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# NEWSLETTER

SEPTEMBER 2020

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**New Members**

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.

Ron	McColl	Taranaki
Bradley	Festraets	Wellington
Aaron	Tritt	Taranaki
Chris	West	Taranaki
James	Gardiner	Northland
Hilary	Botting	Nelson
Greg	McIntyre	Southland
Tim	Blake	Canterbury

**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 BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

**Cover: BMW Motorrad  
R18 Cruiser Front  
Assembly**



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## Presidents Podium

Gary

President's Podium August 2020

Feeling for our Auckland members, their families and friends right at the moment. The localised community transmission of Covid-19 sent the greater Auckland area back into Alert Level 3, and all the drama that it brings around personal movement, work, business, travel and gatherings, at least until 23:59 pm Wednesday 26 August.

Also for our Northland members, I hope it dries out up your way sometime.

For the rest of us we enjoy a bit more freedom under Alert Level 2 and our typically crisp, clear days in Canterbury over the last few weeks have not been wasted. I've managed a ride nearly every day as the days get slightly longer, and marginally warmer!

I've also been enjoying the Kiwi Rider Podcast HighBeam series in which Ray Heron chats with BMW owners about their motorcycling experiences and their bikes. It's all part of the 40 Years of GS celebrations and counting down the days to the GS Rallye NZ 2020 in November. The 3rd episode came out this week talking with none other than yours truly. Check it out at <https://bit.ly/HighBeam2020E03>, you can listen on Spotify, Apple Podcasts, iHeart Radio or anywhere else you get your podcasts.

For some, September marks the start of the riding season proper whether that's after a winter lay-off or taking the opportunity to ride more often or for longer. If you've given riding away for a few months, it might be an idea to sign up for a Ride Forever refresher. And if you are taking your bike out of storage for the coming summer, give it a decent once-over to make sure it's road ready.

You might want to also take an opportunity to check your insurance is up to date, or switch to the Club's Aon scheme if you haven't already. This is only available through Aon's Tamaki office and, if you call, you'll likely end up talking to Account Broker, Jodie McTavish. Jodie looks after our individual policies, new queries, renewals and changes on a day to day basis.

On Sunday 27 September 2020, distinguished gentlefolk in over 650 cities worldwide will don their cravats, tussle their ties, press their tweed, and sit astride their classic and vintage styled motorcycles to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. But, it will look a bit different to what we're used to. The 2020 ride will be a solo event to comply with all local social distancing restrictions and that means, unless restrictions in place do not allow for it, you simply register your profile, set up a fundraising page then get on your bike, either on your own or with a pillion, and ride through the heart of your city. Check out <https://www.gentlemansride.com/> for all the details.

At this stage the South Island RAG Rally is still on in North Canterbury over Labour Weekend, unless something untoward happens. We'll be congregating at the Glentui Meadows, an unpretentious rural resort on Glentui Bush Road, between Loburn and Oxford. Accommodation is in straightforward cabins, plus there's a communal kitchen & dining area. Registration details are on the website with more detail on what the weekend involves sent when you register.

And, with the North Island RAG Rally rescheduled for the weekend before (16/17 October) it's an excellent opportunity to treat yourself to both!

By now you'll be booking your accommodation in New Plymouth for the Annual Rally in January. If you haven't and are still thinking about coming I'd suggest you get onto that smartly, especially if you want to stay at the Plymouth Hotel (the Rally venue). The registration form has been published so you can get that done too.

Registration forms for all three rallies are published in the newsletter and you'll find them on the club website at [www.bmwmc.nz](http://www.bmwmc.nz)

There are plenty of other local area events happening. Do yourself a favour and get in touch with your Area Rep, or keep an eye on the club website or our Facebook page. There's plenty to be getting on with!

Wherever your travels take you in this month; have fun and make good decisions!

Garry

## START PLANNING NOW!

RAG Rally is next on our Calendar after the AGM/Annual Rally. More detail to follow next month, but this meeting usually falls on the Weekend of Daylight Savings eve.



## BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand 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 Club members on Club 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. Club 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, Pillions and sidecar passengers where required, shall have as a minimum standard 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. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the 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 Ride Organiser and or the Club are not responsible for the 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 the Road Rules and Laws.

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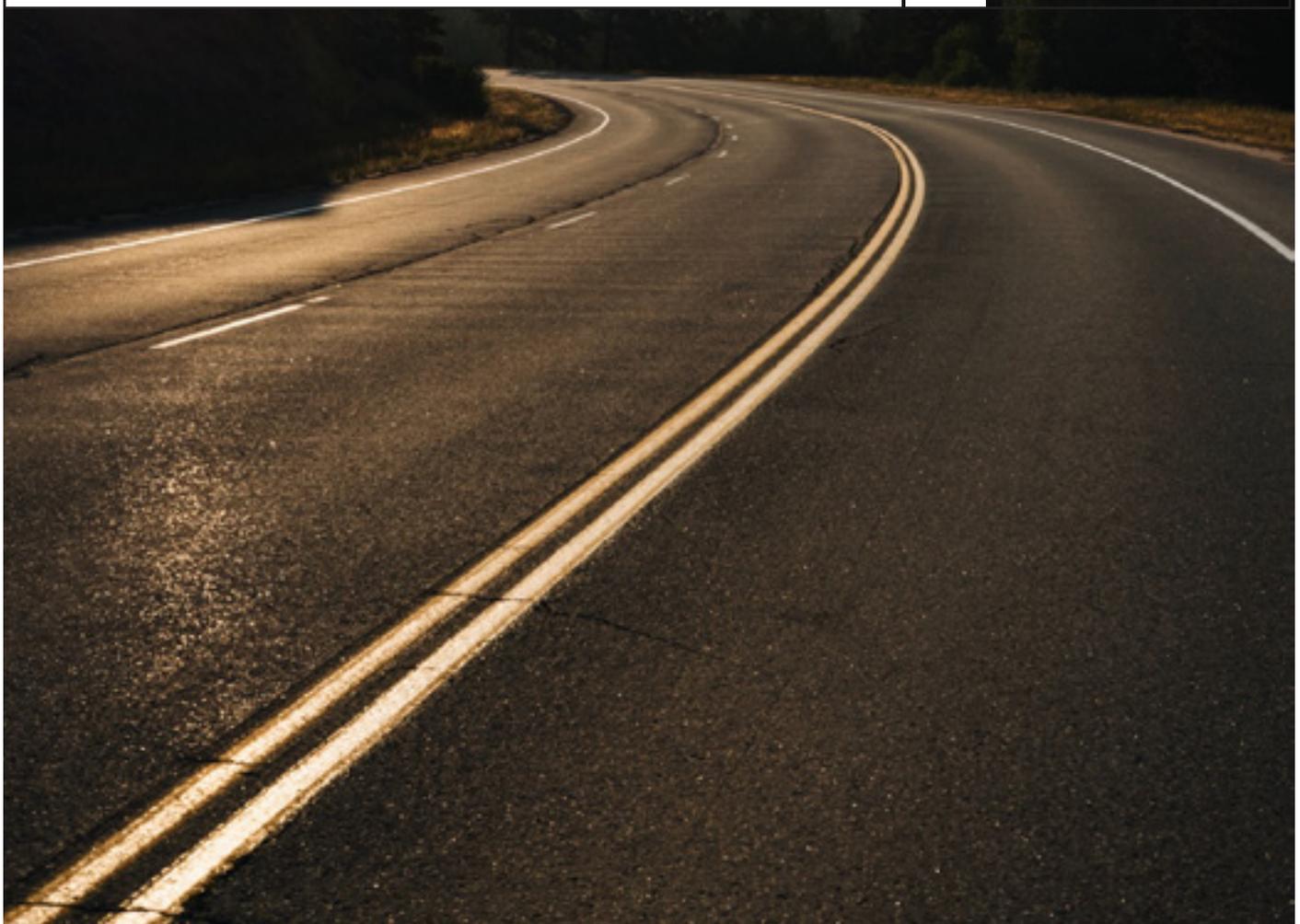


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# Area Report



## Waikato

### 2 August

Typical Winter day in Waikato greeted 10 riders...grey and cool. The ride plan was to loop around South Waikato across toward King Country.

