

MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

# NEWSLETTER

FEBRUARY 2020

BMW Motorcycle Club  
Aotearoa New Zealand



BMWMC.NZ



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**Contents**

- 3 New Members
- 5 President's Podium
- 6 Riding Code
- 6 Events Calendar
- 7 North Island Rag Rally 2020
- 10 Area Reports
- 13 Minutes of Annual General Meeting
- 19 Gymkhana Photos
- 21 Sue & Graeme Duncan Report
- 23 Annual National Rally Reports
- 27 2020 National Rally Presentations
- 35 Marketplace
- 36 Area Reps

**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.

WONG Jonathan - AUCKLAND  
NASH Jimmy - AUCKLAND  
FISH David - AUCKLAND  
CHATTERIS Peter - AUCKLAND  
SCHERES Jacobus - WAIKATO  
ARCHER Mike - ROTORUA  
PARTRIDGE Bruce - EASTERN BOP  
WESTON Graeme - TARANAKI  
JACOBS Grant - HOROWHENUA  
BRUCE Alex - WELLINGTON  
SAUNDERS David - WELLINGTON  
SWAINE Roger - NELSON  
GALLAGHER Mark - NELSON  
PIPER Anthony - MARLBOROUGH

MARSHALL Mike - CANTERBURY  
BAROTA Daniel - CANTERBURY  
OWEN Wynn - DUNEDIN  
GILMOUR Alistair - DUNEDIN  
VEITCH Jason - DUNEDIN  
CAPE Gavin - DUNEDIN

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 25th 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 BMW of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

**Cover: Gymkhana**



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## Presidents Podium

Garry Williams

It's a struggle being back a work. Jo and I took a couple of weeks off over Christmas and New Year rather than going right through to the end of January as has been usual the last few years. That said, we made the most of it with a ride up to the Bay of Plenty to visit my mum and the rest of the family flying in from Australia and the US for Christmas. A gentle cruise up the Molesworth made for a great start to the trip, the road is in great condition and the weather played ball the whole week we were away. New Year's Eve was a relatively quiet affair with a few friends and neighbours at our place for dinner and drinks. I think it surprised all of us that we stayed up to see the New Year in.

In between, I got our hay cut, baled and stacked and cleaned up the remainder of the tornado damage from December. We're in for a pretty good bonfire come autumn! Jo worked her magic in the garden, it's looking a lot less feral than it has for a while.

I got a fair bit of riding in around North Canterbury, all good fun but it's very dry around here, the gravel feels like it's coated in Teflon and the fire risk has been climbing pretty quickly. We've seen a pretty significant tractor fire on a neighbouring property and a shelterbelt went up on another property over the weekend. Unless we get some significant rain soon, it wouldn't surprise me to see more drama before summer officially ends. Here's hoping not.

We're very much much looking forward to the Annual Rally in Blenheim later in the month. Kevin and his team have been working hard to make sure everything is in place, the rides look pretty good, and I'm sure the weekend will be a lot of fun.

Gerry and Barb Hodges from the BMW Club have been in touch about running a second BMW Festival in Tokaanu on the weekend of 21/22 March. Last year's event was a bit of fun and, if you're thinking you'd like to get along, keep an eye on the events section of the club website.

We then have the Annual RAG Rally at Taylor Memorial Lodge, Pokaka near National Park on the first weekend of April to look forward to. The two night format for the SI RAG seems to work well so this year we've hired the lodge for Friday night as well as the Saturday. Those members who travel some distance to get to the RAG can stay over the whole weekend, and allow for a recreational ride Saturday should they wish.

While the club doesn't support it directly, the 2020 Dusty Butt adventure starts on 31 January. Registrations are already sold out but I know quite a few of our members will be participating over the three days. It's an amazing 1,400 kilometre adventure renowned for its challenges and surprises along the way, and the high that comes from a well-deserved achievement at the end! All the best to anyone going.

If you're a relatively new member it would be great to see you at club events. There are plenty run at a local area so do yourself a favour by looking out for the details from your Area Rep, the club website or our Facebook page.

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

Garry



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## BMW Motorcycle Club - Riding Code

The BMW Motorcycle Club of Aotearoa New Zealand is an organisation whose members join together for rides to nominated destinations and for other social occasions.

The following Riding Code applies to BMWMC members taking part in organised Register rides. The purpose of the Code is to help ensure:

- All participants approach the conduct of the ride in the same manner.
- The safety of individual members is not impacted by their taking part in an organised ride.

### Riding Code

1. Riders, pillioners and side car passengers must:

- a. Accept there are risks involved in riding motorcycles but that at all times they are individually responsible for their own actions, safety and compliance with NZ legislation.
- b. Ensure their motorcycles are maintained, suitable and fit for the type of riding to be carried out.

- c. Wear suitable boots, gloves, clothing and Standards New Zealand approved helmets.
- d. Go to the aid of any others suffering a mishap.
- e. Advise Ride Leaders of issues that might impact on the conduct of the ride.
- f. Not enter into any competition with other participants or road users.
- g. Ride safely, at a comfortable speed, at a safe following distance, in a staggered formation (where appropriate) and with due consideration for other group members and road users.
- h. Ride their own ride.

### 2. Ride Leaders will brief:

- a. All participants on the route, destination and any re-grouping points or other stops.
- b. An experienced rider to shepherd someone who is unfamiliar with the planned route.
- c. When and how a Tail End Charlie or direction system is to be used.

