebuild/full recondition on your loved one (we're talking bikes, not people), or simply service and repair your everyday ride. If this all sounds too good to be true, taste and see, discover for yourself.

May 11 saw the resurrection of a past institution, the Wednesday ride. This is a pretty loose affair and not an "official" ride. The organisational style dates back to a time when men were men, Knights were bold, and sheep were nervous. For those who enjoy/endure odd shift hours, have some capacity to say "I'm working from home today so I'll divert my phone to yours", are effectively paid by the government to not go to work, or are just simply irresponsible, this is one way to fill

out a day. There's photo's circulating on social media showing members chilling at Shelly Beach on the Kaipara, a good day by all reports. Akl members will get a heads up on the next one via email.

It's been said that we are, to a large degree, the product of our own experiences so get out there, link up with great people and just ride about the place, it's the experience that matters most, not the kilometres.

Till next time

Stephen

wellington

Wellington May Monthly Ride

The weather gods were kind to us on Sunday 15 May for our monthly ride the weather each side of this day was, by even the most optimistic standards, doubtful with rain clouds hovering over the northern part of the Wairarapa, however no rain.

We had a good turnout for this sealed road ride (with a gravel option) through the back roads of the Wairarapa over the Saddle Road to Ashhurst for lunch at the Fusion Café. Seven bikes and 9 people, 8 members and one prospect, gathered at the Caltex Rimutaka for the ride over the 'Mountain'.

The wind picked up on the Wairarapa side but eased as we rode up SH2 to Masterton to meet up with Peter & Ann Tibbs and Ian Hawken bringing the total number to 12 people on 10 bikes. From Masterton we headed out via Te Ore – Bidford Rd, Whangaehu Valley Rd, Route 52 through Alfredton and on up Route 52 to Pa Valley Road. Pa Valley Road has it all, hills, tight corners, flowing curves and some long straights. Some of this road does not see much sun particularly at this time of year leading to coatings of green moss, liken and pine needles which simply means it would be easy to overdo it and finish up in the undergrowth. Pa Valley Road leads into Mangaone Valley Road which is more of the same as is the next road, Kiatawa Road which leads into Pahiatua. Judging by some of the homesteads passed on this ride the days of living and working in 'Strugglers Gully' appears to have long since passed for a lot of the inhabitants of this area.

After Pahiatua we rode along SH2 through Woodville and on to the Saddle Road by this time the weather was looking threatening with dark grey/black clouds riding ahead of the brisk north westerly towards Pongaroa and the East Coast. Saddle Road is still undergoing road works (it was last time we travelled it a few months ago) which appears to be straightening parts of it, this work means there is still a short patch of gravel on the western side of the saddle. The wind turbines were all working except the one with no blades, doing what they are there

Continued Page 15...

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Support Your Club Members: These Biker Friendly Businesses Are Run By BMWOR Members.

welcome

A warm welcome to our new members this month:

- Neil Bartlett, Wellington
- Jeff van Wijk, Wellington
- Martin Herring, Auckland
- Peter Thomson, Christchurch
- Bruce Thomas, Dunedin
- Tony and Sharon Treleaven, Hanmer Springs
- Rodney McLachlan, Island Bay
- Fen Coull, Wellington
- Mark Fink, Upper Hutt
- Tony Sharp, Waikanae
- Julian Illot, Waikanae
- Karl Degans, Lower Hutt
- Stuart Jull, Lower Hutt
- Nicholas Player, Greytown
- Dave Gambler, Wellington
- Ian Wiffin, Blenheim
- Brendon Bradley, Upper Hutt
- Paul Sharp, Auckland
- Stephen Venter, Waikanae Beach
- Neville Wills, Nelson
- Barry Graham, Auckland
- Craig Watkins, Auckland

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area.

Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

huzzadick?

It wouldn't be a normal month if Bwucie didn't manage to promote himself to this box, would it? The fella that isn't enthusiastic enough any more to make sure he checks the provenance of everything he puts into print.

I see bits and pieces on news sites and if they look like potential filler material I file them as plain text and grab them out when I have a page, column, whatever to fill.

And so the GS Survival Tool found it's way into these pages last month: I never checked the date. Turns out it was published April first.

Steve Mills kindly pointed out I'd been had.

I'm bitterly disappointed, especially after converting my \$\$\$ into €€€ and sending away for one. I'll be out of pocket now won't I?

Oh well, maybe next year Suzuki will bring out a DL Survival Tool I can buy for my 'Strom.

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BMWOR 2017 National Rally Napier

The 2017 rally venue is the Eastern Institute of Technology, Taradale, Napier.