Excellent roads and enjoyable riding even with damp conditions. We missed most all the rain showers. Lunch stop at Fat Pigeon Cafe in PioPio. Ride leader Peter got the short end of the deal with his cheese toastie looking (and tasting) like two dry crusts slapped together with a slight smear of cheese! (Note picture of unhappy face). The Fat Pigeon is normally well reviewed with a good range of treats and great coffee, but let us down this day!

Homeward again finding enjoyable back roads. Brief stop at Okoroire watering hole for debriefing... then over the Kaimai range the damp surface tested newly fitted Motoz GPS tyres. Kevan's 1200 GS did not settle well with unnerving front tyre slippage - the Motoz are now off the rims and in the shed - Continental TKC80's now the choice, we all learn as we go! 10 riders 417 kms door to door = 4,170 kms no incidents.

### 15 August

Great ride today even with 2 surprise new riders (not club members yet). Even with short notice a good muster.



Kevan Wong brought Leon Geldenhuys along who rides well and nice guy, same bike exactly as Kevan's red 1200 GS LC.

Also joining for ride was Matamata's Richard Young (yellow 1200 GS) and his mate Steven came along on his Suzuki DL1000, and again a nice guy and good rider.

Weather was perfect for a country toddle! The group did coffees in Morrinsville, then onto Rangiriri, across the Waikato and played around the Glenn Murray area and back to Te Kauwhata for lunch. Stopped at Kaimai café in lower Kaimai for debrief then home.

Great fun had by all again. 8 riders 380 kms = 3,040 kms - no incidents.

# Area Report

## Sunday 9 August Nelson/Marlborough club ride to Murchison

Sunday 9 August Nelson/Marlborough club ride to Murchison. Dale's first 'proper' ride on his new (and possibly soon to be old) bike and the first time I've sat on a bike since the rally in January - and that was parked in the foyer. Layered up for comfort as you never know with winter rides although the weather was stunning when we left. 15 bikes/3 pillion turned up. A good mix of members and non-members (potential new members). Anja came for some chats before joining some like minded ladies in search of gravel. Stopped at Kohatu for coffee & cake after which William and Peter & Sacha tiki toured their own way home. (Insert obligatory bikes photo). Those in search of gravel turned off at Rotoroa for the Braeburn track over to Murchison getting close to the white stuff while everyone else encountered a wee shower in one spot along the road. Lunch at the Rivers Cafe. (Insert obligatory food photo). From there everyone made their own way home. Some back over the Braeburn and others with a side trip Kawatiri to Rotoiti. Dale and I had only to rush home for a nana nap so exchanged wettish, gritted corner eeks of the Hope Saddle for gravel eeks of the Glenhope -Tadmor Road. I am not a fan of gravel but it often takes you to sights you would not otherwise see. Thick loose gravel turned to hard packed clay with some loose bits on top and then seal. Some very pretty countryside so glad we took the detour.

Next ride Sunday 13 Sep - possibly to Marlborough. Dale & I are away that weekend so Gretchen will advise.

Odette



## Wairarapa & Wellington August ride report

### Great monthly ride with the Wellington Wairarapa group – by Chris Souness

Ten bikes and 11 people gathered at BP Mana keen and ready to go. With the COVID level 2 elbow bump greetings out of the way we headed off towards the Manawatu with David O as our ride lead. After negotiating the road works prior to Otaki we headed on the back roads through the Eastern side of Palmerston North and stopped in Ashurst for a cuppa and a chat. After taking on sufficient refreshments, we kicked on via Cheltenham and Vinegar Hill to Hunterville which was our planned lunch stop.

The weather was warming up and we had a wonderful ride through this section with fantastic views. Especially when we popped over a rise on the way and suddenly had a great view of Mt Ruapehu with not a cloud in the sky which was simply stunning! It took great concentration to focus on the road and not the view during that section. I have to say we truly are blessed living here in little old NZ!

After lunch in Hunterville, some of the group decided to hit the road for home directly whilst others including me, chose to take a more scenic route via Mangahoe Road and the Turakina Valley. It's a great stretch of blacktop and one of my favorites, I think everyone enjoyed it.

We got back onto SH3 at Turakino, I missed an earlier left turn that would have brought us out closer to Bulls and has a great roadside spot to stop and look back up the valley, not to worry we can do that next time. Back through Bulls and onto SH1 South.

With most of the remaining group needing to reach home via the Hutt Valley, we decided to take the opportunity to ride Paekakariki Hill. We stopped briefly at the scenic lookout and had a fabulous view back the way we came towards Paraparaumu, Waikanae and out West to Kapiti Island.

Back on the bikes, we headed off down the valley towards home. My GPS tells me I did close to 400k's for the day and I'm sure others did more, not bad for a nice relaxing social ride. It was great to catch up with everyone and to have the opportunity to meet new members of the club as well.

### Impromptu Ride – Dannevirke – 05.08.2020

This is the third week in a row that the weather gods have been kind in terms of midweek rides for the good old boys from Wellington and Rangitikei.

The four riders from Wellington assembled at the Caltex Rimutaka Service Station for a 09:00 departure over the 'Hill' and ultimately to Masterton where 3 of us refuelled \$1.82 a litre as opposed to \$2.08 a litre at Caltex Rimutaka.

The weather was overcast with high cloud and breezy on the Hill otherwise fine for the ride up SH2 to Faulknors Servo in Masterton. The ride continued up familiar roads through the Te Ore Ore Bideford, Whangaehu Valley, Route 52, Roads and onto Pa Valley Rd then Mangaone Valley Rd. We then turned onto a series of 7 relatively narrow back country farm servicing roads, crossing the Manawatu River twice, which allowed us to bypass both Pahiatua and Woodville, emerging onto SH3 at Oringi for the short run into Dannevirke.

# Area Report

As we reached the intersection of the Oringi Rd and SH3 we had to give way to 6 Rangitikei riders on their way to Dannevirke this linkup could not have been better timed if we had organised it.

Lunch was at the Black Stump Café in High St and was crowded indicating a popular café with the locals. We met Walter W at the café he and his wife had ridden down from Napier to join us for lunch and it was great to meet them for the first time. After we had all been there for a while, we were joined by Stephen O who had ridden up from Raumatī via a few gravel roads good to see him again as well. Two of the Rangitikei riders had come across from Whanganui. Had not seen them for some time either. The total number of riders was 12 which is great for a midweek ride.

After lunch, the plan was to exit Dannevirke via more country farm service roads that took us into the foothills of the Ruahine Range and again bypassing Woodville onto the Saddle Rd over to Ashhurst. Two of the Wellington riders returned home to Petone and Days Bay via the Wairarapa and the Rimutaka Hill some of the Rangitikei riders returned home from Ashhurst. The remaining riders rode down SH57 and stopped for a coffee at the Horseman Café in Shannon.

The country that this ride passed through looked to be prime farmland and judging by the size of the homesteads passed indicated that these folks were not existing in 'Strugglers Gully'. The views particularly from some of the roads ridden between Dannevirke and the Saddle Rd were outstanding with landscapes and cloud formations too big to be fully portrayed by a camera and certainly not by a phone camera.