## Events Calendar

### National Events

Link for country-wide events:  
<https://www.mnz.co.nz/events>

### Regional BMWOR Events

Northland - *See area Rep.*

Auckland - *See area Rep.*

Waikato - *See area Rep.*

Bay of Plenty - *See Area Rep.*

Taranaki - *See Area Rep.*

Rangitikei - *See area Rep.*

East Coast - *See Area Rep.*

Wairarapa/Wellington - *See area Rep.*

Nelson - *See Area Rep*

West Coast - *See Area Rep*

Canterbury - *See Area Rep*

Otago/Southland - *See Area Rep*



# North Island RAG Rally 2020

Taylor Lodge, Pokaka, National Park | 3<sup>rd</sup> - 5<sup>th</sup> April 2020



BMW Motorcycle Club  
Aotearoa New Zealand



The NI RAG Rally is changing.

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 the 3<sup>rd</sup> to Sunday 5<sup>th</sup> April (Daylight Saving end).

This means that members can now arrive after midday on Friday and spend two nights at the lodge.

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 breakfast and lunch 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.

The Registration Form is shown below and is also available by clicking [HERE](#)

Any questions please contact:

Robin on:

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



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[www.thebmshop.nz](http://www.thebmshop.nz)



# REGISTRATION FORM - RAG RALLY (North Island)

Taylor Lodge, Pokaka

Fri 3rd - Sun 5th April 2020

Name/s			
Address			
Email			
BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
<input type="checkbox"/> BMWOR Member		\$30.00	
<input type="checkbox"/> NON BMWOR Member		\$60.00	
<input type="checkbox"/> 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 <b>BMWOR</b>) - to:</p> <p><b>BMWOR - NI RAG RALLY</b></p> <p><b>P O Box 109-245</b></p> <p><b>Newmarket</b></p> <p><b>AUCKLAND 1149;</b></p> <p>Or</p> <p><b>SCAN and EMAIL to:</b> <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> <b>03-1519-0034447-01</b></p> <p>NB – This is <b>NOT</b> the sub- scription 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><b>Rally Coordinator</b> <b>Robin Wood</b> <b>06 355 0911</b> <b>021 724 859</b> <b><a href="mailto:treasurer@bmwor.org.nz">treasurer@bmwor.org.nz</a></b></p> <p><b>Registrations close:</b> <b>Friday 20 March 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

**BMW Annual Rally**  
**22 - 25 January 2021**

**TARANAKI**

*'Like No Other'*



**Early Warning for 2021**

**More details next Newsletter**

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# Area Reports

## Waikato

### December Waikato Group Ride

Our last official ride for the year was an overnighter to Whangamomona.

Three riders, Paul & Joy Quilter and John Stewart met in Hamilton with the plan being to join others on the way.



Tanked up and ready to leave at 10am.

We joined Graeme and Sue Duncan and Anthony Curl at Kihikihi and stopped at Boscos in TeKuiti for lunch. Whilst there we met a chap on an R1150RT from Taranaki who joined us for a few KMs so that he could chat when we stopped. He was introduced to the club and its benefits over coffee, so we hope he joins soon.

Our way south was via Ohura due to road closures between Taumarunui and Whangamomona. Who would have thought that you would be able to get a Mexican tortilla at a food stall in Ohura?

John was able to test it out and reported that it was great!

We settled into the hotel for a few beers and some great conversation ensued.

The next morning was foggy with slightly damp roads so we took it easy till our tyres warmed up and the sun came out,



Mexican in Ohura?



The crew in Ohura



Refreshments at Whangamomona

then we had a great ride through to Stratford for a fuel stop for the bikes and breakfast for us.

After that it was decided to go up the coast via Marakopa and what a great choice that was!

The twisties were great and the gravel sections were easy even on big fat road tyres.

Coffee and a snack for afternoon tea near Kawhia harbour was followed by a quick run home. Lovely weekend with great people.



# Area Reports

## Wellington/Wairarapa

The Christmas BBQ was held at the Kaitoke Regional Park on Sunday 15 December and was attended by 25 members including 3 from Wairarapa. The Kaitoke site is used as it makes it easier for Wairarapa members to attend given that it is near the bottom of the Rimutaka Hill.

Two of the ladies had baked cakes Cheryl Morris made a chocolate cake and Jenny Nash a Christmas cake which provide a nice touch to a very pleasant day.

A presentation was made to Peter and Ann Tibbs as a thankyou for running the Gravel Road Riding Training and for using their home as a base for this training and to Ann for providing morning tea.

### Impromptu Ride – Herbertville - 10 January 2020

Friday morning 10 Jan was cloudy when 4 Wellington and 2 Waikato members assembled at the Caltex Rimutaka for the start of the ride over the Rimutaka Hill to linkup with 2 Wairarapa members at Faulknors Service Station in Masterton. The riders were Denis H, Dave T, Phil P and Peter N and Paul and Joy Q from Hamilton

The traffic on the Rimutaka Hill was moderate so good progress was made, and the ride was uneventful on SH2 through to Masterton where riders Dave G and Alex B were waiting.

After one of our riders refuelled, we set out firstly on the Masterton Castlepoint road and then the Te Ore Ore, Whangaehu Valley, Route 52 Roads all of which were virtually free of traffic stopping for a coffee break at the Pongoroa Pub.

