

## Central North Island Newsletter – August 2016 (Issue 2)

Welcome to the second issue of the IAM CNI newsletter. In it, we cover Observer training, discuss immediate priorities for the region and introduce more active IAM motorcycle members from the CNI.

### **Observer Training**

The key to growth of IAM in the CNI is to have Observers domiciled in the region rather than members having to either wait for lengthy periods to be mentored or to travel to Auckland. A training course was recently held in Auckland and was attended by riders who passed their Advanced Test and want to put back something into the organisation by continuing as Observers. There were 8 new trainee Observers and CNI members Lloyd Hollis and Rob Van Proemerren were among them. Mark Revill-Johnson also attended the course and the great news is that he will soon be moving to Cambridge which will be of great benefit to our region, especially those from the southern parts. With Glenn Berridge and me at the extreme edges of our region in Tauranga and Coromandel respectively, having more centrally-based Observers will help growth no end.

It was also great to have Examiner Lance Goulsbro from Whangarei, plus Examiner Neil Stodart and Observer Peter Hookham from Wellington come along to share ideas and network.



**Philip McDaid introducing the course**

The course ran over a weekend with theory presentations and discussions lead by experienced Observers and Examiners, with practical exposure in terms of short observed rides. This was all backed up with comprehensive reference material.

The next step is for all Trainee Observers to be allocated to experienced Observers who will mentor them in a practical environment whilst also

mentoring Associates. It will cover both technical and interpersonal aspects of Roadcraft through a formal series of training modules, each of which are signed off when the T/O maintains the required standard. The completion rate will vary but a 5-12 month period would be a good indicator of the time required depending on availability.



**Some of the participants and presenters**

When the mentor believes that the T/O is ready, an independent Senior Observer or Examiner conducts the full Observer Test. This consists of a written multi-choice test covering the NZ Road Code and Roadcraft, a riding assessment to ensure that personal standards have been maintained and observing the T/O running an observed ride on another rider, including the completion of a written report. This is a demanding process but not only is it important for the growth of IAM; it's also a significant contributor to personal growth. This theme is continued by giving Observers the opportunity to help present future Observer training courses.



**Lloyd Hollis practicing the completion of a ride report with Observer Richard Turnbull**

## **Plans and Priorities**

There are two immediate priorities which go hand in hand. As already mentioned, getting more trained Observers in the CNI region is necessary to build membership. There are also existing Associates in the region for both historic and geographical reasons who have not received mentoring without significant travel. With the better weather not far off and T/O's now domiciled in the region, we will soon be in a better position to offer regular mentoring so we'll be in touch. By all means chase us too!

The immediate task is charting the availability of trainee Observers to assist with observing Associates. Some work shifts so there should be opportunities for both weekday and weekend rides.

Don't forget that the success of the CNI group heavily depends on everyone contributing so if you have any suggestions or questions, we'd love to hear them!

## **Meet the Team**

In this issue, we continue the profiling of active motorcycle members within the Central North Island, especially as it's such a geographically large area. This time, it's the turn of Rob Van Proemerren (Pokeno) and Paul Quilter (Tamahere-Hamilton)

### **Rob Van Proemerren – Trainee Observer**



Yes I'm an import, born and bred in the Netherlands, my family moved to NZ in the mid eighties when I was 15. In my home country bicycles are a very common mode of transport, so

boring as it sounds this was my main form of transport for my formative years. I recall when I was 8 or 9, we had to do a basic road skills test (at school) in order to be deemed safe on public roads.

At age 11 or 12 had my first experience of riding motorised bicycles. All quite innocent at the time, a friend of ours was getting rid of something like a postie bike. Some swift manoeuvring landed me a 50cc scooter of which I can't for the life of me remember the make and model of. My brother and I made it faster by painting it fire engine red, quite obvious really! Riding it on industrial land or farmers' access tracks was an exercise of dodging the law by not making too much of a nuisance of ourselves. Neither legal nor conducive to learning much, but loads of fun for two young lads. Then after arriving in NZ and learning I could get my licence at age 15 it was all on. Had my bike licence before my car licence and the lifelong on again/off again love affair with bikes started. The first one was a rather predictable GN250 that my Dad passed on to me. After that a short spell with an XZ400 Yamaha that I just couldn't get passionate about, although it served its purpose of getting me used to a bit more weight and grunt. I'm not overly sentimental about specific bikes, so I don't have an extensive detailed list with photographs to accompany numerous anecdotes. Just some comments though. The oddity of an FZ with 16 inch front wheel also didn't last long; an FZR did better before an XJ900 came into the picture that I rather liked.