This was another great day's riding, with like-minded company through spectacular country, quite a long day for Peter N with stops for fuel, lunch, and coffee totalling 9hrs and 430kms home to home. Already thinking up another 'Impromptu' ride for next week.

Peter Nash

## Huntermville Impromptu Ride – 29 July 2020

Wednesday morning, at the BP Mana, assembly point for the ride to Huntermville was cloudy, chilly, and calm when the three Wellington members Keith T, Denis H and Peter N departed for the link up meeting with Rangitikei members at Viv's Café in Sanson.

The ride to Sanson was up SH1 in light traffic with the usual drivers of slower vehicles being unwilling to pull over and let those behind pass. As we rode North the sun came out making the day warmer and brighter.

We linked up at Sanson with 4 Rangitikei members Barry P, Murray P, Don C and Neville, for coffee and a catch up for about 30 minutes. We departed up Cemetery Rd onto Mt Biggs Rd then Halcombe Rd re-joining SH1 turning onto Putorino Rd further north. Next was Rangitira Rd passing a large homestead at the top of this road complete with its own small lake and well kept, garden the sort of place that could be used for functions like weddings. We rode over the hill and down into Huntermville for our lunch stop at the Hunters Café & Motel. We were joined here by Stephen O who had ridden there on gravel via the Ridge Road north of Ashhurst.

After the lunch stop the ride continued up SH1 turning onto SH54 at Vinegar Hill the early part of this road winds through some steep rugged country climbing up to a lookout point named 'Stormy Point' where, on a clear day, you can see Mt Ruapehu. The road is less rugged descending down to Cheltenham where we stopped and re-assembled before continuing down SH54 with most of the Rangitikei riders turning onto Colyton Rd. Peter N and Keith T rode through Feilding and through Awahuri past the Thompson Motorcycle Museum and ultimately joining SH56 then SH57 through Shannon onto Kimberly Rd and home via SH1.

The ride home was in moderate traffic slowed by major roadworks south of Te Horo part of the building of the new road to bypass the overdue bottle neck that is Otaki at present, can't wait.

This was another great midweek ride for the 'Gainfully Unemployed' otherwise known as the Retired and the inclusion of members from 2 Areas for Peter N it was 359 kms Home to home in great company.

See also the Posts on Facebook.

Peter Nash

## Impromptu Ride – Marton Area – Friday 28 August

Four riders Peter N, Denis H, Keith T and Colin G assembled at the BP Mana for an 08:30 departure. Colin was having a first gravel ride on a 1200GS recently purchased. We rode up SH1 to Viv's Café in Sanson to link up with anyone from the Wairarapa and Rangitikei. The weather was cold and a bit marginal and we rode through pockets of light showers which was forecasted. Traffic was light so it took us an hour and three quarters to reach Viv's Café. The plan was to leave Sanson at 10:45 with or without any other riders joining the ride, no one else turned up so we departed. We rode up Wilsons Road, Mingaroa Road and Halcombe Road to SH1 by passing Bulls.

The objective was to ride a short bit of gravel around the Southern part of the Turakina Valley Road. The scenery on the ride into the Turakina Valley Road on Aldworth and Ongo Roads is through rugged hilly farmland with occasional stands of bush and well worth a ride.

Most of the Valley road is now sealed however, Taurimu Road off the Valley road is gravel and runs through some winding, narrow, steep hilly farmland with views down a couple of valleys for 17 kms. This is the first time a couple of us have ridden any gravel since March and both were a bit rusty. At the end of Taurimu Road we exited onto Galpins Road for the run into Marton. We turned onto Calico Road to return to SH1 for the ride through Bulls to the Woolshed Café south of Sanson for lunch. The Woolshed is an excellent Café to stop for a coffee break or meal and has been used by members of this group many times in the past. The thickest gravel we rode on all day was in the Woolshed car park!

The ride home was via Rongotia, SH56, SH57 and SH1 in relatively light traffic for a Friday afternoon clearing the real bottle neck, Otaki almost without stopping. One of our number refuelled at Otaki two others refuelled at Waikanae.

The home to home distance for Peter N was 391km this was another good ride in great company.

Peter Nash

# Area Report

## Rangitikei August ride.

Our August ride saw us initially gather at the Ginger Bird Café in Colyton. This is a quite charming little enterprise and is popular with locals and cyclists out enjoying the Manawatu roads.

Following a coffee and a chat it was on the bikes and heading up to the Valley Road turnoff. This road takes you through very pleasant farmlands to Raumai. At this point we commenced the trip up East Pohangina Road, riding into ever deteriorating weather conditions. The clear sky views of the Ruahine ranges we had discussed was never going to eventuate and some half an hour before reaching Apiti we were enveloped in murky drizzle and the odd light shower. It was the sort of weather that you're inclined to keep riding through rather than stop for a leg stretch.

By the time we reached Kimbolton the dull stuff had really set in. However lunch was on the agenda and we trudged into Hansens Café to score a bite and a brew and dry out a bit.

Over lunch someone raised the matter of the renowned cream horns available at Viv's Kitchen in Sanson. It was agreed we'd head over there so we turned west at Cheltenham and ventured through Halcombe finally taking Cemetery Road for the run into Sanson.

Top boxes were filled with the famous delicacy as many were taken home in order to boost members brownie points. And they were really good.

Many thanks fellow riders for the company and another great club day out.

Barry Petherick



## East Coast Monthly Dinner 25 August 2020

We were very lucky in Hawke's Bay that we could enjoy our normal monthly outing with our fellow motorcyclists with no sign of Covid in our lovely province. There were a total of 21 participants, and going around the table from the far left it is Tony (who recently celebrated a significant birthday), Maria, Walter (sorry about the light!), Stella, Bronwen, Peter, Les, Wendy, Joe, Robyn, Leonie, John, Warren, Robert, Carole, Robyn, Barry, Folker, Marilyn and Pam.

All of us are looking forward to some lovely spring weather so that tyres can hit the road again.



# All things have a beginning... Jean Hayes

## History of the Register – Part 5

(Re printed from the August 1992 Newsletter)

The first Annual General Meeting of the Register.

Decisions were made concerning the structure and make-up of the organisation that stand to this day. The first AGM saw 20 members and 3 visitors present.

A suggestion prior to proceedings was put forward that the positions of Club Captain and 'Committee' be eliminated, and all members on the floor, be involved in this decision making. President and Secretary were unopposed, and elected for a further term. It was decided to hold membership fees for the 76/77 year, thanks to generous contributions in the stationery line. Subscriptions due on 1st October, with a 3-month overlap for those who had joined since July. Woburn Rally arrangements were well in hand, and the next run was to Karapiro on October 17.

With official business completed, Dave and Gail Currie showed a selection of colour slides from the Queensland BMW Club, and John Samson slides of the Scottish 6-day trial. Supper was served at 11.15 pm.

The August run to Orura Bay, Manakau Heads, has remained notable over the years, due to wind. The exposed ridges of the heads turned into a nightmare, with gale force gusts hammering mercilessly on 14 terrified souls. With Ross out in front, and all machines leaning on a 40 degree angle, journey's end could not come soon enough, and it was fortunate that the route had been traffic free. Road cuttings between grassy hill banks, gave respite, hopelessly diminished as the machines endeavoured to sneak out, and were thrust across the road by battering wind.

18 members were present at the October meeting. Discussions on the Continental tyre supplies left Butch Berryman the task of sourcing out regular access, and Frank Panes gave information on a new Napier sidecar. Retailing around \$700 it appeared a better proposition than the imported model and much improved chassis-wise.