The rally will be held **Friday 27 to Sunday 29 January 2017**. Please put these dates in your diary now.

On site accommodation is in the student village. A mixture of single and two storey villas, purpose built and opened in 1999. Each villa has a kitchen, laundry and open plan tv lounge. Each has one double room and five singles, and is ideal for groups wishing to stay together. The expansive green space around the village lends itself to a rally occasion, where people are able to meet and greet, relax and soak up the atmosphere under sunny Hawkes Bay skies.

Accommodation will be allocated as bookings are made. There are also motels in the area and details of these will be made known when the registration form is published.

The coordinator for the rally is Dan Young, who can be reached on 06 857 7058.

A registration form for the rally will be in the July newsletter.

Subscription Renewals And New Issue Of Member Services (Tour Guide).

Your Membership Subscription is due at the end of this month. You can renew any time you like by going to:

- bmwor.org.nz then hover over "**Membership**" in the menu, then click the link for the appropriate form (**Member and Partner or Member Only**.)
- Fill in the form, then **pay via internet banking**. (No action will be taken on your renewal before you have paid.)

The booklet currently known as the "**Tour Guide**" is to be rebranded as "**Member Services**".

This will more accurately reflect what it is, a directory of services offered by members to members wherever their journey takes them.

Member Services will continue to be published every second year after renewals are completed.

Remember, this is an **opt-in service**. If you did not opt-in at the time you joined, or at any time since, then your name will not appear in the directory.

If you do wish to **opt in, or change the services you offer (or any of your contact details** and have not yet advised the Membership Secretary that you have moved or changed your phone number or email address recently), go to:

- bmwor.org.nz then hover over "**Membership**" in the menu, then click the link for "**Change Member Details**."
- Fill in and submit the form.



Dean Jamieson – 20+ years' experience with the BMW products

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for in the brisk wind.

We arrived in Ashhurst for lunch at the Fusion Cafe, this cafe has a large outside garden area with tables and chairs, this is where we parked ourselves and it was sheltered and warm in the sun. The food is cabinet cafe fare, very nice, well presented and the service is good. A number of us have been there several times in the past as we have used this cafe as a gathering place for a number of Impromptu Rides particularly rides that have included Rangitikei members.

After lunch the bulk of the riders opted to dodge SH1 and returned to Wellington via the Wairarapa. Peter & Jenny Nash have family in Feilding so a call on them was made for about an hour and then returned home on SH1 which was not so bad until around the waterfront just north of Pukerua Bay. Another good day's riding through interesting country with a great group of people home to home: 365kms.

Peter Nash

bay of plenty

About 60 BMW riders and pillions rode the annual Hicks Bay run with Mount Motorcycles Ray and Carolyn Holmes. These were great fun roads with overnighing at the local motel with varied return journey's some via Napier and others back by the coastal route.

Lakes Ride Sunday 8th May

The bad news was this was MOTHERS DAY, but 14 riders were able to meet at Paengaroa and duly handed route maps and short ride briefing. With 10 riders on the gravel we instigated the corner man system and it worked well and because we had plenty of time we deviated and

did a few extra Km's to rendezvous with the seal riders as planned at Lake Rotoma for morning tea/coffee. Return route was also amended due to locked gates at Rotoehu forest. The good news is that we rode safe: everyone should all have been back to the MRS/MOTHERS by about 2.00pm if there were no other detours. Young Arron Belworthy was a lucky young man (10yrs) who did the complete gravel circuit behind his competent father Alan on a 1200GS LC.

The corner man system proved its worth on this day as we were able to change the route and kept the group together despite riders being unfamiliar with the region.



Arne, BMWOR Webmaster, tells me he went through California Superbike School Level 1, some years ago, and agrees with me that the great techniques learnt could save your bacon on the road in normal and abnormal road conditions.

He also mentioned with first hand experience that **Prorider** was a good motorcycling upskilling centre which is linked into **"Ride Forever Courses"** the details at their website - <http://www.prorider.co.nz/>

Pro Rider Motorcycle Training - Ride Forever courses, CBTA, Basic Handling, Learner, Restricted, Full Licence and Premium Coaching

One of the great blips on my motorcycling learning curve was that whilst I was totally focussed on OFFROAD ADVENTURES my adventure riding brought some realities and one of those is that as Adventure riders we have to navigate real life frantic traffic on main roads sealed and unsealed, and motorways to get to our adventure playgrounds. Enter California Superbike School, my first formal road riding lessons ever and they were amazing! Having completed all 4 Levels I feel more confident and safe with my riding but realize there is still a lot more to learn. Following that, as many of you have done there are Track Days when you can practice your techniques in a safe environment and it's a lot of fun.

