

MOTOCICLISMO

ITALIAN MOTORCYCLE OWNERS' CLUB NEW ZEALAND (INC.)

ISSUE 308

SPRING 2024 | imoc.co.nz



AERMACCHI | APRILIA | BENELLI | BIANCHI | BIMOTA | CAGIVA | DUCATI | GILERA |
ITALJET | LAMBRETTA | LAVERDA | MONDIAL | MORBIDELLI | MOTO MORINI |
MOTOBI | MOTO GUZZI | MV AGUSTA | PARILLA | PIAGGIO | RUMI | VESPA

NEED A **WEBSITE** THAT DELIVERS?

In today's digital age, a captivating and user-friendly website is vital for the success of any service-based business or e-commerce venture. As a passionate and experienced website designer, I take great pride in crafting visually stunning and functionally exceptional WordPress websites tailored to suit your unique business needs. With our seamless cloud hosting services and comprehensive content assistance, we ensure that your online presence stands out in the competitive virtual landscape.

Get in touch with Gary to discuss your website.

P 0277 673 718

E gary@richandco.co.nz

W richandco.co.nz

rich+co
connecting business through design



CONTENTS

Issue 308 | Spring 2024

President's Ramble	4
Some words from the president	
Committee Report	5
Club updates from Daryl	
Profiled	7
Mack R	
IMOC AGM 2025	9
News about next year's AGM	
Namibia by Tuareg	10
This is Africa!	
Call to Gather	14
Chiamata all'adunata	
A Trip to Italy	22
Bikes, Wine, Pasta, Pizza	
What's new?	26
Three new exciting bikes	
Is ACC working?	30
Are we getting a good deal with ACC?	

PRESIDENT'S RAMBLE



WORDS BY **BRIAN HEWITT**

GREETINGS IMOCERS!

Here tis, another great and rare edition for your viewing pleasure!

Spring has sprung in the North, while most of the Sth Island is under snow right now. No wonder those Mainlanders have been quiet. Club activities in the North have been solid, and 'Thank you' to the Northland, Auckland, Waikato and and BOP Members in particular who have been active and out there.

Planning is well advanced for the NZ Motorcycle Show at Ellerslie Showgrounds, 5-6th October. IMOC will be there, bigger and brighter than before. This year promises to be awesome in the bigger more central premises. Make sure you get along to this premiere event and come and say Giddy! There are serious prizes to be won!

Also for the Calendar is the Tattley Rappet held in Masterton 26-27th Oct, a very social event. You don't need a Guzzi... just a face, and a heartbeat. An

interest in agricultural machinery and Italian Motorcycles is handy...oh, and a sense of humour really helps a lot. Will be alotta fun!

Our Premiere event coming up is of course, the 2025 IMOC AGM/Rally, this year being hosted at The Park Hotel, National Park, 28-30th April. Bookings at The Park are being held open for Members just secure your spot there now. We will be organizing rides before, during and after the event weather dependent. A great venue and playground to be enjoyed.

Club Membership is strong with new faces being welcomed regularly and enjoying the benefits.

The Membership survey is out by the time you get this, and we look forward to your feedback on how to improve your Club. Please take a couple of minutes to complete this.

As some feedback for you from our end, we are always looking for more travel, excursion, road test experiences and we are very Thankful for the ones supplied

to date, keep them coming please. Members always really enjoy these, but you don't always get this feedback.

We 'Welcome' Jon Drew and Colleen Plummer to the Committee, with Colleen taking on the role of Events Coordinator, Thank you Guys for coming on board and offering up your time and skills.

And a BIG shout out to the other Committee members AND the Area Co Ordinator's who voluntarily help make your Club... a great Club!

Gary Richards has put in another big effort and his personal time into producing this classy mag, Thank you Gary and the Contributors.

Looking forward to a great summer riding season, there's gotta be a Sth Island trip in there somewhere!

There or Square!

Brian Hewitt

President

Italian Motorcycle Owners Club NZ 





PRESIDENT Brian Hewitt
027 483 6020
president@imoc.co.nz

VICE PRESIDENT Steve Allan-Wright
027 273 4845
sallanwright@gmail.com

SECRETARY + MEMBERSHIPS Daryl West-Hill
021 655 104
membership@imoc.co.nz

TREASURER Neville McGrath
021 636 438
treasurer@imoc.co.nz

EVENTS COORDINATOR Colleen Plumber
021 832 166
colldoll71@gmail.com

MAGAZINE DESIGNER + WEB DESIGNER Gary Richards
0277 673 718
gary@richandco.co.nz
www.richandco.co.nz

AREA COORDINATORS

Northland Greg & Mandy 021 996 918

Auckland Brian Hewitt 027 483 6020

Waikato Evan Williams 027 362 5171

BOP Peter Jackson 027 257 2590

Hawkes Bay Vacant

Taranaki Grant Kenny 021 451 258

Manawatu Shaun Bromley 021 267 3056

Wellington Vacant

Upper Sth Island Craig Smith 029 242 2961

Canterbury John Kinvig 021 242 2319

Otago Paul Keesing 021 138 3055

Southland Ricky Stewart 027 414 4168

SUPPLIERS

DESIGN + PRODUCTION Rich&Co - richandco.co.nz

PRINT Printing.com

CONTACT DETAILS

WEBSITE www.imoc.co.nz

EMAIL imoc@imoc.co.nz

POSTAL ADDRESS IMOC PO Box 46 222
Herne Bay, Auckland 1147

BANK ACCOUNT 02-0110-0252241-00

COVER Photo: Courtesy of Aprilia.com



SECRETARY REPORT



WORDS BY **DARYL WEST-HILL**

KIA ORA, BONJOUR, HALLO, CIAO, HOLA AND HELLO,

Like rust, your committee never sleeps. We've been busy planning 2025's AGM, our participation in the Star Insurance NZ Motorcycle Show and producing another awesome club magazine.

Your IMOC committee has also grown. We welcomed onboard Colleen Plumber (and her Ducati Monster) who's acting as our Events Coordinator (i.e. Colleen not the Monster). Learn more about Colleen and her partner in crime – Jon, in this magazine's Personal Profile.

AGM 2025

Next year's AGM is something special as IMOC will be celebrating our 50th birthday. Financial members who attend, will be treated to limited edition merchandise and the usual philosophical discussions over cups of tea. Keep Friday 28th March to Sunday 30th March 2025 free and book your accommodation before it all gets gobbled up. Accommodation at The Park Hotel Ruapehu can be reserved by emailing bookings@the-park.co.nz. The charge on your card will not be

actioned until one day prior to arrival. For more information, please refer to Hello Club.