The only incident was on a straight stretch of road where a Digger was situated in the riders oncoming lane and another vehicle was parked off the same lane as the riders, an on coming car put on a blinker and moved onto its wrong side of the road heading straight for our lead rider who had to brake hard and pull to the left to avoid a head on collision. The whole incident was over in a split second and appeared to be due to the car driver travelling to fast to avoid the Digger, a case of 'driving without due care and attention'.

Route 52 is still showing the subsidence caused initially by the earthquakes centred around Eketahuna a couple of years ago and latterly heavy rainstorms over the last two winters. Every few kilometres there are road signs noting 'Uneven Surface' and the road is quite rough likened to riding off road on a sealed road. The road surface improved once we turned off Route 52 onto the Herbertville Road for the ride down to the Herbertville Pub for lunch. The weather was hot on the coast, so we sat outside swapped ride stories relating to recent and prospective rides a per usual on these rides.

After lunch we continued along Herbertville Road to have a look at the beach, which is not that pleasant, however, looking North Cape Turnagain is very prominent named by Capt James Cook on one of his voyages. There is a Turnagain Inlet in Alaska named by the same gentleman, he sure got around given the vessels he was sailing in.

The ride continued firstly by retracing our ride over the rough bits of Route 52 back to the intersection with the Weber Road for our ride to Dannevirke to refuel at BP Service Station before we commenced our journey home.

The homeward ride south was on SH2 to Woodville where our two Wairarapa members headed back down through the Wairarapa.

The six Wellington bound riders went over the Saddle Road from Woodville to Ashhurst and then through Ashhurst on our way to SH57 for the ride South. The Police had set up a Random Breath Testing stop on the exit road from Ashhurst and it is pleasing to report that none of our riders were tested. We had planned to have a coffee stop at the Horseman Café in Shannon which by the time we got there was closing, the proprietor was happy to provide us with coffee in takeaway cups as long as we were happy to sit outside which we were. This is a popular Café and we have used it on a number of times the food is great as is the coffee, so if you are travelling North on SH57 the Horsemen Café is at the Northern end of Shannon and is well worth a stop.

Dave Thomson and Paul and Joy Quilter departed for Dave and Cath's home North of Wellington. The other three riders headed South and experienced traffic tailbacks at Otaki caused mostly by the roadworks going on there and again south bound on Kapiti Bypass where the left, hand lane is undergoing significant work apart from those two issues the ride home was uneventful.

It was great to have Paul and Joy Quilter join us on this impromptu ride thanks to Dave Thomson and if any other member is staying in the Wellington area and would like a ride simply contact the Area Rep to see if there is a ride on offer.

Home to home distance for the writer was 476 kms.

### Impromptu Ride – Otaki – 11 January 2020

An Email from the Membership Secretary (Chris Souness) on Thursday afternoon noting that he was meeting Treasurer (Robin Wood) at the Reds Café in Otaki on Saturday morning to collect a Laptop, suggested that this was an opportunity for an Impromptu Ride. As Area Rep (Peter Nash) I agreed and proceeded to send out an Email re this ride. Apart from Chris and I four other members responded, and we all met at BP Mana for a 10:00 departure up SH1 to Otaki.

As Chris had suggested this ride he led, and I was Tail End Charlie (TEC) so off we rode in a steady flow of Saturday morning traffic. The ride to Otaki was amongst standard SH1 traffic behaviour with nothing particularly untoward.

The traffic through Otaki on a Saturday morning is bordering on chaotic with difficulty being experienced by those trying to join the traffic stream going both North or South. This situation will remain until the bypass currently under construction is complete.

The Reds Café is a large café in Arthur Street and was doing steady trade coffee was good and the scones that some of the others were consuming were receiving approval. As we awaited the arrival of Robin Wood, Stephen Oatley arrived which was great as most of us had not seen him for a while, not since he and his wife Jenny moved to Raumati not far South of Otaki. The usual lighted hearted banter followed as he was riding a Suzuki DR650. We still talked to and at him in spite of his defection from the BMW marque and like the good fellow he is he took it all with his trademark smile.

## Area Reports

Robin and Joy arrived and the hand over of the Laptop was completed and a good old catch up was had by all for a couple of hours. We found out that some of us are all travelling on the 9am Friday 24 January InterIslander Sailing to the Annual Rally in Blenheim in a couple of weeks.

We all departed for home some opting to ride to the roundabout at the Northern end of Otaki as an easier means of joining the South bound traffic.

This was an enjoyable outing so well done, Chris S for suggesting it – I much prefer to lead rides than go TEC.

### **Impromptu Ride to Riversdale Beach.**

This Impromptu Ride had two options sealed or gravel roads all the riders opted for the gravel ride. Thursday 19 December saw members Denis H, Michael C and Peter N gather at the Caltex Rimutaka for the ride through to Carterton for a quick coffee at the Wild Oats Café.

Before leaving the café, contact was made with Peter T so he would be waiting at his gate ready for the ride eastward out to Te Wharau for the start of the gravel ride on the Kawhata and Homewood Roads. The gravel on both roads looked as though it had recently been resurfaced or regraded as it was evenly spread right across the road with no, defined car tracks. The Kawhata Road is mixture of straights and winding narrow hilly parts up and down amongst Forestry blocks, as you get further along the country flattens out and provides long straight stretches through to the turn off to Riversdale Beach.