Upskilling Again

We are constantly learning and consolidating or riding skills but the best way is to get expert tuition to break bad old habits learnt the hard way. In this vein I have listed below various motorcycle training opportunities.

1. California Superbike School (CSS) These people will show you how to improve general riding skills on the race track. There are formal classroom sessions interspersed with track work whereby you are allocated a CSS tutor who will follow and critique your implementation of each classroom lesson. There are 4 levels each one a full day around \$500 per day. Well worth saving for as it gives you confidence and makes you safer on the road. Places are sought after as only run two sessions a year, the next school dates are TAUPU in November 2016. Already filling up. <http://www.californiasuperbikeschool.co.nz/>

2. Ride Forever. Take an ACC subsidised Ride Forever Gold Course for only \$50. Polish your skills with expert

Details are in the weblink - <http://rideofalifetime.co.nz/>

3. Chris Birch Training World Off Road. Chris is New Zealand's most successful Dakar Rally competitor finishing 27th and second in the

rookies class in 2012. Chris has been in partnership with Red Bull and KTM since 2007. Chris Birch Off Road Coaching runs group coaching clinics year-round. <http://www.chrisbirch.co.nz/#chris-birch>

Contact me if you are interested in a Chris Birch coaching clinic we already have 4 riders who wish to improve off road and general skills.

Next ride will be full day ride to Raglan via Kawhia. Further details shortly

That's all for now. Get involved, come on these rides & have lots of fun!!!

Kevan Wong taranaki

With the Annual Rally in Hanmer Springs plus Tibsy's Post Rally Tour now just awesome memories and Winter still holding back we are still getting out there and making the most of it on the bikes. However as I write this we are experiencing one of the best lightning storms I have seen and the inevitable cold can't be far away.

We had good intentions of doing the RAG Rally preceded by Ruatiti Dawn Chorus but had to defer to next time, but a few of us got to enjoy the GS Rallye in Raglan. Well done to John Nic backed by the Kiwi Rider team and we live in anticipation of more to come. A ride option for everyone with a sealed route, gravel route and optional more challenging sections that I was not game to attempt. The social side was a big part of it interacting with the other participants over food and drink.

Sunday 15th May our ride to Whangamomona for lunch turned out fine and mostly dry roads despite the weather forecast which deterred a few more riders. Five bikes with one pillion had a nice ride with Blair and Joy in the car. Lucky we got there and fed and watered early as the Pub shut at 1.30pm for the annual rugby clash for the Dean Cup. This game has been contested since 1907 between the Toko, Strathmore, and Whangamomona communities. We headed for home not

long after the game started but judging by the crowd it would have been a big night in Whanga.

Thanks to those who turn up to support these events and we look forward to welcoming those who have not yet made it. We are only a small group in the Naki so if you know anyone who might be keen on joining, bring them along or tell me and I will follow it up. Also any ideas for rides or other activities always welcome.

As always I will keep in touch by email, and if anyone not receiving these would like to please let me know.

See you out there soon,

Ray Senior otago/southland

The last two rides of the year were to Kaka Point in April and then Lawrence on May 1st, the latter giving an opportunity to admire the autumn colours on the trees. It was great to see several new faces on both rides along with a bunch of the regulars. I believe the crew had a nice ride back the long way round from Lawrence on a beautiful day. I had to head straight back to Dunedin for an 80th birthday party (no, not mine, I merely **feel** that old sometimes) otherwise I'd have done the same. Organised rides restart in springtime, in the meanwhile I'm sure some of us will be dragging the bikes out when the sun shines (and to get to work...)

Cheers,
Andy

Below: Assorted GSeS in autumnal Lawrence; the lone R65 was too demure to mix with the dirty bunch and had parked on the other side of the road. Photographer Rick is keen to point out that the police car was part of a routine doughnut check, nothing to do with us.



Incident Reporting

Text by Kevan Wong, who also provided the photo, but very likely wasn't fit enough to take it!

Often the aftermath of a motorcycling incident is the concern from one and all for the rider's injuries and just how serious the injuries and recovery. Less discussed are the circumstances of the incident and perhaps a recap on the incident in particular may allow us all to learn a few humbling home truths that we can share to reduce and/or prevent future rider relapses and incidents and promote safe riding awareness.