NZ Bike Show

If by chance you haven't seen IMOC's Facebook and Hello Club posts, IMOC will once again be represented at this show. The show is confirmed for Saturday 5 October 2024, 09:00 – 17:00. We'll once again be selling merchandise and displaying a selection of our members' bikes. If you want your bike display and/or can help on the IMOC stand, please contact our President Uncle Brian on 027 483 6020 or brian@batterylife.co.nz.

Admin

We've just finished issuing another bunch of 5-, 10- & 15-year membership badges. We ran out of 15-year badges. These have been ordered and will be issued in early September. If you are missing a badge, please contact me on mightycowlover@gmail.com.

Until we meet again remember, stay cool 'till after school. 🇮🇹



NEW MEMBERS

IMOC is delighted to welcome the following new members to the Club

Rik Anderson
Manawatu

Al Atkins
Northland

Grant Barrow
Auckland

John Begley
Bay of Plenty

Ross Cameron
Auckland

Paul Clark
Canterbury

Andrew Emery
Auckland

Michael Famularo
Auckland

Ross Gaddes
Waikato

Steve Gilliver
Auckland

Will Jeffery
Auckland

Brett Latimer
Wellington

Barrie Llewellyn
Auckland

Craig Mills
Auckland

Bruce Mitchell
Auckland

**Mack R
Varnosafaderani**
Auckland

Sharn Radford
Auckland

Paul Schultz
Bay of Plenty

Michael Sheehan
Auckland

Michael Smith
Canterbury

Glen Spink
Manawatu

Matt Strijbosch
Hawke's Bay

Chris Ward
Bay of Plenty

John Williams
Auckland

Andrew Wilson
Waikato

The Experts in Life, Medical, Trauma & Disability Insurance

General consensus is that most Life Insurance people are pushy, self-interested product peddlers, with little interest in understanding the client's personal or business situation.

At Elan Brokers (now with twice as much listening power) we are

different. Our primary goal is to listen to clients and suggest a solution which meets their needs and not ours...

With 30 years in the Insurance Industry, our knowledge in the field is extensive. Our clients are varied – from advertising through

to zoologists, from mums and dads through to CEOs of publicly listed companies.

For help with Life, Medical, Trauma and Disability Insurance, talk to us. Happy to listen and most importantly, be there at claim time.



Contact Richard or Oliver Pykett

Richard 021 991 900

Oliver 021 506 350

Office 09 268 4140

Freephone 0800 435 260

Web elan.co.nz

Facebook Elan Brokers

 **ELAN**
B R O K E R S



IMOC

RIDE ITALIAN

IMOC MEDIA PACK

2024 Magazine Advertising Rates

Please find our advertising rates for 2024. If you have any questions or queries, please do not hesitate to contact Gary by email on gary@richandco.co.nz

Regular Advertising Rates

Double page spread	\$200
Full Page (Single)	\$110
Half Page	\$80
Quarter Page	\$50

Specifications (depth x width in mm)

Trimmed Page Size	297 x 210
Full Page Type Area	262 x 180
Full Page (with bleed)	303 x 216
Double Page Spread (DPS)	420 x 297
DPS Page Type Area	360 x 262
Double Page Spread (with bleed)	426 x 303
Half Page Horizontal	180 x 131
Half Page Vertical	90 x 262
Quarter page Horizontal	180 x 66

Advertisers are invited to submit advertorials to be published in our magazine. These need to be purely informational about a specific product or service. The written content should be no less than 500 words and must be accompanied by quality photographs and/or graphics.

Rates above are effective from January 2024

All artwork to be emailed to gary@richandco.co.nz

If artwork is too large for email, go to www.wetransfer.com and upload the files to gary@richandco.co.nz

Payment is due 20th of the month following invoice.



PROFILED

Mack R Varnosafaderani



Where were you Born: Bangalore, India

Relationship to IMOC: IMOC needed a few more diversity checkboxes ticked. Jokes aside, my passion for Italian motorcycles led me to joining this group

Occupation: True to my people, I work in the IT industry as Cloud Operations Manager at a Kiwi-owned SaaS provider.

What did you want to be when you grew up? Rich and retired. Depending on when this question was asked, anything from professional fighter to professional motocross rider.

If you could invite three people to dinner, dead or alive, who would they be? I'd choose my grandfathers, because I would have cherished the chance to get to know them; and Farrah Fawcett from the 70's (I can't explain why, my wife will probably be reading this!)

What wouldn't you leave home without? Clean undies and iPhone

What is your favourite destination? Palawan Island, Philippines

Who would play you in a movie? I'd love to be in a movie so I choose me. I'd rather do the acting and stunts myself... No one will probably watch it, but hey I'm in a movie!

What's the best ride you've been on? Exploring Goa on a mini cruiser with my ex-girlfriend (now my wife).

What's the worst ride you've been on? I took a night ride from Bangalore to Nandi Hills and, of course, got a puncture. In a country with over a billion people, not a single one was around! I had to push my bike to a nearby village and ended up crashing on the floor of a farmhouse, thanks to a kind family.

Three words that best describe you? Chubby, dark, handsome

If you were a bike, what would it be and why? Ducati Panigale V4 SP2 2023 – Dark, phat, and sexy.

What is your secret vice? My daughter (Sofia) and my fur babies (Charlie and Cooper)

People would be surprised to know that: I speak Farsi and I'm half Persian.

Favourite Quote: "Four wheels move the body. Two wheels move the soul", closely followed by, "You're smarter than you look"

IMOC

ITALIAN MOTORCYCLE OWNERS' CLUB NEW ZEALAND (INC)

MERCHANDISE

Available now at www.imoc.co.nz/merchandise





IMOC AGM 2025

50th ANNIVERSARY

IMOC RIDE ITALIAN

We're already planning the AGM for next year! That's right - dates, venue - the whole shebang. A stunning venue including dinners on Friday and Saturday.

- The location will be The Park Hotel, National Park, Ruapehu.
- **Save the date:** Friday 28 - Sunday 30 March 2025
- You have plenty of time to start saving!
- Bookings are open now. Email bookings@the-park.co.nz and mention that you're part of IMOC group. You'll need to let them know how many people, phone number and card details including expiry date. They won't charge your card now.



NAMIBIA BY TUAREG...