Somewhere along the way a CBX550 ended up in my hands, can't recall exactly how this came about, but I did a good few clicks on it, before this one suffered a gudgeon pin failure at speed, with the conrod going out thru the side of the block. Quite interesting feeling hot engine oil on your boots and legs, shortly after the engine has gone clunk and locked the rear wheel up. Could have ended worse I suppose, pull in the clutch and coast to a halt. To date this has been my only Honda, although I did look closely at a VFR800 some years back.

For a while, my folks lived in Kaitaia and even though I spent a couple of years up there myself, it just didn't suit me. Too quiet for my liking at the time. The greater Auckland region has been home to me for a good number of years, albeit broken up by a 10 year spell in Wellington. One amusing story from my folks' time in Kaitaia was how my brother was into dirt bikes whilst he lived up there, 90 Mile Beach was a popular haunt for him and his mates of course. So one day when I'd cruised up from the big smoke on my road bike I made my way over to the beach with the boys. They were hooning it up, which ended up with them seeing who could spin the rear wheel up the farthest. None of the dirt bikes could keep the rear spinning

for further than maybe 10 metres, which made me chuckle. Before long I was challenged to "do better" with my road bike. Oh well, young and dumb I suppose?! The FZ was easy to break loose in second gear on the firm(ish) sand, road tyres will do that of course, so in one hit I roosted sand for something like 45 metres before the tyre started to get some serious purchase and the speed got a little silly. Still surprised I didn't bin the damn thing...

Had a spell away from bikes, but before long that urge just returned. Enter the Teapot bike, a GSX750F Suzuki Katana, which seemed like a boring choice at the time but it also suited the intended use to a T, pardon the pun. Commuting, bit of touring around, bit of hooning and finally some serious rider training for the first time in my biking life. Part of the reason for seeking some rider training was down to my work environment being focused on driver training, being a fuel tanker driver tends to focus ones' attention, and also the wife and I had both done some advanced driver training. The irony of taking a new XR6 to Holden Advanced Driver Training school...but it was the only choice at the time!



**Rob's cool Katana**

This led me to at first doing a number of Pro Rider courses which were held at Manfeild. Then after that did some ACC sponsored courses promoted thru the Wellington Regional Council (I think) after which I got briefly involved thru BRONZ with Roadsafe. For me, the Roadsafe experience was enlightening, not surprisingly for it brought all elements together as per the IAM Roadcraft approach. No criticism levelled at Pro Rider for what they were doing at Manfeild, but at the time it felt like an incomplete approach for me, hence why I kept looking for more. At Roadsafe the IAM approach was encouraged, and it led to Andrew Templeton pointing me to the two books. My shift work meant sporadic participation in any organised riding activities, so reading the two IAM books became a stop gap solution. Fast forward to July 2016 and I've passed the IAM Advanced

Test and now ready to start training to become an Observer.

In 2013, I bought a Suzuki Hayabusa. With its outrageous horsepower, there has been no need for engine performance modifications! A double bubble screen has been added for touring, as has a Ventura pack system and heated grips. A Scottolier takes care of chain lubrication and handling has been improved with the fitment of 55 profile tyres.



**The wicked Hayabusa**

Finally, another one of the reasons why I sought out rider training was brought about by a question that came from one of my colleagues, could I give some pointers to one of his kids about riding? You know how it goes; I'd been riding for what seemed like ages, so you must know a bit huh? Well my outlook was a little different. How sensible would it be for me to impart my knowledge and/or experience onto other riders, until my skills had first been weighed and measured by suitable means? In my line of work I'd done plenty of driver coaching or buddy training if you want to call it that, but we'd had a few courses to set us up with the right skills and tools. I figure why not take the same approach on two wheels?

**Editor's note:** Rob has blogged his journey with IAM. It makes for extremely good reading for those who are thinking of embarking on the same journey or have just started. This is the link to the first of his posts and click on "Newer Posts" at the bottom of each post for more recent ones: <http://robvpnz.blogspot.co.nz/2015/12/my-background-and-why-iam-approach-for.html>

**Paul Quilter – Associate member**



I have been riding a motorbike since I was 14. I got my motorbike license on the day that I turned 15 on a loaned Honda 50 Cub – a step through bike with a semi auto gearbox (no clutch). I was later given that bike for passing School C. I lived in Turangi at the time and rode that bike from Turangi to Gisborne. The trip was split over 2 days with the first being Turangi to Edgecumbe and then from there to Gisborne the next day. I think the average speed was something like 24 miles per hour!