The Store/Café/Bottle Store at the beach has a quite wide variety of café food available along with good coffee. The route for the ride back was discussed over lunch and it was decided that the Wellington riders would return via the Masterton-Castlepoint, Masterton-Stromvar, Lees Pakaraka Roads and then follow the Longbush Road through to Martinborough and eventually onto the Rimutaka Hill Road. Peter T went back over the gravel roads we had ridden out on.

The weather forecast was for 'strong northwest wind gusts up to gale in exposed places' and the forecast did not disappoint for the ride home over the hill. We

were fortunate on this occasion that we were able to keep up momentum in the traffic making the windy ride virtually uneventful. On another recent ride over the hill in similar wind conditions we got stuck behind a large truck and trailer unit moving at a walking pace and the resulting loss of momentum caused a few interesting moments until the truck pulled into a 'Slow Traffic Bay' and the traffic tailback was able to pass.

This was another great day's riding out to the Wairarapa Coast with riders who had all been involved in Peter Tibbs's Gravel Road Riding Training on roads that were new to 2 of the riders where they could further practice the riding techniques they had learnt.

Peter Nash - # 3184

## **Nelson-Marlborough**

Nelson-Marlborough December ride.

A small group of us met for a nice ride over to Penzance for a final check of the road and destination for the 2020 rally Saturday ride. Weather remained dry, but too chilly for a swim today. Getting all the horrible weather out of the way for the Rally weekend.





# MINUTES OF THE 44<sup>th</sup> ANNUAL GENERAL MEETING

of BMW Owner's Register Inc held at the Marlborough Convention Centre situated at 42a Alfred Street, Blenheim on Saturday 25 January 2020.

Start Time: 5.10pm

Present: Garry Williams (President), Robin Wood (Treasurer), Chris Souness (Membership Secretary), Dale Grover (Member Representative), David Ross (Secretary), 70 Members and 7 Guests.

## Welcome-

Recognition and thanks given to:

- Local Committee (each person and role identified)
- Kevin and Zoe Hewitt (and team) – Venue and Program
- Dale and Odette Grover – Gymkhana and Odette for Transport
- Tony Haddon (and team) – GS Rides and Gymkhana
- Richard Cullingworth – for the excellent Health and Safety Plan
- Avon City Representatives, Motomart Representatives, Mount Motorcycle Representative.
- Leonie Steadman from AON
- Ride Forever (for Registration and prize packages)
- Downers (for Road Cones)
- Ben Wilkins from Kiwi Rider (who will also co-host the 7 November 2020 GS Rally at Martinborough)
- Special Thanks for Dave Morris who stepped in as our temporary Editor for a few months but that lasted nearly 18 months.
- Thanks to our Secretary for handling the transition of the Newsletter onto the digital platform.
- Thanks for David Oldershaw who has stepped up as the new Editor/Editorial Overview.

A moment of Silence and Remembrance for those who cannot be with us, especially Grant Aislabie and Gail Moore and their tragic loss.

## Apologies.

Grant Aislabie (Vice President), Gail Moore (Tauranga), Noel Walker (Auckland), Lance Nixon (Wanganui), Ian McKercher (Blenheim), Chris de Wagt (Blenheim), Henry Plowright (Auckland), Peter Wood (Nelson), Tony O'Connor (North Shore), Cheryl Marquis (Wellington), Peter Truter (Palmerston North), John Christie (Levin)

Moved: John Wuts (Napier). Seconded: Neil Barnard (Whakatane)

Moved: Ian Sowden (Katikati). Seconded: Peter Nash (Wellington)

1. Minutes of the previous Annual General Meeting held at Wesley College, Paerata on Saturday 12 January 2019.

## 2. Presidents Annual Report from the Board

It's been a pretty good year for the Club starting with an awesome adventure in the North Island. A huge 'thank you' to Steve and Suzanne Parkinson and the Auckland team, our sponsors, Wesley College staff and everyone else who helped in bringing together the 2019 Annual Rally in Paerata. The weather was glorious, the riding fantastic (especially if you were one of the fortunate GS riders out at Limestone Downs on the Sunday) and the extracurricular activities simply brilliant!

By February we started to see areas of the country, particularly down South, with an extreme fire risk resulting in many roads through the Clarence Valley closing. We worried about our members in the Tasman District, particularly those around the Wakefield area, living so close to a fire covering around 2,400 hectares. At the same time, great excitement emerged across social media with the announcement that the 2010 International GS Trophy was to be held in New Zealand tempered by the fact that there wouldn't actually be a NZ team competing.

In March, the inaugural annual National Festival with the BMW Car Club was held in Taupo and, in April, over 50 members turned up for the North Island RAG Rally near National Park.

In May, we introduced a club discount on the Bluebridge Ferry Service complementing the arrangement we have with InterIslander and providing more choice around sailing times and the level of service you might require.

The Board bought our Area Reps together for a weekend in Wellington in June. It was great to see all areas represented, including Scott Mills from Taranaki standing in for Ray Senior while he's overseas and Xan Harding coming down to represent the East Coast. What a great bunch of people! The focus of our discussion and workshops was on our 2019-2021 three-year plan and how and what we'll all be doing to contribute to successfully delivering on the club's objectives. Part of the weekend's discussion was around our sustainability as a club and also around sustainability at a broader level, especially where there are impacts on motorcycling as a recreational activity.