WORDS AND PHOTOS BY MIKE HOOD

TIA

IN ONE OF THE early scenes in the movie Blood Diamond, Archer ('Rhodesian' diamond smuggler) introduces Maggie (American Journalist) to the 'concept' of **TIA**...

This Is Africa!

Africa is unique - a continent like no other. It's a place where you go for an 'adventure'... not necessarily a 'holiday'.

One must synchronise one's thinking and expectations to the 'vibe' of Africa. In other words, understand and adjust one's mindset to how things work on this continent (and don't work from time to time).

In my opinion, the trick in Africa is

to 'go with the flow'... 'swim with the current', not against it. My general approach is to 'expect the unexpected and never expect the obvious'... in a relaxed and calm manner of course.

Africa will test your patience relentlessly... yet reward you in the most incredible ways! For example, once you have witnessed wild elephants leisurely strolling along silhouetted against a breathtaking African sunset... all your frustrations will quickly disappear. Attitude is everything in Africa!

Case and point... My motorcycle of choice for my African adventure,

an Aprilia 660 Tuareg, was shipped from Auckland to Cape Town earlier this year. Instead of arriving on the scheduled date, the ship carrying the bike had to anchor outside the port for about a week because there was no wharf space available for it to dock at.

The next 'hiccup' was an issue to do with the paperwork of a camper van in the same container as my Tuareg. This prevented South African Customs officials from releasing the container with my bike in it, and thus not allowing me to uplift the bike until the matter was resolved... a further two weeks delay.



So... instead of spending a few days in Cape Town prior to uplifting my motorcycle and beginning my African adventure, as originally planned, I spent almost a month there desperately trying to uplift my bike. The frustration experienced well and truly tested my patience. TIA!

So now the scene is set... my plan moving forward is to base my Tuareg in Southern Africa for several years... and to fly in periodically, say every 6 or 8 months, to explore a couple of countries each time. My next trip will be to north western Namibia, then onto Angola and Botswana. Eventually I intend to end up in Ethiopia - my favourite African country.

At midday on Wednesday 15 May 2024 I finally departed Cape Town bound for Namibia. I arrived at the small town of Steinkopf in northern South Africa in the dark... 600+ kms later. The adventure had begun!

The next day I chose a 'trail less travelled' riding across an isolated desert to a minor border outpost called Sendelingsdrif on the banks of the Orange river, the natural frontier between South Africa and Namibia.

The following morning, after dealing with border formalities on the South African side, I boarded a small vehicle ferry powered by a tiny outboard motor and held on course by a wire cable

spanning the river.

I was greeted by a family of baboons on the Namibian side... I had finally arrived in Namibia. It felt bloody awesome to be back in my second favourite African country. Namibia is simply amazing!

My destination on this day was Fish River Canyon, a breathtaking site rivalling the Grand Canyon in USA.

From there over the next week, I 'zig zaged' my way north through Southern Namibia to Walvis Bay where the Namib desert meets the Southern Atlantic ocean in dramatic style.

Highlights along the way included the Quiver tree forest and Giant's



playground near Keetmanshoop, the Namib wild horses near Aus, the ghost town of Kolmanskop near the former German settlement of Luderitz. And last, but far from least, the breathtaking sand dunes at Sossusvlei.

Obviously the choice of motorcycle for such an African adventure was a very important one. Having ridden from Cape Town to Cairo back in 2017 on an older Honda Africa Twin (XRV 750), I had a pretty good idea what to expect from Africa.

Minimum requirements of a bike for such a trip, in my opinion, are a range of 350 km and a bike that can cruise comfortably for hours on end at 140 km/hr (often there are long distances to travel between points of interest. Africa is a very big continent!). Reliability is of course paramount, followed by comfort.

My original plan was to ride a Yamaha T7 Tenere - a very capable bike. Aprilia put a 'spanner in the works' when they released the 660 Tuareg. Following a journey 'down the rabbit hole' the path forward was clear. The Tuareg was a level above the T7 in my view. My weapon of choice for the mission had been decided upon!



To date the Tuareg has more than fulfilled my expectations. It's an outstanding adventure motorcycle - ask anyone who owns one. My bike has travelled 3000+ km in Africa to date, on the back of 10,000 km in NZ. It has not missed a beat and is an absolute delight to ride!

Putting aside the incredible features of the motorcycle, I just love riding it. It's pure smile material. The Italians lead the charge in this mid weight adventure sector in my opinion.

Now that I am 'Out of Africa' back in NZ, I'm already planning my next

African adventure. You can take the boy out of Africa, but not Africa out of the boy. I can't wait to get back!

To be continued...

- Mike Hood 🇮🇹





Chiamata all'adunata

'Call to gather'

WORDS BY STEVE ALLAN-WRIGHT



CHIAMATA ALL'ADUNATA - "Call to Gather" the IMOC 2024 Taipa Rally had finally arrived.

Firstly, I want to acknowledge the huge amount of effort that goes in behind the scenes to make these events a success, the actual event is a culmination of months of planning and organising and "nothing happens by chance". Please get involved if you have ideas or want to contribute time, I know this would be greatly appreciated.

Secondly, to acknowledge the event sponsors who got in behind this year's events, this not only helps keep the cost down for club members, but also donated items for spot prizes, or their time and resources to help keep members safe or their staff attended our event adding to the overall experience.

Sincere thank you to Star Insurance as major sponsors, Cycletreads, Motomail, Forbes & Davies and ACC Ride Forever. These organisations not only supported

our event, but many also offer additional discounts to club members when you purchase items from them, your continued support will help ensure their participation for future events!

Still amazed by how time seems to stand still when you are anticipating a major event. Having made the commitment to join the ride with the Auckland team on Friday, I had already packed and unpacked the bike about 4 times by the time Wednesday night



rolled around and had checked tyre pressures, fluid levels and generally fettled with the bike as the days counted down!!

Finally Friday morning dawned and made my way up to the Northern meeting place at BP Dairy Flat – yes I was early having anticipated rush hour traffic and making provision for reduced lane splitting ability with a fully laden bike. I wasn't alone so enjoyed the 3rd coffee for the morning and caught up on the latest news and chatted about all things motorcycling and other topics sprung to mind with fellow early birds.