The Western Springs Riding School was looking for instructors, and Entry forms had arrived for the Shell 500. Information and photographs of the new R100/7 was to hand, with much talk of the new Dalek-type faring.

The Karapiro run was well supported, and along the way, new members Fay and Gavin Smith of Tauranga, joined the group.

The Register overall was looking forward, with eager anticipation, to the forthcoming North Island Rally. Correspondence and visits had by now united the group overall and it was time to 'get to know one-another'. The next meeting would be held on Saturday 6th November 1976 at Woburn.

WOBURN -

To the right, stood the Russell family home of Woburn, and peacefully tucked in the trees along the grass splattered driveway, stood Woburn Hostel previously the farm-managers house. For those who travelled to Waipukurau, Woburn was a love affair. The approach road was a tantalising foreplay of shadow and sunshine, where 100 year old Oak trees reached out and clung together, in a breath-taking tunnel of picturesque greenery.

The building was unpretentious, yet proud; bare and appealing. The weather-worn Kauri timbers, enhanced by age, led to a hay window, and upwards to the peaked attics. The window looked out to an age-old setting of twisted fruit trees, cloistered in a soft lacework of moss. The last of the spring daffodils peeped out from the profusion of tall grasses, and forget-me-knots abounded in confusion. For city folk, it was a haven of peace and tranquility.

This, the first Rally, and largest gathering of BMW motorcycles ever seen in NZ, was made up of...

60/5's	Ivan Small & Dianne, Barry Williams & Frank Panes, Gail Currie.
60/6's	Ross Olfield, Hans Kolinko
75/5's	Neil Hunt & Kath Phillips, Stephen Parry, Barry Stephens, Brian Bird, John Fullerton & wife, Fay & Gavin Smith, John Samson, Paul Discombe, Mark & Jenny Hammond, Neil Barnard & wife.
75/6's	Kevin Gardner, Owen Jacobson, Butch Berryman & Eileen.
R90S	Gail & Phil Scott
50/5	Terrence Managh
Ducati	Dave Currie, Van & Neel Wilkins, Elizabeth & Herb Grant
Honda	Craig Watson
Triumph 2000	Norm & Peter Graham

Twenty-two motorcycles lined up outside the hostel, and for the 36 members present it was a joyous occasion. Talk and more talk, the satisfying pleasures of a country walk, friendships made - Saturday morning reclined in an air of relaxation.

During the afternoon, a run was organised to eventually collect dinner from The Colonel in Hastings. Ivan took riders through Highway 50 and some magnificent country riding. Along the way the group stopped at the Takapau Pub. This meeting place had left the world behind and the obsolete brick and beam structure enclosed both character, and "characters". Many an old man ambled outside to look at the line-up of machinery, and a memorable afternoon followed. (John's film of the day shows an exciting and impressive view of BMW's forging up the main street in a haze of powerful action).

The meeting was held Saturday evening and a chance for everyone to input ideas and suggestions. Apart from members, our host Peter Russell, and Queensland BMW Club Secretary Kath Philips, attended. One of the aims of this meeting was to clarify "Associate Membership". The Register had been receiving many requests, and touring clubs at this time were few and far between. With the impact of Italian and Japanese machinery, people were looking to ride.

## All things have a beginning... Jean Hayes

It was decided that the Register would remain primarily a one-make club, and Associates would be limited to 10% of membership. Owen Jacobson (Wellington Police) spoke many words of wisdom on both procedures, and the failure of clubs. His knowledgeable words of advice and in-depth experience gave strength to Register activities which remains to this day.

Aspects of success encompassed the importance of placing the "working functions" of the club in selected hands, utilising the skills available, and ensuring continued 'care' of the group overall. The success of a NZ wide club was in the hands of the enthusiastic stalwarts, who attend rallies year after year, who continued to contribute to the newsletter, and who left the medium of membership for friendship. There are many such people within the group today.

David Cross from Christchurch was thanked for his initiative in setting up the project of printed T-shirts, available to members for \$7. They became an instant success, and many folk still treasure this original stamp of the breed. Grateful thanks were expressed to Ivan and Diane, for the tremendous amount of work they had done in the organising of this rally. Thanks also for Ivans' gift of a television set to the Hostel, as a gesture of appreciation to Mr Russell and the Vintage Club.

The meeting eventually came to a close and the evening drifted on in talk. Sunday morning, a long walk, or the inevitable outpourings of BMW owner- ship, and after a worthy breakfast and lunch, it was time to leave this contented place, and with the Hasting Vintage Club as escorts, we reluctantly waved goodbye to Woburn.

*The stage was set and so they came from far and wide,  
Into the morning light they rode.  
Wind and rain upon them beat a dreary path,  
Until the shimmering oaks and sunlight paved the way.  
Amongst the trees the old world charm did suddenly appear;  
A quiet peace now broken for a while:  
But happiness did shroud this restful place,  
And talk and laughter joined in Nature's songs.  
Upon the grass the stallions of steel did stand;  
Lined up waiting for the breath of life:  
Whilst people linked together and made friends anew,  
In this lovely place so tranquil, called Woburn.  
And so the saddened time did come for them to part,  
Another page was filled with memories;  
But time will not dim the pleasure in this ancient home,  
And Woburn will remain a 'special' place for those who came.*

Part six of Jean's original writings will be in next month's Newsletter.

# Avon City Motorcycles



That's right! Present your BMWMCNZ Club membership card at Avon City Motorcycles and you'll receive a 10% discount on all service costs, parts and genuine BMW accessories.

## MAKE LIFE A RIDE



## Other Stories

### A Tail (light) of Woe - Dave Ross # 3161

On Saturday 18 July, I leapt at the chance to have a ride. So Pete N and I decided that we'd ride to the Woolshed (just south of Sanson) for a hot Cheese and Bacon Scone (not that we needed a reason).

Before I left I have this OCD practice a checking all of my lights. Once happy I was off on the 1200GSA. My bike is a very comfortable 2006 model and it loved the cool crisp air. It just seemed to sing along and quickly and easily reached legal cruising speed. Pete N was on his F700 and as per usual led our 2-man ride.

Once we had enjoyed the fruits of the first part of our ride, we decided to return to Wellington via Rangiotu – Shannon and State Highway 58. Being the optimist that I am, I figured that I'd buy a Lotto ticket in Rangiotu. Backed the bike into the curb and did the bizzo.

When I walk back to the bike I always check the rear lights. Happy with my winning ticket and the lights we both set off again for the south. Just south of Opiki we were caught behind some very large and very slow moving traffic. At Shannon I overtook Pete N and took him through the local's shortcut to emerge on SHW 58 well ahead of that traffic

Pete N took the lead again and kept pointing at the bike. When we stopped for the Traffic lights in Plimmerton, Pete N told me that my rear light was only showing white. So I passed on the offer of another cuppa and headed home.

An inspection showed that I still had the two screws that held the tail light lens in and they nicely held two small pieces of red plastic and nothing else.

A Saturday night check with Motorworks in the UK found one at 12-00 UK Pounds with delivery another 13 UK Pounds. For some reason I couldn't get into my account with them. Password not recognised - Changed password -New password accepted - Password not recognised - and the circle continued!

Monday the hunt for a replacement lens continued. My local BMW Dealer advised that they had none in stock and there were none held in the warehouse in Auckland. I could expect a 6 week delay from Germany with a price of just over \$78-00.