Jo and I flew to the USA in September visiting Palm Springs, California for a week courtesy of BMW's Club and Community Management Group for the 2019 BMW Clubs International Council meeting hosted by the Car Club of America at La Quinta resort. It was great catching up with club delegates from around the world, especially those we met when we attended our first council meeting in 2008 in Vancouver following the Club signing up as an official BMW Club. The fact that the same people are still around for 10 years is testament to their passion and enthusiasm for their clubs, just as I am passionate about ours, and all were very happy to see us back at the table.

Aside from some great "social networking" opportunities, a fabulous Car and Bike Show put on by the Americans

and the opportunity to try out some of the best of the BMW fleet over the week, the crux of the week was the two-day council meeting themed as 'Adapting for Change in the BMW Clubs World'. It was evident from the start of discussions that the impact of digital technologies is a real challenge being felt in all areas of the world. The proliferation of virtual groups popping up claiming to be the "fastest growing" or "biggest and best", ripping off existing structures to support a notion that there's a physical presence as a club and basically hood winking dealers and sponsors into thinking that it's somehow legitimately sanctioned by BMW's Club and Community Management Group is certainly not unique to New Zealand.

What was interesting is that everyone is struggling to deal with this. The Council Chair called on me to talk to the three year plan our club has because we've done a bit more thinking about how we can make our club more successful and what it will look like in the future, and what our own experience has been in moving our club into a digitally capable organisation but still retaining the values we hold dear in terms of what it means to be a "club".

Our Otago/Southland Area Rep, Andy, pulled one out of the hat securing Borland Lodge as the venue for the SI RAG Rally in November. Thirty eight members and guests arrived on the Friday afternoon, many who had been travelling for several days. Thanks to Andy, Victoria and (especially) Rick for all the hard work in the kitchen, the meals over the weekend were just fantastic. It was awesome to see half our Board members and Area Reps present, and the members participating in the weekend represented all but two of our Areas.

It's been a really good year in the main. I thank all the members of the Board for the way in which each has undertaken their responsibilities and particular tasks over the year. We work well together as a team, partnering up and bringing our collective strengths to our purpose. I'm delighted all of us will be seeing our current two-year terms out.

Thanks also to our Area Reps for making local activities interesting and engaging for their members. We appreciate your efforts and do not take it for granted.

I also want to acknowledge and thank all our Sponsors, our Editorial team, our Gear Shop administrator and all the other great people who volunteer to help our club operate in the way it does. It is a real privileged to be part of such a great team!

Also a big 'thank you' to our members. Your commitment to membership of our club is what makes it a real club.

Moved: Garry Williams (Rangiora). Seconded: Peter Nash (Tawa)

### **3. Treasurers Report:**

It gives me pleasure to present to our members the Treasurers Report and Statement of Financial Position for the fifteen months ended 30th September 2019 together with the projected summary of Income & Expenditure for the year to 30th September 2020. Please note that the accounts have been prepared on a 'Cash' rather than 'Accrual' basis and therefore do not take into account any outstanding debtors or creditors as at balance date. However, apart from normal operational income and expenditure there were no other abnormal costs/income expected as at that date.

### **Operational Income & Expenditure:**

#### **Income:**

Total income for the period was \$33,780 slightly down on the previous 12 months.

This decrease was in the main attributable to reduced Newsletter Advertising income and Subscriptions running just under \$2k per month.

#### **Expenditure:**

Total costs for the 15 months \$30,767 down by \$2,368 from the previous 12 months.

Items worth a comment are:

Printing – down by \$5,115 to \$4,483.

Postage Costs – down by \$1,476 to \$1,672.

Both these reductions a direct result of 'going digital' with Newsletter.

Travel/Meeting costs up by \$5,392 to \$13,151. Major components to this was Area Rep's meeting held at Brentwood Hotel, Wellington and travel costs associated with Presidents attendance at Clubs International Conference in Palm Springs.

#### **Surplus/Deficit:**

Result for the year is an operating surplus of \$3,014 and after all 'Event' & 'Regalia' Income/Expenditure is taken into account we have an overall surplus of \$6,616 for the year. This has seen our Members Funds increase to \$39,167. However it should be noted that at Year End there was substantial funds (\$6,468) held in the Event Account relating to the 2020 National Rally registrations with associated expenses still to come. There was also \$2,970 relating to 2019 SI RAG yet to be expensed.

#### **Summary of Net Cash Generated by Special Activities:**

Gear Shop – Deficit \$2,198. Generated after sales (net of postage) of \$377. We hold stock as at 30 September 2019 of \$2,659. This stock figure is after a considerable write-down in values in order to encourage sales of some of the older merchandise held.

National Rally/AGM 2019 – Deficit \$2,822. However taking into account the \$2,990 net of registrations/expenses collected/paid prior to 30 June '18 the 2019 National Rally resulted in a \$168 surplus.

National Rally/AGM 2020 – Surplus \$6,468. Reflects early Registrations and expenses paid as at 30/9/19.