The chosen route featured some of the favourite roads, coffee and fuel stop at Maungaturoto and "lunch" at the Old Parakao Store. If you have not visited this gem before, make sure you allow plenty of time to wander through the sheds on site, other than the unique dining experience, the call to fame for the business owners is making old cars run, and then racing them on the "Dirt Drag" strip in the valley behind the store. The variety of the vehicles and retention of genuine running gear is testimony to the engineering skills and the Kiwi "can do attitude", and is preserving "Kiwiana" in a very unique way!

After lunch we continued onto the simply brilliant twin bridges road. A brief stop for more fuel at Maungatapere carrying on to Kaikohe before linking back-up with SH1 for the final push into Taipa. Embarrassingly, failed my duties as tail-end Charlie after one of our group had trouble at the fuel station in Kaikohe and had to go to another one further down the road, getting left behind, good fortune shone and arrived without incident.

Special thank you to the dedicated team and partners who travelled a more direct route to Taipa, arriving at the Taipa beach resort with the IMOC banners flying added to the sense of the occasion. Having set-up, the IMOC site at Hampton Downs Motofest a couple of weeks before, I know first-hand how much effort goes into setting these up and making sure that they will stay put, Grazie Mille!!

First event for the Rally was the clubs AGM, thank you for your on-going support of the committee, personally continue to be humbled by the energy and efforts of the committee members and that without them we would not have a club. The continued drive to expand the activities and appeal of our club was acknowledged by thanking the Regional Co-Ordinators who

promote our club across the length and breadth of New Zealand, having a brand agnostic club invites not only greater participation; but the collective knowledge of club members for all makes of Italian motorcycles should not be undervalued and therefore the role our club plays in promoting motorcycling within New Zealand.

A brief highlight of the AGM event:

Presidents Report acknowledged regional coordinators as mentioned above, special mention for club members who were currently undergoing treatment for illness or injury, but also for members who tragically had passed away during the year, representing the club during times of tragedy and grief as one of those tasks that are hidden in the fine print, Brian your empathy and genuine concern is truly appreciated and again we pass our thoughts and offer of support to the families and friends.

Re-election of the committee members:

President	Brian Hewitt
Vice President	Steve Allan-Wright
Treasurer	Neville McGrath
Secretary	Daryl West-Hill
Marketing	Gary Richards
Committee Member	Scott Stoddart
Social Media	Dave Logan

If you feel like running for a role, please let one of the committee members know, also acknowledge Colleen Plummer and John Drew who have subsequently joined the committee.

Deserved confirmation of Jo Steele as a life member of the club, for those in Auckland if you ever wondered who sets up our sites at events, makes sure



there is a supply of treats and generally makes people feel welcome, chances are this was Jo, who together with Scott make “having fun” a high priority for participants at our events.

Motion that Committee Members serving more than 5 consecutive years be granted a life membership, this in my mind is great acknowledgement for the time that these members put into making our club great. Other action items were to try to arrange spot prizes available to people attending club rides, and to encourage participation by having rides at a more moderate pace, none of these can occur unless you show-up, so I encourage you to get behind club rides and volunteer to take an active part by being a ride leader for your own events or by hosting multiple events on the same day, committee members are available to provide guidance and assistance if you are unsure how to do this.

Finally, a plea to members to encourage people to become paid members, we are all ambassadors of the club, and we can only promote more participation and sponsorship for our club events when we are seen as representing a large body of motorcyclists – win win for all.

Following the AGM it was planned that we would hear from Mike Hood on his upcoming adventures, unfortunately Mike was unable to make it, so instead you got to hear about some of my adventures. Not going to bore you with details, but there is a whole world out there and motorcycling is a great way to experience it. Chances are that members of our club have “been there

and done that” which is another great reason for belonging to a club such as ours, and from personal experience motorcycling people are only too pleased to share their experiences and pass on insights and gems which will help make your motorcycling adventure great as well – what are you waiting for!

It was soon time to tuck our babies in for the night, for some this may have been a bit more literal than others, because the next morning we ride to Cape Reinga before the afternoon’s show and shine event.

The road from Taipa to the Cape can only be described as “motorcycle friendly” and despite being a little damp in places in the morning, conditions dried as we rode up and I can only say that this captured the theme for the Rally – “Vivere Una Bella Vita” Living A Great Life, in a manner that I truly believe only fellow motorcyclists will understand.

The joining of oceans at the Cape is a reminder of the splendour and power of mother nature with the visible line of competing waves as these bodies of water meet is something to see.

Well, if you thought the ride-up was good, then you were in for a treat on the way home. After several minutes of deliberation, there were 3 alternates offered including the inaugural ride of our new adventure riding group the IMUC’rs, (not the official name and maybe we should hold a competition for the naming rights for this group) who elected to make their way home along Ninety Mile Beach. A pre-requisite for this ride was to ensure that you had

tyres fitted on your bike that were at least partially intended for unsealed road use. Thanks Carolyn Rood for the snaps and videos, they speak volumes – check them out on our Facebook events page if you haven’t already. I am told on good advice that Terry Parlane has caught the adventure riding bug in a big way and may be hosting rides in the near future – I am sure a little encouragement for Terry will not go a miss.

Another option was to stop at the “pop-up” café for one of their famous in Northland Paua Pies, which seemed to be a popular choice, I didn’t have the Paua Pie, but I can assure you that the one I did have was pretty darn good, and if pies aren’t your thing, check out the size of the Berry Ice-Cream made fresh on site while you wait. Gary was not sharing his with anyone.

The third option included a stop for a pint at one of the pubs on the way back, I am told that the locals make this an experience worth stopping for, but you will need to ask Daryl for more info on this.

Needless to say we were running late for the next event, the now famous IMOC “Show and Shine” and the efforts made to present the steeds in their best possible light can only be given justice by the photos. Hopefully I managed to capture all of your rides and post them onto the Facebook page, the following shots are a few examples which show the variety and beauty of the Italian finery. Of course, not to be forgotten what is at stake is the highly coveted IMOC ‘Best in Show’ as voted by attendees at the event. Feast your eyes on the spectacular line up that we had to choose from.

But alas, despite the apparent order for the Show and Shine event, not all was as at seemed, for behind the scenes it seems the Giuseppe, and Luigi, aided and abetted by their muscle bound hench man fuelled by Mexican beer, a love of food, and perhaps a little wind, had commandeered the meeting room and turned it into a homage to Italian motorcycle enthusiasts.

The Awards had been kindly organised by Scott and Jo, who had chosen the themes for the various recipients in recognition of some of the obscure and often surprising events that had unfolded at club events through out the









year, sometimes “happenings going on seemingly unnoticed” only to be tucked away and aired for all to see. Personally, I will treasure my award as it signifies for me at least the great friendships and camaraderie offered by members of this club.