I rang Henry Plowright so see if he had any. No joy in the first response. There was some vague comment about being an obsolete part and that I needed to buy a new bike. However, a short while later he sent a text suggesting that I contact BMS – The Bike Maintenance Shop Ltd (who are supporters of the Club and advertise in our Newsletter!)

That afternoon I spoke with Colleen Jamieson who put me onto Dean. Dean thought that he had one and had a fossick. He found a used one for a G650 GS that also fitted a 650 Sertao and an F700. All of those are also identical to what I needed on mine. Hurrah! A match!

Wednesday morning that lens was on my front doorstep. Well protected in 3 bubble bags and a box and it looked brand new. Best \$41-00 (including delivery) I spent. Well done Dean and Colleen. Great Service – Excellent knowledge – fast delivery.

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# Other Stories

## BMW Motorrad presents digital accessories. Perfect communication and navigation for tourers.

3th June 2018

Note: International press release. This is a 1:1 copy of the original issued by BMW Group headquarters in Germany. No adaptations have been made to cater for the Australian market.

Munich. Precise tour planning, reliable navigation, entertaining communication with the passenger, telephone use and relaxed enjoyment of music – the extensive range of BMW Motorrad accessories leaves nothing to be desired in terms of these activities when travelling by motorcycle.

### 1. Optional equipment item BMW Motorrad Connectivity with TFT display and BMW Motorrad Connected App.

With the optional equipment item BMW Motorrad Connectivity, numerous BMW motorcycles already offer an innovative solution for day-to-day navigation and multimedia use. What is more, travel-related information is supplied with great clarity and via entirely intuitive operation. The networking of motorcycle, smartphone and helmet via Bluetooth opens up a whole new range of possibilities, while the Multi-Controller ensures simple control of the functions at all times.

The conventional instrument cluster makes way for a large, clearly structured TFT display that provides the rider with access to telephone use and media (both in conjunction with the BMW Motorrad Communication System), as well as additional vehicle information over and above what was available previously such as road speed and engine speed. What is more, the free BMW Motorrad Connected App offers navigation and other additional functions, too. In this way,

BMW Motorrad connectivity enables motorcyclists to focus on what really counts most – namely the roads to be explored.

Smartphone-based, practically oriented navigation with arrow display.

The optional equipment item BMW Motorrad Connectivity in conjunction with the BMW Motorrad Connected App makes day-to-day navigation even more straightforward. The connection between smartphone and vehicle allows the rider to navigate clearly and reliably to their destination based on a practically oriented turn-by-turn arrow system shown on the TFT display – a method that is especially effective and intuitive in an urban setting. Riders can download maps over their wireless LAN at home, making them independent from the mobile communications network while navigating. Meanwhile the dual USB charge cable provides the smartphone with a power supply. For more demanding tours there is still the option of the well-established BMW Motorrad Navigator, which is compatible with the TFT display.

### Convenient use of the telephone during travel as well.

The combination of a helmet with the BMW Motorrad Communication System and the optional equipment item BMW Motorrad Connectivity enables convenient use of the telephone even during travel. The TFT display gives the rider a view of the contact list on their smartphone, enabling selection and calling of the desired contact using the Multi-Controller.

Incoming calls are also shown on the display: they can easily be accepted or rejected using the Multi-Controller. Travel-related information such as speed and gear position is visible at all times thanks to the BMW Motorrad display concept in the clearly designed display.



## Other Stories

### 2. BMW Motorrad communication system and helmets.

The BMW Motorrad Communication System enables rider/passenger conversations, use of the telephone and also perfect navigation via the connection with the BMW Motorrad Navigator – and all this without the rider having to take their eyes off the road.

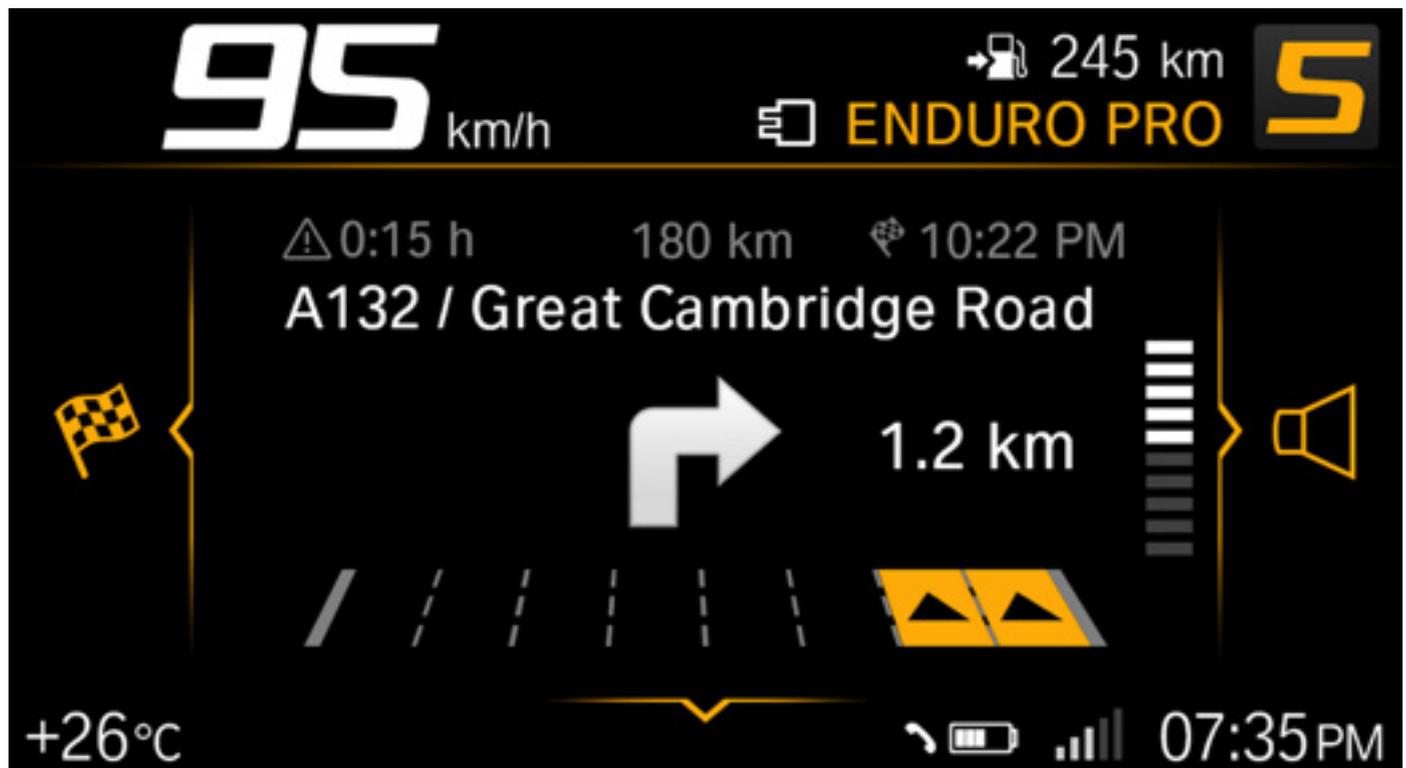
The BMW Motorrad Communication System, fully integrated in the helmet without visible wiring, offers excellent intercom voice quality with automatic suppression of disruptive noise. The rider and passenger can talk freely during travel thanks to wireless voice communication. The communication system provides for up to three connections per helmet. Bluetooth allows simple connection with Bluetooth-capable devices such as the BMW Motorrad Navigator, a smartphone, an MP3 player or the TFT display. What is more, the communication system can also be hooked up to the motorcycle's audio – for example in the BMW R 1200 RT, the K 1600 GT or the K 1600 GTL.