As case in point I submit my report:

My day started at 5.00am Saturday morning from Tauranga to rendezvous with my 4 riding mates Andrew, Gus, Martin (Penguin) and Paul at Matawai Pub about 8.00am, distance just over 200kms. The group had left on the Friday and had a nice leisurely ride to Matawai and sank some refreshments that night to help prepare for our 2 day off-road riding weekend. Via thick fog and slippery Waioeka Gorge roads got to Matawai at 7.30am to find all riders waiting in their saddles to get started. So started the official full day's riding via gravel and forest roads to Gisborne and Wairoa for Rangitaiki. All was well until we got to Waipunga Road of clay base, Kaimanawa Forest at early evening about 6pm when coming over a hill crest I was confronted with a major washout and a ginormous water rut. There was nowhere to go so into it me and the bike dropped, next thing 3 fractured ribs, fractured collarbone and punctured lung later we recovered and after quick assessment there was no helicopter or ambulance



rescue at this time or place, so decided to ride to the nearest highway, 35km away! Because I was still in brain recovery I was able to ride to the highway and then Gus pillioned me to Rangitaiki on his trusty KTM wannabe DR where an ambulance arrived within about 30 mins from Taupo which was excellent response time. A grey Kevan Wong then had great care and attention including a chest drain to allow me to breathe again. The rest is standard hospital care and presently healing well but slow, ribs and chest being the worst for pain management.

Why did it happen??

- It was a long day so been in the saddle for about 12 hrs, so tired
- It was in the forest with deep rutted clay based and gravel tracks/roads where there is rapid changes of scenery from open plains bright light to hills, hollows, and deep forested areas. Thus bright light to dull shadowed tracks making visibility virtually zero at the pace of an off road motorcycle.
- I was still wearing my sunglasses which further darkened and reduced my vision.
- Perhaps my speed about 40-60km/hr was over zealous but a pace that I can usually avoid ruts and obstacles!
- We did use a rudimentary cornerman system whereby we all made sure that the following rider was always in sight before continuing. Especially important in off road when a rider can easily drop over a bank and completely out of sight in bush or jungle. Nobody was lost.
- In post ride discussion the Lead rider explained that he had actually stopped and returned to the washout to flag down the next following riders which was excellent but these warned riders did not wait to warn the following riders behind them in this case ie me and others. Group awareness of difficult conditions from the Lead should be communicated back down the line to all of the following riders in the group.

So what can we take away from this incident to improve our riding and to be able to continue with our passion?????

1. On long rides take numerous breaks to refresh, sugar dumps, liquid refreshments/hydration to reenergise but more importantly refresh the brain to maintain alertness, visual acuity, and peripheral awareness to be as good at 12 hrs into a ride as it was at the

start of the ride. (And decision-making? Ed.) A big ask but achievable with good group planning for rehydration and energy supplements.

2. Change of light can be equally hazardous in the middle of the day in a forest and open landscapes that is constantly changing as in off road riding and can also be in deep winding gorges such as the Waioeka Gorge with high steep rocky and narrow mountainous ravines. I took this route very slowly and carefully with my early morning fog ride to Matawai. Slow the pace, stop if you cannot see clearly the road ahead. For those of a marine persuasion "if the boat is stopped you won't hit a rock or reef".
3. Sunglasses are excellent to reduce glare and eye strain but in changing low light conditions they are a handicap. Stop and take them off. I actually have a pair of yellow tinted protective sunglasses, \$35 a pair that I carry for these occasions, they actually brighten up the landscape, don't know how but they do. In this instance I should have stopped and changed my sunglasses for these!!!
4. As above the pace should allow for rider response time when encountering obstacles. Not always possible in tight bush but in this instance perhaps 10 km/hr slower may have compensated for my slower than usual brain response to avoid the washout and rut.
5. Group ride preplanning could have included rider briefing on the dos and don'ts. In this instance we had all ridden as a group on such rides before and each knew the format but perhaps a ride briefing was replaced by the earlier Friday night dinner/refreshment/social event which unfortunately I missed. A preride briefing is really a vital necessity to be given by the lead rider or organiser to ensure everyone understands the underlying concepts for a safe and fun group experience. It can be a short 10 minutes that can change potential adverse outcomes, such as signals to warn the whole group of potential obstacles. Well worth the time! Of course intercoms between riders would be the ideal solution?
6. The handling of the incident was excellent, immediate support by the group, contact for emergency services organised, and subsequent hospital care was outstanding. Unfortunately jacket and thermals had to be cut off, small price to pay.

7. Post immediate care support from my group was great, they kept in touch and visited to get a laugh out of me which was painful due to the ribs and punctured lung.

I would propose that incident reporting such as this could be a valuable tool to help enhance our riding fun and reduce incidents.

Editorial

I have to give Kevan full marks for being bold enough to put up the account of his OOPS (trying to win a trophy at the next AGM, perhaps?) and for his comments about the value of Incident Reporting.