And of course the highly coveted IMOC members best in show award this year being awarded to Xen Zambas and his fabulous 916 Carl Foggy tribute V4s Panigale. If you haven't had the chance to check this bike out, it truly is spectacular, and probably the closest thing to a road legal racing machine from the Ducati factory. As with all of Xen's bikes this is kept in showroom condition, but used often which is after all what motorcycles are meant for. Make sure you check it out when you get the chance as the pictures do not give this machine justice.

The list below is the list of awards and the deserving recipients, thanks again to Scott and Jo for the huge effort of organising these. As I said these added to a great event, the challenge to you all, come up with a theme for an award for the 2025 AGM event, can be for anything, let your committee know and the story behind how the recipient for the award has been determined, only stipulation is

the recipient MUST BE PRESENT at the AGM to receive the award.

IMOC 2024 AGM /RALLY AWARDS

1. “IMOC Inspiration Appreciation” - an award for a Region that gets stuff happening.
Trophy presented to Northland and \$50 gift voucher from Motomail.
2. “IMOC Hard Arse” - an award for furthest distance travelled to get to AGM Rally.
Trophy presented to Craig Smith and \$50 gift voucher from Motomail.
3. “IMOC Enthusiast” - an award for an enthusiastic participant, someone who turns up for rides and meetings consistently.
Trophy presented to Roy Van Eeden and \$50 gift voucher from Motomail.
4. “IMOC Old Timer” - an award for the longest standing IMOC member present at AGM/Rally.
Trophy presented to Peter Littlejohn and \$50 gift voucher from Motomail.
5. “IMOC Positive Contributor” - an award for someone who is a friendly, positive and fun team player.
Trophy presented to Steve Allan-Wright and \$50 gift voucher from Motomail.

6. “IMOC Valued Member” - an award for someone considered a “treasure or valued” to have as a member of our club.
Trophy presented to David Jones and \$50 gift voucher from Motomail.
7. “IMOC Ingenuity” - an award for an IMOC person who has demonstrated motorcycling advancement, enhancement and ingenuity.
Trophy presented to Kel and Carolyn Rood (Riders' Rest) and \$50 gift voucher from Motomail.
8. “IMOC Best in Show” - an award for Bike judged by members as best in show 2024.
Trophy presented to Xen Zambas (Ducati)
9. “IMOC Judges Best Bike” - an award for “President's Choice” bike. (Judged by Brian Hewitt)
Trophy presented to Scott Stoddart (Ducati Diavel 1260) and \$50 gift voucher from Motomail
10. “IMOC Most Unique Bike” - an award for the Bike judged by members at the Rally as the most unique bike present.
Trophy presented to Tony Wheeler (MV Augusta F4) and \$50 gift voucher from Motomail.



The other major prize for the evening was a draw for a new Dainese Tempest 3D-Dry adventure jacket, donated by Cycletreads. This all purpose adventure jacket has numerous features to ensure all year round comfort and rider safety. *Congratulations again to Roy Van Eeden, who I know was very appreciative recipient and has already purchased the matching pants, so be sure to compliment Roy on his nice shiny gear next time you see him at a ride.*

For me and I hope for the rest of those attending the evening meal and the chance to relax and share motorcycle stories added to a great event. Having almost everyone accommodated on site added to a relaxed atmosphere with lots of mixing and mingling going on from members all over the country, including those who had ridden from the South Island.

Planning has already commenced for Rally 25 and promises to build on the great foundation that was this years event. Want to get involved? Reach out to a Committee Member or your Regional Ride Co-ordinators, or just drop a note on our Facebook page. You haven't already done so, be sure to block out the 28th to 30th March 2025 in your calendars, and watch your email and Facebook accounts for details, I am told it's going to be a steaming good time!

Sunday morning seemed to arrive too soon, got up at what I thought was a respectable hour to help pack up, only to discover that my interpretation of respectable was actually late as it had all been done by the time I got there, "Thank You" to those that helped with this and certainly enabled a full days riding for the return journey.

With no set ride, members were left to choose their own routes home, personally joined the group who headed back through Broadwood and crossed the Hokianga Harbour by ferry from Te Karaka Wharf to Opononi where we stopped for fish and chips. The ride was peppered by rolling rain showers, and the general poor road conditions coupled with tyres nearing the end of their tread life reminded me on several occasions how fast tyres wear out when carrying heavy loads and covering large distances, note to self to make sure there are new shoes fitted for next years Rally, even if need to keep a partially worn set as spares.

The ride from Opononi to Dargaville via the Waipoua Forest was again spectacular albeit a couple of puck moments from a struggling for grip rear tyre, not something Neville was experiencing as he set an "appropriate speed for the conditions" pace at the front. As always Murphy accompanied us along for the ride, with one rider running out of fuel, quickly alleviated by very accommodating farmers who clearly experienced this phenomenon on a regular basis, eh Wayne, followed a few hours later by the inevitable flat tyre. As unattractive as they are, the "dog pooh" plug came to the rescue, and despite a few failed attempts at getting air pressure back into the offending hoop, soon had us heading for home.

Hopefully you all enjoyed the rally as much as I did and see you all out there soon.

Steve.

Final word goes to hopefully the next generation of Italian Motorcycle Owners and our tireless host for the weekend who went above and beyond to make sure that we were well fed and watered. 🇮🇹