NI RAG Rally – Deficit \$815. Board agreed that this event would be classed as a 'Qualifying Event' and Club would subsidise this event to the extent of \$650 being the hire cost of Taylor Lodge. Deficit also includes hire of Lodge for 2020 RAG so in effect 2019 RAG resulted in a deficit of \$165 instead of the expected \$650. Registrations were set at \$15pm on assumption that there would be approximately 25/30 attendees as in the past. However, it proved to be a very popular event attracting 50+ members resulting in a greater than expected registration income.

2019 SI RAG Rally – Also classed as a 'Qualifying Event'. Surplus \$2,970. But as explained above costs yet to be expensed. If Andy & I have done our sums right the event should end up with a resultant deficit of approximately \$650.

#### **Capital Expenditure:**

There was no expenditure on capital items during the year.

#### **Cash Reserves:**

We continue to hold \$15k on Term Deposit along with healthy balances in both the 'Operational' and 'Event' current accounts.

**Subscriptions:**

The revised Constitution is now fully in effect and accordingly any increase/reduction in subscriptions and/or joining fees can and will, as cash flow dictates, be recommended to the executive at Board meetings and if so accepted will be thereby implemented. However, at this stage I see no need to recommend any changes.

**Budget 2019/2020:**

In terms of our Constitution I also present for your information an estimate of the operational Income & Expenditure for the current financial year to 30 September 2020. This has been prepared using current membership

levels and based on current subscription fees and other income. Expenditure has been assessed after consultation with other Board Members

**Summary:**

I table this report and move the Statement of Financial Position as at 30th September 2019 & Budget Forecast to 30th September 2020 be accepted.

**Robin Wood**

*Treasurer*

25<sup>th</sup> January 2020

**Financial Statements of Financial Position as at 30 September 2019**

	2019	2018
	\$	\$
<b>Assets:</b>		
<b>Current Assets:</b>		
Stock	2,659	5,234
Westpac main a/c	6,541	3,166
Westpac Event a/c	14,799	8,982
Term Deposits	15,168	15,168
<b>Total Current Assets:</b>	<b>39,167</b>	<b>32,551</b>
<b>Fixed Assets:</b>		
Computer Equip	0	546
Less Accum Dep	0	546
<b>Total Fixed Assets:</b>	<b>0</b>	<b>0</b>
<b>Total Assets:</b>	<b>39,167</b>	<b>32,551</b>
<b>Liabilities:</b>		
<b>Current Liabilities:</b>	<b>0</b>	<b>0</b>
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>
<b>Net Assets:</b>	<b>39,167</b>	<b>32,551</b>

**Members Funds as at 30 September 2019**

Net assets 30 June 2018	32,551	26,049
Plus Cash Surplus Year to 30 Sept 2019	6,616	6,502
<b>Assets 30 September 2019</b>	<b>39,167</b>	<b>32,551</b>

**BMW Owners Register of NZ Incorporated Statement of Income & Expenditure – 15 months to 30 September 2019**

	2019	2018
	\$	\$
<b>Operating Income</b>		
Subscriptions	27,408	25,581
Advertising	5,605	7,352
Donations	0	657
Badges	0	0
Interest (Gross)	767	488
<b>Total Operating Income</b>	<b>33,780</b>	<b>34,078</b>

**Operating Expenses**

Administration	280	264
Advertising	389	642
AGM Costs	2,500	2,542
Badges	2,191	2,808
Bank Fees	71	56
Christmas Subsidy	535	563
Insurance	1,334	1,288
Postage	1,672	3,148
Newsletter Production Costs	4,483	9,598
Stationery / Consumables	0	0
Travel & Meeting (Inc Area Rep Meeting)	13,151	7,759
Website Costs	3,784	4,079
Miscellaneous	379	387
<b>Total Operating Expenses</b>	<b>30,767</b>	<b>33,135</b>

<b>Surplus From Operations</b>	<b>3,014</b>	<b>943</b>
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**Net Cash Contribution This Financial Year from Special Activities**

Shop	(2,198)	281
National Rally AGM 2018	0	1,676
National Rally AGM 2019	(2,822)	2,990
National Rally AGM 2020	6,468	0
North Island RAG Rally	(815)	481
South Island RAG Rally	2,970	130

<b>Net Surplus / (Deficit) From Club Activities</b>	<b>3,603</b>	<b>5,558</b>
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<b>Net Surplus/Deficit from all Activities</b>	<b>6,616</b>	<b>6,502</b>
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**BMW Owners Register of NZ Incorporated Summary of Net Cash Generated by Special Activities for 15mth Period Ended 30 September**

	\$
<b>Regalia Shop</b>	
Sales	545.25
Less Postage Expenses	(168.10)
	<u>377.15</u>
<b>Less Cost of Goods Sold</b>	
Opening Stock	5,234.00
Purchases	0
Less Closing Stock (Write-down values.) Sept 2019	2,659.00
	<u>2,575.00</u>
<b>Cash Surplus Generated</b>	<b>(2,197.85)</b>
<b>National Rally AGM 2019</b>	
Income	22,608.00
	<u>22,608.00</u>
Expenses	25,430.24
	<u>25,430.24</u>
<b>Cash Surplus/Deficit Generated</b>	<b>(2,822.24)</b>

Note: There was a net amount of CR\$2,990.00 relating to the 2019 Rally accounted for in the Financial Accounts for the year to June 2018 resulting in an overall Surplus for the event of \$167.76.