We have all seen other riders put their bikes in the weeds and then, once the dust has settled, blame everybody and everything in the world for their off except themselves. I have an acquaintance who has been hit twice entering roundabouts by cars coming from his right: not his fault, he claims!

An honest look at all the adverbs involved in an incident or accident involving motorcycles (who, when, what, where, how, why) usually highlights multiple factors contributing to the event. We are one of the more fragile groups of road users, generally we get hurt more than those with whom we tangle, whether it be cages, road furniture or pieces of the landscape. The knowledge to be gained from understanding how others have been hurt can, if taken on board and added to our own experience, help us avoid being caught out in similar circumstances.

This kind of analysis seems to be relatively common amongst some groups, to the future benefit of many: trampers, boaties, climbers, flyers spring to my mind. But driving/riding is an everyman thing, and everyman that operates a motor vehicle appears to think he's better than the pack, so has nothing to learn from them (and I don't think that's unique to New Zealand, by any means.) Nor is everyman willing to admit to being LESS than the rest, so he is unwilling to admit his contribution to his own downfall.

Yet the standard of driving/riding in this country is not good, as even Blind Freddy could see. Kevan's OOPS wasn't on the road, but the process of analysis in his report is as relevant to road incidents as trail incidents. Given my 'druthers, I'd rather learn from somebody else's experience than through my own pain. I completely agree with him that such reports can, indeed, "be a valuable tool to help enhance our riding fun and reduce incidents."

We could do with more of them. Thank you, Kevan.

Bwucie

TASSIE TOURING

A Kiwi's view of Tasmania - words and images, Neil Barnard.

As a frequent traveller to Melbourne for work, I am always tempted to sample some alternative Australian fare. A work colleague at Visy Paper is a regular visitor to Tasmania, and has continually extolled the virtues of this fabled isle for the joy of motorcycling.

He and a group of Victorian mates were planning on a tour of Tassie, accompanied by a few Tasmanians, a Queenslander, and now possibly a Kiwi. Why not?

The Aussie mainlanders were taking their bikes across to Tassie on the "Spirit of Tasmania" ferry from Melbourne to Devonport. This is a nearly 12 hour night crossing of Bass Strait, well known for its often angry temperament under the influence of the Great Southern Ocean.

The idea of possibly flying into Tassie and picking up a hire bike there seemed quite attractive for several reasons:-

- I don't like boats, except when they are on dry land.
- The thought of getting off a boat and immediately embarking on a 400+ k bike ride while probably still a little green around the gills was not particularly appealing.
- The cost for a return for bike and shared cabin on the "Spirit" was A\$400.

A quick survey of hire bike options revealed that there are a couple of alternatives. Hire bikes are available in Tasmania from both Launceston and Hobart, but unfortunately not at Devonport where the ferry berths.

I decided to go with the Launceston hirer trading as "Tasmanian Motorcycle Hire". They have a range of bikes including Adventure Tourers, Nakeds and Cruisers

As one who is afraid of heights, and is consequently a little vertically challenged, I was concerned that I wanted a lighter bike with a low seat height. After discussion with Grantley Jepson, the TMH owner on the phone, I plumped for the 650cc Suzuki V-Strom.

Deposit paid, flights and accommodation in Devonport booked, it was all go. Yipee.

After working 16 days straight at Visy Paper in Melbourne, it was with some relief to realise that I was at last "on holiday".

Day 0 Launceston to Devonport 120k

Took off from Tullamarine airport in the drizzle, and saw nothing but cloud on the 40 minute flight to Launceston where we landed under still cloudy skies and only 8 degC.

I had arranged for the bike pick up from

the Elm Street Cafe in Cornwall Square at noon. I got the shuttle from the airport and arrived at just after 10am. Not a problem being a little early I thought.

I was expecting a garage or shop with a line up of bikes, but no sign of either.

When I asked in the Cafe about the motorcycle hire, they knew nothing, and suggested I enquire at the bicycle shop next door. Again, they knew nothing. The Bus transit station labelled "Cornwall Square" also drew a blank. Here I was, ready to go, bike gear in hand, and no bloody bike! Having already paid a deposit I was concerned I may have been conned. Surely not!

I tried ringing Tasmanian Motorcycle Hire direct, and got a bloody answer phone, on which I left a rather terse message. Fortunately TMH promptly replied, and within the hour Grantley arrived with a couple of bikes on a trailer. Phew, was I relieved! He said that the local council regulations make it very difficult to set up any sort of business premises, and so he relies on specific pick up and drop off points in the town itself. This was certainly not what I was expecting, but in hindsight quite understandable.