MAM

MotoMovers



Your solution for
Motorcycle transport

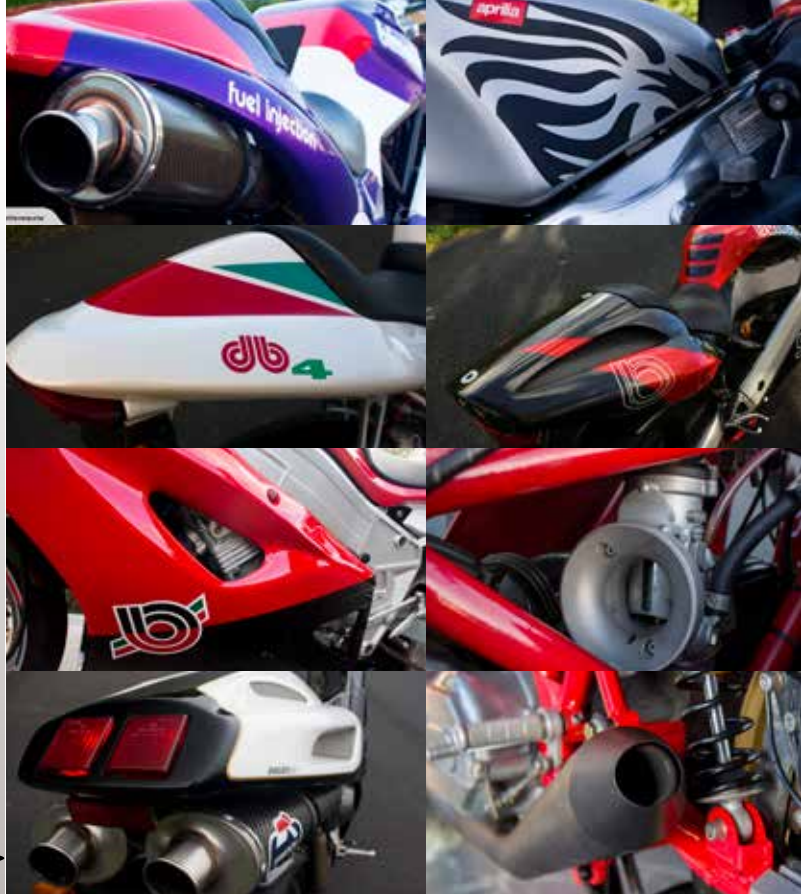
10%
DISCOUNT
for financial
IMOC members

Motorcycles
Quad Bikes
Side x Sides
Priority service available

For quotes & bookings
Phone

Sandra
027 241 0079

or email us for a
no obligation quote
motomoversnz@gmail.com



DREAMCYCLES
dreamcycles.co.nz







A TRIP TO ITALY

WORDS + PHOTOS BY GARY RICHARDS

IT TOOK SOME SERIOUS PLANNING and even more serious saving for our overseas trip which spanned Dubai, South Africa and Italy. The catalyst that started the planning of our trip was how some very close friends of ours had passed away for various reasons, other than old age and we felt we needed to live our lives and stop the everyday routine of work, eat, sleep, repeat.

We first landed in Dubai after a long 17 hour flight and messed around at the pool and visited downtown Dubai for some sight seeing.

The following day we headed into the desert for the first part of our tour – riding quad bikes in the dunes. It was bloody hot and riding the Yamaha quads bikes through the dunes provided some very welcome airflow! The ride lasted for about an hour and it was amazing! It would have been even better on two wheels! We also did some sandboarding down some steep dunes and then headed off to do some camel

riding, smoking shishka, some Arabian entertainment and another outstanding gastric experience – dinner.

The next morning we flew out to South Africa. It was kind of strange being back in South Africa after 30 years but really good to see my sister and seeing where she now lives in a small village, two hours north of Port Elizabeth called Bushmans River.

We did all the normal stuff when you're in South Africa – braai, drink beer and go and check out some game in the game reserves.

We flew out on Sunday with no interruptions and began our long flight to Milan, Italy on our 14-hour flight via Dubai.

After landing in Milan we headed into the city centre with a short walk to our accommodation. After freshening up, we headed out and found a nice restaurant for some REAL Italian cuisine. Since visiting Italy 30 years

ago when I was not much of a foodie compared to now, we were keen to try every type of Italian meal we could get our sticky fingers on.

Well our first meal did not disappoint. We ordered pizza and man, it was good.

The next morning, we headed for Venice and spent three days exploring the ancient city. I love Venice, and it was so awesome to be back in those medieval streets with the cobblestones, old bridges and characteristic buildings.

Amongst many of the eateries we visited, we had dinner one night at Casa Bonita. It had to be one of the best meals I've ever had. Along with a bottle of Chianti from Tuscany, it was a match made in heaven.

On leaving Venice, we rented a car and headed to Rimini. This was a whole new experience for me – driving on the wrong side of the road was one thing, but the extremely narrow roads, very few of them with any shoulder, sure



was a challenge for the first couple of days before I became accustomed to it.

We arrived at our accommodation in Cervia which turned out to be super luxurious and a beautiful hotel overlooking the beach.

The next day we headed south to visit the famous Tavullia. This is the town of Valentino Rossi and where he grew up. He is the one that put Tavullia – a sleepy little village – on the worldwide map. So much history with the 9 world champion and with Jo and I being huge supporters of the number 46, we were very excited to visit this little town.

We visited the museum and the factory shop where the hairs on my neck were

raised with awe of how amazing this all is.

Then we walked about 4km up the road to the lookout of where one can see The Ranch – Rossi's playground and where the Riders Academy meet and train regularly.

We visited San Marino, enjoying the drive there with such beautiful. We had lunch at the 3 Towers of San Marino. This was spectacular to see as it was built in 1000AD.

The following morning we made our way (the long way) to Tuscany. Driving through the Italian countryside and all the small little quaint towns was stunning. We got to Siena at about 1pm

and planned to watch the Catalunyan Tissot Sprint at 3pm. We searched everywhere but there was nowhere at all to watch MotoGP in Siena.

Our accommodation was just 10km north of Siena – the famous La Loggia Villa Gloria which had been advertised strictly as adults only. What were we to expect?

It was out in the Italian countryside and is a large Italian 'ranch' which was absolutely spectacular and such a great place to stay. Terracotta roofed houses scattered in the surrounding hills made us feel truly like we were in Tuscany. Of course, a nice bottle of Tuscan wine helped us feel that way, along with some pizza and some other Italian delights.

The following day we travelled around Tuscany. It was Sunday morning and loads of local bikers were meeting in one of the little villages before shooting off into the Tuscan hills on some really cool windy roads. I wished I was on my bike winding my way through these hills. Lots of bikers going in both directions enjoying their Sunday ride made me extremely envious.

After 3 nights, we headed off through the Tuscan hills to Florence. We dropped the car off and headed to our somewhat 'tiny' accommodation.

The next day we caught the bullet train to Bologna doing 299km/h – I wasn't sure why it didn't click over to 300, but 299km/h was pretty cool! Bologna was just an overnight stay with a planned visit to the Ducati Factory on the following morning. Bologna is known as the food capital of Italy, and they weren't wrong about that! We ate and drank at as many establishments that time and our stomachs would allow.