**National Rally AGM 2020**

<b>Income Registrations to date</b>	7,940.50
	<u>7,940.50</u>
<b>Expenses Outgoings to date</b>	1,472.25
	<u>1,472.25</u>
<b>Cash Surplus Generated</b>	<b>6,468.25</b>

**RAG Rally - North Island**

<b>Income</b>	
2019 - Registrations	965.00
Total income	965.00

**Expenses**

RAG 2019	1,130.26
RAG 2020	650.00
Total Expenses	<u>1,780.26</u>

<b>Cash Surplus Generated</b>	<b>(815.26)</b>
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**RAG Rally - South Island**

<b>Income</b>	
2019 - Registrations	2,970.00
Total Income	<u>2,970.00</u>

**Expenses**

Yet to be invoiced	-
Total Expenses	-
<b>Cash Surplus Generated</b>	<b>2,970.00</b>

**BMWOR Inc Budget for Year Ending 30th Sept 2020**

2019-2020

**Operating Income:**

Subscriptions	24,000.00 *
Interest	500.00 **
Donations	100.00
Badge Sales	100.00
Gear Shop	500.00
Advertising	6,000.00

<b>Total Operating Income:</b>	<b>31,200.00</b>
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**Operating Expenses:**

Accounting	80.00
Administration/Miscellaneous/Stationery	500.00
AGM Costs	2,500.00
Badges/Trophies	2,500.00
Bank/Polipay Fees	100.00
Insurance	1,500.00
Postage	1,500.00
Newsletter Production Costs	8,000.00 ***
Publicity/Promotional/Advertising	1,000.00
Rider Training	500.00
Christmas Subsidies	600.00

Travel & Meeting Expenses	10,000.00
Website/Database hosting costs	2,000.00
<b>Total Operating Expenses:</b>	<b>30,780.00</b>
<b>Surplus/Deficit</b>	<b>420.00</b>

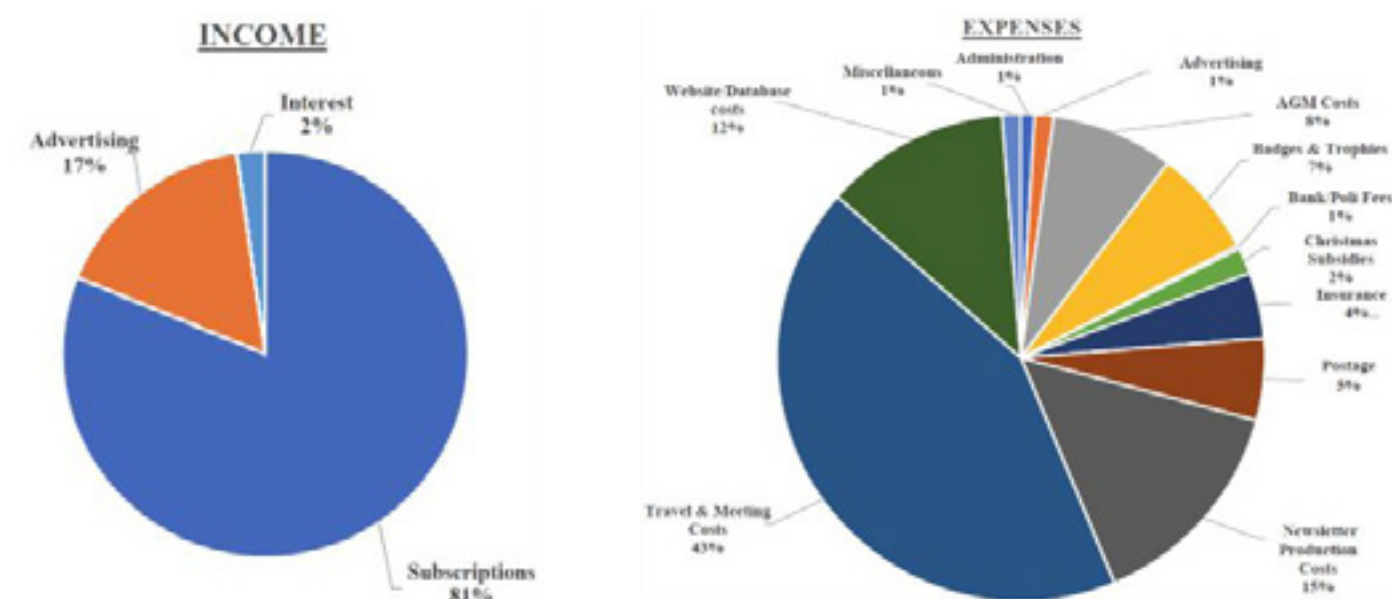
#### Comment:

This budget is purely concerned with the Operating Income and Expenditure and does not take into account any 'Event' transactions. Events should be self-funding and any resultant shortfall/surplus will be reflected in the funds held in the Event A/c.

\* Based on existing subscription levels with a modest increase to reflect new memberships.

\*\* Based on average Term Investments of \$15k at an average rate of 3.0% plus miscellaneous interest from current account balances.

\*\*\* Based on Nettl fees to manage/format digital newsletter of \$660pm



Moved: Robin Woods (Palmerston North). Seconded: John Wuts (Napier)

#### 4. Remit.

The Board submits this remit and proposes that the name of our club be changed from the 'BMW Owners Register of New Zealand Incorporated' to 'BMW Motorcycle Club Aotearoa New Zealand Incorporated'.