Available in the helmets System 7 Carbon, System 6, GS Carbon and Helm AirFlow, the communication system is perfectly adapted to the geometry of each helmet model. All components are directly integrated in the helmet shell without visible wiring (homologated according to ECE 22-05), and the helmet-specific key pad has been designed especially for ease of use even when wearing motorcycling gloves.

Excellent sound and voice quality, simple operation via three buttons and low weight ensure an optimum riding and listening experience. The BMW Motorrad Communication System operates independently of the vehicle, too. Given the operating period of 10 to 12 hours until fast battery recharge, extended tours are possible. Information on charge status is provided via an LED display.

### New communication system for the System 7 Carbon helmets.

The new BMW Motorrad Communication System System 7 offers all this and even more besides. Voice quality is even better thanks to a "wide band speech" function. The maximum operating period of the nickel-metal hydride battery pack in the System 7 Carbon is an impressive 16 hours. In addition to the LED display, an acoustic notification is also provided when certain charge levels have been reached. In addition to the three familiar buttons ("On/Off", "+" and "-") offered by the BMW Motorrad Communication System, the System 7 Carbon provides an additional switch that allows voice control to be started via the paired mobile phone. Automatic acceptance of telephone calls is possible, too.



# Other Stories

### 3. BMW Motorrad navigation systems and navigation accessories.

BMW Motorrad navigation systems and navigation accessories do more than just point the way ahead: they take the rider on amazing routes and lead the way to boundless riding fun – whether using a mobile phone with the BMW Connected App Navigation, a phone in the Smartphone Cradle, the convenient BMW Motorrad Navigator Street or the Navigator VI.

#### BMW Motorrad Navigator IV.

The Navigator VI is a premium BMW Motorrad navigation system featuring numerous innovations and optimum functionality. The system has a 5-inch screen and is fitted with a circular polarisation filter for excellent readability in strong or even direct sunlight. In addition to an integrated storage capacity of 16 GB, the Navigator VI enables deliberate avoidance of urban areas wherever the traffic infrastructure allows by means of the routing option “Winding Roads”.

Personal route planning is also supported by the function “Major Highway and Trunk Road Avoidance”. In conjunction with the function “Motorway Avoidance”, this allows selection of the perfect roads for motorcycle routes. Finally, the “Round Trip” function enables tours to be planned based on time, distance and interim destinations – yet another way of making the motorcycling experience as individual and intense as possible. The feature “Natural Guidance” makes it possible to have the navigation directions spoken as they would be by the passenger, and in conjunction with Bluetooth, the new feature “Music Streaming” allows the rider to listen to music tracks saved on a smartphone. Even compatible action cams can be controlled directly via the Navigator VI. Depending on the motorcycle model in question, convenient and intuitively designed operation of all functions for use during travel is either by means of the 4-button mount cradle or using the Multi-Controller on the handlebars.

In conjunction with navigation preparation, other functions are also available such as the “My Motorcycle” pages as well as warning and status messages. The optional Garmin Smartphone Link App provides access to traffic jam and weather information in real time. Meanwhile, free lifelong updates of pre-installed map data and an optional car installation kit make the BMW Motorrad Navigator VI the perfect travel companion.

### Smartphone and BMW Connected App Navigation.

A solution that is both simple and practical is navigation using a personal smartphone in conjunction with the BMW Connected App Navigation and the optional equipment item BMW Motorrad Connectivity. Smartphone-based navigation takes the driver quickly to their destination by means of an innovative turn-by-turn display system. But the free BMW Connected App, which can be easily installed via the Google and Apple app stores, offers an even wider range of connectivity options. Trips can be logged, for example, and it is even possible to add photographs. In this way, digital mementos can be created of every tour.

What is more, the “First Mile” function allows the location of the parked motorcycle to be saved, making it very simple for the rider to find. In addition, the BMW Motorrad Connected App allows tours to be shared on the platform “Rever”.

### BMW Motorrad dual USB charger with cable for 12V socket.

The BMW Motorrad dual USB charger allows two mobile devices to be charged simultaneously during travel via the 12V socket of the vehicle power system – whether smartphone, mobile phone, MP3 player, tablet or digital camera. Automatic detection of the charge technology of all commonly available smartphones enables high-speed charging with the maximum charge current of up to 2 x 2 amperes.

### BMW Motorrad Smartphone Cradle.

Charging a smartphone, navigating and staying online during a motorcycle tour – all this and much more is possible with the robust BMW Motorrad Smartphone Cradle. The dustproof and waterproof shock-resistant plastic hardcase holds smartphones with a screen size of up to 5 inches. It also allows smartphone charging via micro USB as well as wireless charging according to the Qi standard. Qi-compatible devices can thus be conveniently charged without the need to plug in a charge cable. Placing the phone in the Qi cradle or charge station automatically initiates the charging process. Generally speaking, charging takes only slightly longer than if the conventional cable method is used. A charge indicator displays the current charge status. The power supply to the BMW Motorrad Smartphone Cradle is via the standard motorcycle socket available as an optional equipment item. The cradle has a viewing window made of anti-glare flex foil to ensure that the display and navigation always remain clearly visible; it can also be rotated by 90 degrees for use in both portrait and landscape format. The touchscreen remains easy to read and operate at all times.



## BMW R 18 cruiser



# New BMW Motorrad GS models

## New BMW Motorrad GS models set for Australian launch in late 2020 and early 2021

- New editions of celebrated F models feature new styling and expanded standard equipment offerings
- Numerous elements pay tribute to 40 years of BMW GS models
- F 750 GS and F 850 GS to arrive in November 2020
- F 850 GS Adventure to launch in Q1, 2021
- Pricing and specification to be announced closer to market launches

New versions of BMW Motorrad's renowned middle-class F series models, the F 750 GS, F 850 GS and F 850 GS Adventure, will arrive in Australia at the end of this year and into 2021.

All three models feature a fresh aesthetic thanks to new colour schemes while offering a more elevated GS experience with expanded standard equipment and new optional equipment.

General changes to the BMW F 750 GS, BMW F 850 GS and BMW F 850 GS Adventure include new tape designs and the respective style designation on the fairing side panels of the style variations.

All models now have new LED flashing turn indicators as standard and a USB charging device at the front right of the cockpit. ABS Pro and DTC (Dynamic Traction Control) are now also standard to enhance braking and acceleration characteristics.

The liquid-cooled 4-valve, 2-cylinder engine with 853cc capacity, fuel injection and six-speed gearbox in all three models ensures high levels of efficiency and power.

This unit is already designed to meet future Euro 5 emission standards and thanks to two counterbalance shafts also delights with its smoothness, spontaneous response characteristics, impressive pulling power and low fuel consumption.

In the BMW F 750 GS the powerplant generates 57kW at 7,500rpm and develops its maximum torque of 83Nm at 6,000rpm. The BMW F 850 GS and the BMW F 850 GS Adventure engines generate 70kW at 8,250 rpm and 92Nm at 6,250rpm.

BMW Motorrad Australia General Manager Andreas Lundgren said the new models would deliver on all fronts for Australian customers.

"These thoroughly updated GS editions take a winning formula and provide further polish, adding new looks and a raft of new option packages to complement their celebrated handling prowess on all road conditions including gravel," Mr Lundgren said.

"They also make a statement by evoking BMW's legendary models of the past in a significant year for the GS model line."

### **F 750 GS: In Light white, sports style or as "40 Years GS Edition", and with expanded standard equipment**

The new BMW F 750 GS now steps up in the new basic Light white paintwork with the tank centre cover painted in the vehicle colour. The black matt painted rims, black handlebars and seat bench in red/black make for a striking contrast.