The following morning we were off to the Ducati Factory. On arrival, you certainly knew you were in the right place with the posters along the road being all about the progression of Ducati from the early days. Then we were guided through each department of the factory from engines to pistons to frames to assembly and so on. Every single stage has at least 4 quality control checks. So imagine that every piston or valve or tank or fairing gets quality checked by 4 different people before it can be signed off. The level of quality required in the factory was extreme and the smallest imperfection was simply not acceptable.



The interesting thing was the number of women working in the factory – 49% to be precise. This is mostly because women have small hands and fingers to assemble all those tricky little bits – so now you know when you're trying to assemble something on your bike and you think 'how the hell did they do that?' – well now you know.

The factory was super interesting and a shame that we couldn't take photos, especially of the guys testing the bikes on the dyno – what a cool job!

The museum was great as well and so much to see. We were allowed to sit on the bikes in the entrance and I chose the new Hypermotard – very sexy!

Back to the city for a quick lunch and then on the 299km/hr bullet train and back to Florence in just 30 minutes.

The next day was MotoGP at Mugello! Terribly exciting and we had all our branded gear ready for an amazing two days at the famous circuit. We caught the train to Borgo Lorenzo and then a bus to the track. Walking around the service road at any time of the day (and probably night) was taking your life into your own hands. Bikes whizzing past with no exhaust or with a custom megaphone exhaust to make as much noise as humanly possible. People with bladeless chainsaws that revved them WAY past the redline. Others had larger engines (even V8s) mounted on stands

and they had this great big megaphone exhaust on them and then rev them till the valves bounced. I always knew Italians were crazy, but this was a whole new level of crazy!

We found a spot on the grass right next to the Ducati stand at Correntaio corner. Obviously a popular spot to be as there were 1000s of people there, all making as much noise as possible with airhorns and smoke bombs, yelling and screaming their favourite riders' name.

The qualifying and Tissot Sprint race on Saturday was great, and we thought it was busy, but come Sunday – Race Day, there were more than twice as many people. Finding a spare little patch of grass was not easy, but we found one and had a great view of the track. It was an awesome race with Pecco Bagnaia taking first place to make it a double from Spain the previous week.

We made it to the podium for some very festive celebrations and very happy Ducati and Pecco fans.

The following day we headed back to Milan for our final day in Italy. A sad day, but we really felt we had an outstanding holiday and were already thinking about our next trip to this beautiful part of the world. 🇮🇹



WHAT'S NEW?

WORDS + PHOTOS: DARYL WEST-HILL

Three Exciting Motorcycles Expected in 2025



Ducati Panigale V4 – 2025

Shock, horror and dismay... the Ducati engineers have finally beaten the designers... function has won over form... purpose over beauty.

We're talking about Ducati's flagship model the Panigale V4... their long adopted single sided swingarm has mutated into something normal, that can be found on any Yamaha. A conventional double sided swing arm.

But all is not lost... Ducati claims the new swing arm reduces lateral stiffness by a hefty 37 percent, helping deliver more feel to the rider while exiting a turn under power. Furthermore, on tap we can expect 209 horsepower from the 1103cc V4. To aid stopping is Brembo's new Hypure calipers. These clamp onto 330 mm discs which are 30g lighter per side.

Other good news is that the bike retains DES, 6D IMU, race eCBS, DTC, DVO, DSC, DWC, DPL, DQS, EBC and it's ready for DDL and DMS. Any questions?

If you're tempted, then your IMOC committee also recommends the optional Akrapovic track/race exhaust system that knocks off a claimed 14.5 lb and will boost power to a claimed 225 hp. Just enough to keep you focused.



New & Used Exclusively Sourced Ducati Spares

NZ Distributor for



EXACTFIT
TIMINGBELTS



Email us for Best Price

📞 021 642 130 ✉️ ducatisparesnz@gmail.com ducatispares.co.nz



Ducati Panigale V2 – Final Edition

The Final Edition will be produced as a limited run (just 555 units), is essentially the existing S version with an avalanche of Italian bling being...

- » Superquadro Tribute dedicated livery
- » Billet aluminum steering plate
- » Dedicated rider's seat
- » Sport hand grips
- » Rizoma rider footpegs
- » Carbon fiber silencer end cap, front and rear mudguards, clutch cover, and shock protector.
- » License plate holder removal kit, billet aluminum mirror removal kit, and billet aluminum racing fuel tank cap
- » Full Öhlins suspension and steering damper

A gorgeous bike with road, track day and art applications.



Ducati Panigale V2 – New Edition

Unfortunately, our IMOC international spy network has been unable to procure any pictures of the pending Panigale V2 replacement.

Our spies have confirmed however, this new Panigale V2 will likely be more affordable, a less highly strung version of the current V2 adopting Ducati's well-rehearsed 937cc Testastretta 11° engine with desmodromic timing (this motor currently occupies their Monster, Supersport, Desert X, Hypermotard 950 and Multistrada V2 bikes).

We can safely expect the new Panigale V2 to be like the current Superport but with a more focused riding position and up-spec'd tech.



Aprilia RSV4 XTrenta LE

In case you were wondering “Trenta” is Italian for “thirty,” which celebrates three decades of racing since Aprilia won its debut world title in 1992 with Alex Gramigni’s 125 championship.

Ever wondered what the RSV stands for? We don’t know but our sources suggest it stands for “Racing Series V-Twin” which dates back to the Gen 1 Mille (98-03).

The RSV4 XTrenta LE was developed by the Noale Racing Department using MotoGP technology found on the RS-GP. Aprilia says this is the “most extreme, high-performance, and exclusive Aprilia RSV4 ever” and is the “first motorbike in the world equipped with rear underwings.”

Plain speaking, Aprilia basically took the RSV4 Factory and raised its performance through various engine and exhaust modifications resulting in 230 hp.

Now for the bad news ... expect a price tag of around \$100,000.

Now for the good news... the \$100k “investment” also gets you a numbered plate, cover, and floor mat.

More bad news... only 100 models will be produced.

To finish on some good news... buyers will have the opportunity to take delivery of the RSV4 XTrenta in person at the Noale Racing Department.

I’m off to buy a Lotto ticket.





Motoguzzi Nevada 850

This well-loved and popular workhorse gets an update for 2025. The old-school air-and-coil-cooled diesel V85 will have variable valve timing and IMU-powered electronic safety systems. This variable valve timing system not only cleans up the exhaust, but also boosts output. Now, the engine makes a claimed 80 hp at the crank, at 7750 rpm. Peak torque is supposed to be 62 lb-ft at 5100 rpm, and thanks to the engine updates, Moto Guzzi says most of that muscle is available at 3,500 rpm. Nice paint job as well. 🇮🇹



Become an IMOC Member

Join IMOC and become an elite member of an established club, join our rides, come along on our annual rally and cruise with us on our overnights to exciting and interesting places on roads you never knew existed.