All I had to do now was pay my money, gear up, and ride off. What could possibly go wrong? Using a mobile Eftpos type unit, this is just a matter of entering the correct codes etc, and all should be sweet. No such luck! After a full half hour and several "security" phone calls, still no go. Grantley was by this stage getting understandably frustrated with his new Eftpos gizmo, and so was I. In sheer desperation I volunteered to walk uptown, find an ATM, and pay in cash. Much to my relief, this all worked. It ultimately turned out that Grantley's bank had changed his client number and he had not been advised. Certainly not his fault. Systems!

My concern with the relatively high seat height was well founded. It was certainly right on my limit, but was not an issue as long as I dropped the bike onto the side stand before getting on or off.

I had decided to take the soft "main road" Bass Highway the 100 odd k's up to Devonport. It was certainly nice to be back on a bike, and the Suzuki proved to be both pleasant and comfortable.

My initial impression of Tasmania that it was indeed very much like New Zealand, but with one persistent addition. In virtually all cases there were an abundance of gum trees. Even the farmland was dotted with eucalypts, interspersed with solid areas of gums without farmland.

As the ride progressed the temperature rose significantly and the skies cleared to produce a very pleasant sunny afternoon.

I knew my stay for the night at the Edgewater Hotel was adjacent to the ferry terminal, so it was just a matter of following the ferry signs through

Devonport. Real easy!

Sitting there in the sun writing this in the Hotel courtyard I was starting to feel hungry, then I realise I hadn't had any lunch. With nothing to eat since a McDonalds breakfast in Melbourne it was no real surprise I was a little peckish. Too much excitement. At least I would enjoy dinner.

I decided to have a quiet relaxing beer in the bar. Well, that was the intention. Turned out I had a front row seat to watch a rather exuberant altercation between what appeared to be mum, son, and several other energetic participants. As fists flew, it appeared mum was getting the upper hand. As they were tumbled out into the street the barman was told to insert his bar "where the sun don't shine". I was told there was no extra charge for the entertainment.

The local paper announced on the front page that more than 130 Black Uhlans motorcyclists were indeed arriving on the following morning's ferry, along with my mainland mates. This gang are labelled as "outlaw" and come with a reasonably fearsome reputation. By sheer coincidence they were also booked on the same return crossing as our group in a few days time. Just good luck I guess.

Day 1 Devonport to Stanley 389k

I determined which road off the ferry that the bikes would take, and arrived at 5am all rearing to go. I don't think I've ever seen as many police together in one place ever before. They were in marked cars, plain cars, and on foot. They even had a dog team. Talk about a presence. It must have done the trick, because although the gang were on the island for a full 4 days there were no reports of any trouble whatsoever.

Our team got off the boat around 6:30am, and we followed the leader out of town along the picturesque coast road to the delightfully named town of Penguin. Here we had a fine breakfast supplied by Mike. He was planning on going on our ride, but with his plastered arm in a sling due to a recent "off" this was not possible. Bugger.

Just prior to Burnie we turned inland to take a rather circuitous route on minor back roads to Cradle Mountain in the central Highlands for lunch. This was going to be the start of eating challenge that seems to pervade most of Tassie. Everything comes with chips, and I mean piles of chips. Meals are generally not cheap, but I survived very well on only 2 meals per day.

A short detour to Leven Canyon gave us a chance to stretch the legs and view the canyon from a cantilevered viewing platform. Not for the faint hearted.

Cradle Mountain National Park is easily recognised due to the towering dolerite rock columns which jut steeply out of the surrounding countryside. The adjacent Mount Ossa with a height of 1,617m is

the highest in Tasmania.



Kiwi at Leven Gorge

Heading back north to the coast was through the revered Hellyer Gorge. This is one part of the famous Targa Tasmania car rally, and it is easy to see why it is such a favourite with the rally drivers.

The first overnight stop was in the delightful peaceful (well it was till we arrived) hamlet of Stanley. This historic fishing village is classed as the most picturesque town in Tasmania and contains many quaint colonial buildings. Its added appeal is that it is basically at the end of a no exit road leading to the tip of a promontory that juts out into Bass Strait. It is dominated by another striking ancient rocky outcrop called The Nut. This lava plug rises 152m with absolutely sheer cliffs, with chair lift access to the top.

We stayed in the local campground which featured a series of self contained Portacom style units. More than adequate, and strategically placed a short walk to the local pub.



Day 2 Stanley to Tarraleah 385k

We retraced some of the previous days ride back down through that lovely Hellyers Gorge once more.

Lunch, which featured more chips, (or wedges if you preferred), was had in historic old pub in Queenstown. In the past, this was reputed to be the richest mining town in the world. Founded in 1883 it still retains a lot of its historic

buildings. A welcome pint of Guinness prepared me for the next section of ride. My friend John Pagram had portrayed this road as being "the best" and it sure as hell didn't disappoint.