The sports style in San Marino blue metallic is also new for the BMW F 750 GS, while a tinted windscreen delivers a sporty touch.

Granite grey metallic rims, silver handlebars and a black-grey seat bench and galvanised radiator cowl additionally make a high quality impression.

Conversely, the visually eye-catching BMW F 750 GS "40 Years GS Edition" with the "40 Years GS" logo on the fairing side panels is dedicated exclusively to the "40 Years GS" anniversary.

Its yellow hand-protector bars and seat bench in black/yellow with GS logo unmistakably evoke an icon from 40 years of GS history, the BMW R 100 GS. Black matt painted rims, silver handlebars and a galvanised radiator cowl round off this exclusive anniversary appearance.

F 850 GS: In Racing red, Rallye style or as "40 Years GS Edition", and with expanded standard equipment

The new BMW F 850 GS comes in the new basic Racing red paintwork with tank centre cover also painted in the vehicle colour. This contrasts with the black-coated fixed fork tubes, black rims and seat bench in black/grey.

In Rallye style and Racing blue metallic colour, the BMW F 850 GS together with the hand-protector bars, black fixed fork tubes and black-red seat bench emphasises its sporty character. The gold rims and galvanised radiator cowl accentuate its luxury feel.

The "40 Years GS Edition" BMW F 850 GS celebrates the 40th anniversary of the BMW GS models in Black storm metallic with "40 Years GS" logo on the fairing side panels. Exclusive yellow hand-protector bars, gold rims and a seat bench in black/yellow with GS logo also ensure a high level of recognition. Black fixed fork tubes and a galvanised radiator cowl are further hallmarks of this anniversary model.

The standard equipment of the BMW F 850 GS has been further enhanced with a windscreen adjustment mechanism and a TFT display including convenient Connectivity functions.

F 850 GS Adventure: In Ice grey, Rallye style or as "40 Years GS Edition" and with expanded standard equipment

In the new basic Ice grey paintwork with tank centre cover painted in the vehicle colour, the new BMW F 850 GS Adventure fulfils aspirations for adventure, off-road competence and touring capability.

The black fixed fork tubes and rims and grey-black comfort seat blend in homogeneously and harmoniously.

The new BMW F 850 GS Adventure in Rallye style and Kalamata metallic matt paintwork signifies sporty talents and a sense of adventure. With its gold rims and fixed fork tubes, the new BMW F 850 GS Adventure appears both dynamic and aesthetically-pleasing at the same time.

The sports windscreen and a black/grey upholstered Rallye seat with 890mm seat height enhance the BMW F 850 GS Adventure's sporty appearance.

The new BMW F 850 GS Adventure as "40 Years GS Edition" is also dedicated to the special anniversary of the BMW GS models. The "40 Years GS" logo and yellow hand-protector bars are distinctive hallmarks of the anniversary GS in Black storm metallic paintwork.

future, the Enduro and Enduro Pro riding modes provide suitably adapted controls for this purpose.

The ABS function can still be switched off on the rear wheel in Enduro Pro riding mode (BMW F 850 GS and BMW F 850 GS Adventure only). The HP logo will be omitted in future in all optional equipment scopes and Original BMW Motorrad Accessories.

The sports silencer for the BMW F 750 GS will only be provided via Original BMW Motorrad Accessories.

# New BMW Motorrad GS models

Black-coated fixed fork tubes, gold rims and a black/yellow upholstered seat bench for two with 860 mm seat height round off the BMW F 850 Adventure's tribute to the GS family's 40th anniversary.

A TFT display including convenient Connectivity functions is now also standard on-board.

New and modified optional equipment and Original BMW Motorrad Accessories for F 750 GS and F 850 GS

The new BMW F 750 GS, BMW F 850 GS and BMW F 850 GS Adventure all feature new components of the Pro riding modes optional equipment.

As per GS models with boxer engines, a reworked throttle response in DYNAMIC riding mode now ensures elevated dynamics and riding enjoyment.

Furthermore, dynamic engine brake control and Dynamic Brake Control (DBC) now feature in Pro riding modes. Other new Pro riding mode features include the preselection of up to four riding modes for the button assignment on the right handlebar controls (only in conjunction with the Connectivity optional equipment in the BMW F 750 GS).

An extra low seat bench as well as modified lowered suspension will be available as optional equipment for all three models in the future, ensuring even better ground accessibility when stationary.

Original BMW Motorrad Accessories now supply a holder for the BMW F 850 GS and BMW F 850 GS Adventure for mounting the BMW Motorrad Navigator above the standard TFT display; a beneficial element when the driver is stationary off-road. This holder was previously reserved exclusively for GS trophy machines and deployment vehicles.

The ex-works "Preparation for navigation device" optional equipment is still available for positioning on the handlebar clamp as before.

Since completely switching off the ABS will no longer be permissible under legal homologation regulations in the



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# Rally 2021 Update

With New Zealand now approaching something closer to normal it is time to resume your planning for our 2021 Annual Rally.

The Registration Form is now in the Newsletter and will shortly be on the Club's website. We have an awesome deal on Rally Polo Shirts. These are 100% polyester Sports Polo's with interlock weave and weight. Material rated 155gsm.

The features are the Grid Mesh underarm panels for breathability, a unique sleeve print feature, contracting panels and piping with a knitted collar with contrast placket.

Please get your order in and paid early to secure one as with the World's Covid19 situation, supply is limited.



## SIZING CHART

These sizes are half chest measurements in centimetres

Mens:

S	M	L	XL	2XL	3XL	5XL
52	55	58	62	65	71	79

Womens:

8	10	12	14	16	18	20	22	24
46.5	49	51.5	54	56.5	59	62	65	68

The Plymouth Hotel is standing by for your reservations so why not stay on site and be right amongst it. There are Limited Rooms so get in quick and with full breakfasts included, the prices are pretty amazing.

If you'd rather save a couple of dollars, check out the other options in the Newsletter for Hotels, Motels, Cabin or Camp Sites.

There are lots to do here, lots to see and plenty of great riding to keep you occupied.

We look forward to greeting you all in January.

Ray Senior – Taranaki Area Rep.



## BMW Motorcycle Club – Rally 2021 Registration Form

Friday 22 January - Monday 25 January 2021

Plymouth International Hotel - 220 Courtney Street, New Plymouth 4312

Phone (06) 759 9128 - Email: [reservations@plymouth.co.nz](mailto:reservations@plymouth.co.nz)

Name 1		Membership Number	
Name 2		Membership Number	
Address			Post Code
Contact Phone			
Email			

<b>Rally Fee</b> (Includes Saturday Night Dinner) - per person	\$110.00								
<b>Surcharge</b> for Non Club Members – per person	\$30.00								
<b>Friday Night 'Meet &amp; Greet'</b> – per person <ul style="list-style-type: none"> <li>Casual 'Mix and Mingle'</li> <li>Serviced Bar for guests to buy their own drinks</li> <li>Light Buffet</li> </ul>	\$32.00								
<b>Saturday Night</b> (Included in Registration Fee) <ul style="list-style-type: none"> <li>Serviced Bar for guests to buy their own drinks</li> <li>Dinner – 3 course option</li> <li>Venue has round tables / 10 guests per table</li> <li>Bar Leasers</li> </ul>	\$0.00	\$0.00							
<b>Sunday Night</b> - As per Friday Nights – per person	\$32.00								
<b>Rally Polo Shirts</b> (See sizing Chart in the Newsletter) <ul style="list-style-type: none"> <li>Orders received prior to 20 August will be \$48.00 each</li> <li>Orders received after to 20 August will be \$55.00 each</li> </ul>	\$55.00	Order Size Mens							
Mens	S	M	L	XL	2XL	3XL	5XL		Womens
( half chest size)	52	55	58	62	65	71	79	(cms)	
Womens	8	10	12	14	16	18	20	22	24
	46.5	49	51.5	54	56.5	59	62	65	68 (cm)