**The awesome Honda Cub**

That was the start of my long distance riding bug. It was followed by a Jawa 175, then a Triumph Bonneville, Norton Commando 750, Suzuki 500 Titan, on which I did over 50,000 km around the North Island.



**Suzuki 500 Titan**

Then I got the trail bike bug, and got rid of the road bikes in exchange for a brand new Suzuki TS 250, purchased from Colemans in Wanganui and ridden home to Turangi in the middle of winter at night. Man I was keen back then! After that, I owned a TS 185 and TS 125. By then I was living in Tokoroa, had a family and sold the bikes to fund a new business. This was in 1978.

Fast forward to 1997 – kids are grown up and I was getting the itch to get back on 2 wheels again. I started looking around for a new bike, and decided that a BMW would be a good idea. I tried out an R1100RS from Hamilton Motorcycle Centre, but did not like the balance and vibes of the bike. Took it back and took out a well worn K1100RS. It was definitely more to my liking and felt “just right”. Unfortunately this particular sample was a bit “loose” feeling, so I started looking around for a better example. My son-in-law noticed a 1996 K1100RS at Mt Motorcycles and so I went over to check it out and bought it. It only had 9000kms on the clock, and I proceeded to fix that. Over the next few years I did many non-stop trips between Hamilton and Christchurch where we had a business. I really enjoyed that bike; it was great, except for the heat on a summer day when you stopped in town at the lights. The first Rusty Nuts 1000 miles in less than 24 hours ride that I did was with Geoff James and a fellow Tokoroa resident and was on that bike which I nicknamed Brunhilde. The picture below is of Brunhilde waiting for her rider at the Rusty Nuts 1000 miler at Turangi in 1999 or 2000.



When we decided to build a new house I knew that the bike would not get much use, and I was right. I rode here just twice in a year and that was to go and get a WOF each time. So she was sold to a chap in Westport and I rode her down to Nelson, handed her over and flew back home. The next few years were spent building the house. It took 7 years and then I was ready for another bike.

Of course it was going to be the later K1200RS model, and so the search began. I found a reasonably good specimen in Hamilton from a chap who was going through a marriage split and selling the toys. She had 36,000 on the clock in 2013 when I got her. She is now nudging 75,000.



**BMW K1200RS**

Most of the miles on this bike have been done 2 up with my wife shown in the picture above. We now have 5 bikes in the garage. My wife has a 1990 BMW K75S, and a Moto Guzzi Brevia 750, and I have another K1200RS that I saved from the scrap yard and restored in 2014.

My current project is turning a 1987 BMW K75S into a lean mean stripped down Cafe racer. We enjoy riding our bikes and do most rides together. I do my own mechanical work on them and enjoy that a lot especially during the winter months.

Now I am at a stage where I want to give back to the motorcycling community by upskilling myself via the IAM and helping younger riders to stay alive long enough to enjoy it as much as we do.

## **Odds 'n sods**

### **Observed rides**

With all the wet weather and gales disrupting opportunities for observed rides, a bit of innovation when the opportunity arises sometimes helps keep things on track!

A few days ago among all the storms, a window of an hour or two of reasonable weather was forecast by MetService. Associate Tony Knight lives in the Waikato but works in Auckland. It also happened that trainee Observer Lloyd Hollis was available at the same time. A ride was therefore hastily arranged to turn Tony's morning commute into an observed ride via some interesting roads and a few challenging conditions. A great result for everyone involved!

Lloyd also got the "jammy bugger" award and plenty of ribbing from the other two on the ride. Coming into Papakura, Lloyd was giving a demo. Over the comms, he notes rubbish sacks on the roadside and comments about watching out for the possibility of a rubbish collection presenting a hazard. Not 30 seconds later, the truck sails out of a side turning in front of us with the collectors running into the road! A great demo of both commentary and a perfect example of: *What can be seen? What cannot be seen? What might reasonably be expected to happen?*

### **IAM membership subscriptions**

A gentle reminder to CNI members who have not yet paid the 2016/17 subs as these are now overdue. Payments can be made on-line to the IAM account: ASB 12-3011-0759542-00. Make sure your name is used in the reference field.

Don't forget that feedback or anything you'd like to contribute - both will be appreciated - it's your newsletter!

Best regards,

Geoff James  
Senior Observer, CNI  
[geoff.james74@gmail.com](mailto:geoff.james74@gmail.com)