Similar to the Crown Range out of Queenstown in New Zealand, the road initially climbs steeply up the mountain side. Tight switch backs then turn into a most exhilarating series of twists and turns. Followed by open sweeping corners, this road could easily be described as "naughty" It certainly brought out the devil in me!

The nights stop was in the old hydro town of Tarraleah. This group of houses were built in the 1920's to house the management involved with the construction of several large hydroelectric power generating schemes. Most of these are still in use today, in true testament to the quality of the design and engineering that went into these systems nearly 100 years ago. At Tarraleah the water enters the turbines at a speed of 270 k/hour. Each of the 6 generators produces 15,000kW at 11,000 volts. That'd be some real power to the back wheel!



Although a lot of the original buildings have long since gone, Tarraleah has been reborn as an estate. The houses have been tastefully refurbished, and were all absolutely spotlessly presented. Although I shared "my" house with 2 others, I had my own bedroom and ensuite facilities. The local pub laid on a great meal, beautifully presented in our own private dining room.

Day 3 Tarraleah to Bichino 384k

The morning dawned clear and cool. An "ice" warning appeared on the dashboard of the Suzuki. Not really required, as there was indeed ice visible on the Suzuki seat!

As we headed east back towards the distant coast the temperature increased with the drop down in altitude. Down along the A10 after the town of Ouse, we took the B110 Hollow Tree Road through to Bothwell. Another delightful back road.

The Lake Leake Road (must be a story behind that name) generated quite a challenge, with a multitude of smooth sweeping corners. The last stretch into Bichino is real tight, with some 20k corners that were indeed just that!

At Bicheno the night was spent at the

"Beachfront at Bicheno" hotel, and it was indeed right on the beach. With its own restaurant and bottle store attached, it was absolutely ideal. Some had the "Seafood Basket" with (you guessed it) chips. This proved more of a challenge than some could master, and I ended up with several delicious excess scallops to supplement my juicy steak.

That night we were awoken to the sound of thunder and heavy rain. Surely the end of our run of good weather.

Day 4 Bicheno to Devonport 353k

The morning dawned with low cloud and misty rain, interspersed with the odd light shower. Not wanting to get either wet or cold, I donned my bright hi-viz oversuit, much to the amusement of my colleagues. I was told that I could be a locator beacon as I would be clearly visible from any passing aircraft.

After following up the coast through Scamander and Beaumaris we headed inland on the Tasman Highway to Pyengana. Situated in a lush river valley, the Pyengana Dairy Company makes award winning traditional cheeses, and produced a selection for sampling. Pyengana is Aboriginal for "the meeting of 2 rivers" and has been the site for cheese making for over 100 years. Their vanilla icecream made with full cream milk from their own cows was my favourite. Although just off the main road, this establishment is well worth a visit.

It appeared that we had passed the worst of the weather, so it was off with the wet gear after only a couple of hours.

This Tasman Highway from St Helens through to Launceston is celebrated as one of the best bike rides in Tassie. This proved to be one of my personal "real" roads. It demanded close attention as sweeping curves head into tight hairpins, and everything in between. Don't ask about the scenery, I was too busy enjoying myself!

Travelling west into the prevailing wind we appeared to be heading into clearer skies, but we continued to be battered by quite strong gusty head winds.

Soon the roads were dry, but there was a lot of gum tree debris strewn across the road as the result of the previous night's storm.

When is a twig transformed into a branch? When Romi in front of me on the Honda Fireblade kicked up twigs they certainly felt like branches when they hit you in the legs!

This was another great motorcycling road, all the way into Launceston. That called for another full meal at a pub (with chips of course).

Although this was my ultimate destination for the next day, I continued on with the group up the Bass highway to the ferry at Devonport.

It had been a most enjoyable few days

riding. With hugs and handshakes all round, it was farewell to a group of friends.

I returned to the Edgewater Hotel and had an entire size soup for tea without chips. I waved goodbye to the ferry as it steamed down the Mersey River, but there were no returns. They must have all been in the bar.



Day 5 Devonport to Launceston 120k

The next morning was the return ride down to Launceston. I detoured off the main Bass Highway to visit Carrick, another quaint historic village just off the beaten track.

With the bike returned to Grantley in good condition, it was a short taxi ride out to the airport and a pleasant return flight to Melbourne and back to New Zealand the following day.

Prior to going on this ride I was a little reticent on several grounds.

The idea of hiring a strange bike was a completely new experience for me. I normally do all my own maintenance and know all my bikes' eccentricities intimately.