Visit www.imoc.co.nz
Click the 'Join' button.
As easy as that!

IS ACC WORKING FOR US MOTORCYCLISTS?

BY KAREL PAVICH

What most people don't realise is that there are 4 ACC accounts, one of them is the "road traffic" (or similar name) account which deals with ACC traffic accident claims that meet 2 criteria:

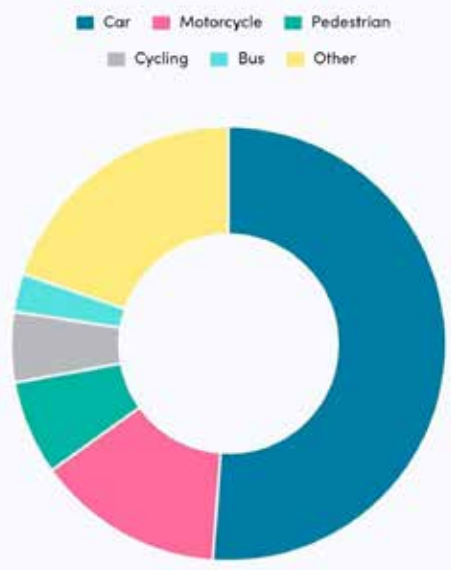
1. Involves a moving vehicle
2. Occurs on a public road.

That incorporates pretty much all road riders claims as they meet that criteria. The Sport and Recreation account deals with trail bike riders/farmers/racers/competition riders etc because they don't usually have accidents on public roads.

The graph shows you the mix of vehicles in that account. The thing we also should understand is that ACC cover is a "no blame" insurance, so it doesn't matter whose at fault, we still get covered.

IMO, the best way we can deal with this is to try not to have incidents and keep the motorcycle claims costs down. The fact we are so much more vulnerable on the road means the cost of our claims will always be significantly higher than cars or bus incidents. It's the nature of the high risk activity we partake in.

New claims in 2024 ytd by type of road accident



Managing those risks individually and then collectively is the only way to try and keep "our" motorcycle category costs down in the road traffic account. That's how we get rewarded for good behaviour and get to ride another day.

Are we getting a good deal?

The fact that we are covered for any incident (no blame apportioned) means we do get our medical cover and income entitlements. You don't get that in countries like Australia and the USA, where you need your own work and income insurance to cover you if the worst happens. Attached is the registration cost for a motorcycle in the different states of Australia. This does not include any insurance levy for medical and income, but does include compulsory 3rd party insurance. It also doesn't matter what CC the bike is, you pay the one price, which in many Australian states is more than the rego cost in NZ.

The last thing us motorcyclists want is for ACC to privatise that insurance, because we will be paying a LOT more due to the high risk/cost of motorcycling. That is IF we can get an insurer to take us on. We might think its not a fair system, but I have always been of the opinion that its is relatively cheap cover for both medical and income if we injure ourselves doing absolutely anything AND we don't have to do battle with insurers over whose fault it was. We have a no liability system for everyone and compared to other countries like ours, I believe we are lucky to have ACC.

Secondly, we are also able to put our "rego" on hold for those times we don't use our vehicles, so cost savings can be made there.

Try doing that in Australia – there is no such thing. If you do let rego it lapse you have to get a roadworthy certificate before you can register it again, similar to our WOF here. That can amount to a lot of money if you don't maintain your vehicles as they don't have regular WOF requirements, only when you buy/sell the vehicle. We pay nearly AUD\$1000 in QLD to have our car sitting there for the year and only use it for 3 months. I would love the option to put the rego on hold.

Lastly, ACC are also enabling us to become better riders by funding Ride Forever courses for the last than 10 years or so. I would encourage everyone to take on board some R4E coaching regardless of how long you have been riding, as we can always keep learning new skills relevant to our current situation and stage of life. We never "know it all" and if we believe that, then we are setting ourselves up for a fall. (no pun intended)

Consider what you have before you knock it too much. It has been at least 10 years since our levys increased in cost, how many can say any other type of insurance we may have, has not increased in 10 years? 🇮🇹

Motorcycle (dual seating)

State	\$ cost
QLD	\$552.35
NSW*	\$554.79
VIC	\$753.10
NT	\$959.10
SA	\$373.02
WA	\$396.47
TAS	\$708.18
ACT	\$783.90

Terrific Thailand

June 2025



A 14 day motorcycle tour that starts and finishes in Chiang Mai, filled with beautiful climbing and descending roads that take us through magnificent limestone hills, steep mountains, lush green valleys, terraced rice paddies, beautiful waterfalls, the famous rivers and interesting villages.

This is a real "riders ride" with Karel & Howard as your Tour guides.



"Howard and Karel are fantastic tour guides, everything about our trip was well organised with amazing roads and locations." - Irene, NZ

www.magicmotorcycletours.com/thailand



IMOC has a NEW OFFER for the benefit of Club members - discounted engine oils, gear oils, additives, greases, pastes, adhesives and sealants for your bike, boat and car.

LIQUI MOLY is the supplier and if the brand sounds familiar it's because they are big sponsors of the "LIQUI MOLY Husqvarna IntactGP" motorbike team in the Moto2 and Moto3 class. You can also see the brand at most of the MotoGP races. Furthermore, the company is the official supplier of the Moto2 and Moto3 racing series. How cool is that!

Who is **LIQUI MOLY**? In Germany, Liqui Moly is one of the leading producers of engine oils. Germany remains the main marketplace, but international demands are increasing. Liqui Moly products are now sold in 120 countries.



So, what's the deal?

In short 25% off the retail price of almost their entire catalogue.

How can I view their products?

Head to <https://products.liqui-moly.co.nz/>

How do get a quote?

Email sales@imoc.co.nz with the product name(s) and **Article** number(s) and quantity(s). Our superstar admin person will confirm your discounted price and shipping.

How do I order?

Email sales@imoc.co.nz accepting the quote. You'll be forwarded a bank account number to pay into. A GST invoice is available on request. Once the money is received the products will usually arrive within 5 working days.

Can I return the product?

Yes, if the product is unopened but you'll need to cover shipping (to Tauranga).

How awesome is the IMOC committee?

Very awesome thank you.