<b>TOTAL PAYMENT FOR THIS RALLY</b>	<b>\$0.00</b>
Payment to BMWMC's Account 03-1519-0034447-01	
Use your Name and Membership Number – Reference Code R2021	

### HOTEL SPECIAL

Special Hotel Rate - Bed and Breakfast (Book Direct)

- \$ 199.00 per 2 nights (Single/twin/double room)

- \$ 189.00 per night for a three night stay

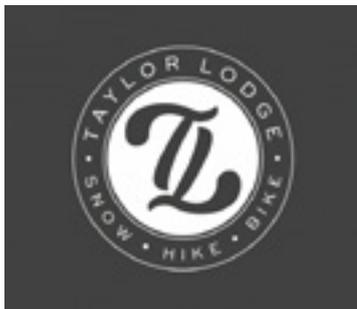
Special Dietary Requirements
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Send completed Registration Forms to: <a href="mailto:ray.senior@xtra.co.nz">ray.senior@xtra.co.nz</a> or Post to: Rally 2021 c/- 206 Seaview Road, Westown, New Plymouth 4310 All registration forms will be acknowledged.
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*Disclaimer: This rally will be run under the BMW Motorcycle Club Aotearoa New Zealand (Inc) Risk Management Plan as published in the Club's Official Monthly Newsletter. By registering for this event, participants agree to abide by all the conditions of the said Risk Management Plan.*

# North Island RAG Rally 2020

## Taylor Lodge Pokaka National Park



<https://www.taylorlodge.co.nz/>

16th – 18th October 2020

The NI RAG Rally is on, albeit slightly delayed.

Taylor Lodge has new owners and I understand that there have been several improvements made.

So, this year by popular demand it has been decided to run the event over two nights. Friday 16th to Sunday 18th October 2020.

This means that members can now arrive after midday on the Friday and spend two nights at the lodge and some may then choose to make their way south and attend the SI RAG Rally which is to be held the following weekend (Labour Day) at Glentui in the Waimakariri District of Canterbury

The Saturday is all yours to play with as you wish. There are many interesting rides to undertake and sites to visit in the National Park area. Whakapapa, Turoa, Pureora Forest (geographical centre of the NI) and Te Porere Redoubt to name a few.

Meals:

Friday dinner, Saturday lunch and breakfasts are your responsibility but the kitchen will be available for those that wish to use the facilities. Saturday's evening meal will be as in the past - Sumptuous roast meats will be provided with members to bring along vegetables for the communal pot.

Drink:

BYO.

Cost:

\$30.00 per member and \$60.00 per invited non-member.

Any questions please contact:

Robin on:

021-724859 or [treasurer@bmwor.org.nz](mailto:treasurer@bmwor.org.nz)





**REGISTRATION FORM - RAG RALLY  
(North Island)  
Taylor Lodge, Pokaka**

**Fri 16<sup>th</sup> - Sun 18<sup>th</sup> October 2020**

Name/s	
Address	
Email	

BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

<b>This is a BMW Motorcycle Club Qualifying Event</b>	<b>NUMBER</b>	<b>COST</b>	<b>TOTAL</b>
Registration (non-refundable)			
• BMWOR Member		\$30.00	
• NON BMWOR Member		\$60.00	
• RAG RALLY Badge		\$15.00	
<b>TOTAL</b>			

*Cancellations - Registration fee is non-refundable. Special applications may be considered.*

<p>Please mail all <b>Registration Forms</b> -(including cheques made payable to BMWOR) - to:</p> <p align="center"><b>BMWOR - NI RAG RALLY</b> P O Box 109-245 Newmarket AUCKLAND 1149;</p> <p align="center">Or SCAN and EMAIL to:</p> <p><b><a href="mailto:secretary@bmwor.org.nz">secretary@bmwor.org.nz</a></b></p>	<p><u>Payment by Internet Banking</u></p> <p><b>BMWOR Event Account</b> 03-1519-0034447-01</p> <p>NB - This is NOT the subscription account</p> <p>Please reference with: <b>SURNAME,</b> <b>BMWOR Member #</b> <b>NI RAG Rally</b></p>	<p><u>General enquiries to:</u></p> <p align="center"><b>Rally Coordinator</b> <b>Robin Wood</b> 06 355 0911 021 724 859 <b><a href="mailto:treasurer@bmwor.org.nz">treasurer@bmwor.org.nz</a></b></p> <p align="center"><b>Registrations close:</b> <b>Friday 2 October 2020</b></p>
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**DISCLAIMER:** This Rally will be run under the BMW Owners Register Risk Management Plan as in the club's official newsletter.

By registering for this event participants agree to abide by all the conditions of the said Management Plan and by any Government Covid-19 restrictions/protocols in place at the time.

# SOUTH ISLAND RAG RALLY

Good news! The South Island RAG Rally will happen later this year. We've got a lot to do to equal last year's successful rally at the Borlad Lodge.

The Canterbury team are inviting all to come to our home base Glentui Meadows, a glorious wee spot between the mountains and the sea in the North Canterbury foothills. Perfect for day rides to the likes of Arthurs Pass, the West coast, Akaroa, the Lees Valley, and Lake Lyndon. There's a great deal of choice to suit everyone.

As true locals, we will show you some neat byways. The more adventurous might even attempt Mt Richardson. The Venue is booked for Labour Weekend. More information and a registration form will be out soon.

Garry Williams

President BMW Motorcycle Club Aotearoa New Zealand

Mobile : 027 2427799





<b>Name</b>			
<b>Address</b>			
		<b>Postcode:</b>	
<b>Contacts</b>	<b>Mobile:</b>		<b>Phone:</b>
	<b>Email:</b>		

<b>Membership #:</b>		<b>Area:</b>		
<b>Name 1:</b>		<b>#</b>	<b>Cost PP</b>	<b>Total</b>
<b>Name 2:</b>		<b>people</b>		
<b>Registration: Weekend Participation</b> (includes two nights' accommodation Friday & Saturday, Saturday breakfast and dinner, and Sunday breakfast)			<b>\$94</b>	
<b>Surcharge for Non-Club members</b>			<b>\$40</b>	
<b>TOTAL</b>				<b>\$</b>



Glentui Meadows is located in North Canterbury nestled amongst the beautiful terrain of Mount Thomas surrounded by native forest all within 50 minutes of Christchurch City. There are some amazing road routes west or east of the venue, and you're in for a real treat if you ride a GS!

Registration forms: Email to [juliehyde530@gmail.com](mailto:juliehyde530@gmail.com) (Entries will be acknowledged)

Or Post to Julie Hyde, 530 Pestors Road, Rangiora RD 5, 7475

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG

**Disclaimer:** This event is run under the BMWMCNZ Risk Management Plan as noted in the Club's newsletter. By registering for this event, participants agree to abide by all the conditions set out in the risk management plan.



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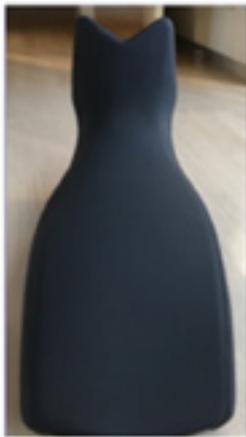
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