Secondly I knew that I would be riding with hopefully a reasonably spirited group on significantly larger machines. As probably the oldest rider on the smallest bike, I did not want to holding people up.

I certainly didn't need to worry on either of these accounts. The little Suzuki 650cc V-Strom did everything I asked of it. The luggage consisted of top box, hard panniers, and a tank bag. This was more than adequate, and meant that packing up each day was a breeze.

Because of the relatively tight twisty nature of most of the Tasmanian roads, the Suzuki proved to be well up to the task, without inflicting any frightening moments on the rider. The 6 speed gearbox needed a fair bit of stirring to keep it "on the boil", but this is surely part of the fun.

Although I am generally averse to riding in a group, at no time was this a disadvantage on this trip. We generally rode at our own pace with plenty of breathing space. The major benefit gained was the local knowledge which allowed us to use a lot of challenging secondary roads. It also meant that we visited points of interest which otherwise would probably have been passed by.

For anyone contemplating doing a motorcycle "Tassie Tour" I would definitely recommend Tasmanian Motorcycle Hire. Web site www.tasmotorcyclehire.com.au, or contact Grantley Jepson on info@tasmotorcyclehire.com.au, or phone +61 418 365 210. The bike was well presented, and gave no issues whatsoever.

The motorcycle tour book "Bitch'N Bitumen" recommends several touring routes through Tassie, and highlights places of interest. It is well worth a look if planning to ride anywhere on the Australian mainland or Tasmania.

Tasmania is only 240 k's from mainland Australia, but it could be a world away.

Because of its compactness, Tasmania packs a lot of variation within its small area. This makes it vastly different to its parent mainland. The Australian continent is basically a barren dry land with a thin band of green around the edges. This is in stark contrast to this most southern state which is basically green all over.

There is little traffic, and what there is appears to be very bike friendly. It was perfectly normal for camper vans and trucks to pull over to the side at the very first opportunity to let bikes past.

It is inevitable that I have to do some sort of comparative comments on the Tasmanian experience relative to NZ. It is a very compact state of only 67,800 square kilometres, a fraction of the NZ area of 268,112 square kilometres. In spite of this, because of a much smaller population, Tassie has population density of only 6.7 people per square kilometre, only half that of NZ. Because both are a relatively small piece of dirt surrounded by a large sea mass, their climates are very similar. Along the western Tasmanian coast it rains for around 300 days per year, very similar the South Island.

In Tassie, the mountains are lower and the lakes are smaller. The alpine areas have a completely different character, but picturesque in their own right.

The road kill in Tasmania is certainly different. The number of larger animals dead on the roads, especially wallabies, is almost beyond belief. Wombats also generate a serious hazard for motorcyclists. In NZ, the preponderance of possums and rabbits does not really cause any safety concerns, unlike the larger Australian counterparts. As a result riding between dusk and dawn is very actively discouraged in Tassie.

This whole ride was most memorable for all the right reasons.

Prior to this trip I held New Zealand as being the best motorcycling country in the world. I think I may now have to reconsider that view.



*'I have ridden the world,
but this is the most awesome riding
I have ever done.'*

— Sir Edmund Hillary

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richard.kuysten@hotmail.com
ph 021993708 (3)

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Also, a comfort seat like what is on an LT.

If so, please contact Barry 03 4488681 or sn.btrichardson@xtra.co.nz (3)

Expression of Interest

The Executive seeks expressions of interest from members to undertake the following volunteer roles within the BMWOR.

Membership Secretary

As Membership Secretary you'll be responsible for maintaining and administering a membership database and managing the renewal/withdrawal of members and to work as a member of the Executive team collectively organising and promoting various ways of increasing membership numbers.

If you're willing to put your IT, reporting and communications skills to use for the benefit of the club, we'd like to hear from you.

Our current Membership Secretary is happy to discuss the time commitment and any aspects of his role that you may have questions about. Please contact Folker on 068748506 at membership@bmwor.org.nz

Editor

As Editor you'll be responsible for the development and distribution of the club's monthly newsletter, which informs members of the club activities, important dates, etc. and promotes special interest articles that motivate members to participate in local events.

If you're looking for an opportunity to express your creativity, you're reasonably proficient with publishing software (not necessarily our current version of PageMaker if you have another preference) and have an interest in exploring social media opportunities then we'd like to hear from you.

Our current Editor is happy to discuss the time commitment and any aspects of his role that you may have questions about. Please contact Bruce at 094010029 editor@bmwor.org.nz

If you have an interest in taking on either role and would like to discuss this further please call Garry on 033128204 or 0272427799 or email president@bmwor.org.nz



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