The following amendments to the Constitution will be made:

1. Front page - name changed from 'BMW Owners Register of New Zealand Incorporated' to 'BMW Motorcycle Club Aotearoa New Zealand Incorporated'
2. Clause 1.0 - name changed from 'BMW Owners Register of New Zealand Incorporated' to 'BMW Motorcycle Club Aotearoa New Zealand Incorporated'
3. Clause 3.1 - name changed from 'BMW Owners Register of New Zealand Incorporated' to 'BMW Motorcycle Club Aotearoa New Zealand Incorporated'

#### Rationale:

The rationale behind this is:

- that the BMW Owners Register of New Zealand was created in a time when a "register" was relevant, and when "ownership" was the main criteria for membership;

• that for the last year we have been "trading as" the BMW Motorcycle Club of New Zealand, and new branding has been approved by BMW AG in line with the BMW Clubs International corporate identity guidelines;

• that the proposed name change reflects the current nature of the club more accurately 40 years on, identifies our club as a motorcycle club, and internationally as a member of BMW Clubs;

• reduces identified threats relating to the difficulties of attracting members and perceptions of elitism; and

• eliminates any confusion for those with an interest in BMW motorcycles whether they own one or not.

Moved: Garry Williams (President). Seconded: Kevin Hewitt (Nelson)

Vote By show of hands – Unanimous

#### Membership (Chris Souness)

Overall membership has increased slightly over 2019. We have introduced the ability to make payments for Membership (both New and Renewals) via a Credit Card Subscription.

We are also actively canvassing Dealers who sell New of Used BMW Motorcycles to advise those buyers of our Introductory Membership Offer.

Q. Re Introductory Members. A. Explained by Chris Souness

#### General Business.

1. John WUTS (Napier): Records a vote of thank to the current Board for the work during the past year.
2. Kevin HEWITT (Westport): New Area Rep for Nelson is Tony HADDON. Kevin Has moved to Westport and will be the Area Rep for the West Coast.
3. Richard KUYSTEN (Auckland): Thanks for the Organising Committee and the date so that it is close to the Burt Munro.

*Time closed 1751*

*As at 25 January 2020*



## Gymkhana Photos



# Report for BMW Motorcycle Club NZ

## 2 Wheels, 2 Panniers, 2 Up

By Sue and Graeme Duncan

June 1<sup>st</sup> 2019 saw Graeme and I winging our way to Vancouver to begin our 4 month motorbike odyssey. We had purchased



a bike online through a dealer in Kelowna as it seemed easier to do the ownership and registration in Canada rather than the USA. Although we had ridden a 1200GS and 700GS on previous trips Graeme decided this was a great opportunity to try something different so we had purchased a 2012 Versys 1000.

The day after our arrival we met up with a group of motorcyclists who

took us (in our rental car) on one of their favourite brunch rides, then we continued on to Kelowna. Our first adventure occurred here. I had booked us a very cheap B&B, a bed in a glasshouse, figuring at the beginning of the trip we could be a little outside the box. The place was advertised as a glasshouse with a double mattress built onto a frame on top of a big fish tank. When we arrived what we had was a thin mattress on a gravel floor in a marijuana growing facility! The smell was overpowering and the bed situation not ideal so we just left. Great start to the trip! On the 3rd we picked up the bike, completed all the formalities and headed out. We had joined the BMW Motorcycle Owners of America group and our first night with the bike was with one of the groups ambassadors about an hour north of Kelowna. Graeme and Martin tweaked the bike, sorted things out and next day we headed off for real. Our luggage for the entire trip consisted of 1 pannier each, a top box, small roll bag, a small tank bag and a Personal Locator Beacon. Our first day was 750km (we averaged around 4-500km a day) and the temp started at 19C and ended on 7C. This set the tone for the rest of our trip! At this point let me say that 95% of the accommodation on our whole trip was booked either the day of, or if I was lucky, then the night before. Although we had a general idea of where we wanted to go nothing was decided till the night before usually.

Our journey took us north through BC into the Yukon along the Alaska Highway, stopping at Prince George, Sikanni River, over Steamboat Mountain and onto Liard Hot Springs. At the top of Steamboat mountain it was misty and 0C, dropping to -1C, hail and snow. A woman going to the loo on the side of the road in this situation is a feat of contortion and courage I must say. Not long before Liard we got pulled over by the RCMP (police) for speeding, Graeme's excuse that the previous day we had followed a Sheriff's van for some distance at an even faster speed did not fly with the officer for some reason! Luckily for Graeme he was given a warning about speed and then we got a warning about Bison on the road ahead.

Our route continued north to Dawson City then onto the Top of The World Highway. We had heard varying stories on this road. Most Americans seemed to think it was hard work, slow and pretty crap...mostly on Harleys. We found it a great ride,



To the Arctic Circle

but we did have a lovely day weather-wise. Still some banks of ice alongside the road in places. On into Alaska, and through Fairbanks to the Dalton Highway (or haul road) as far as the Arctic Circle sign. The gravel was better than the sealed bits but when there are holes they are big, generally due to melted permafrost underneath, and the mozzies are vicious, prolific and big.

On the way back we headed through the Denali area, then south on the old Denali, Cassiar and Yellowhead Highways to Prince Rupert where we caught the ferry to take us to Vancouver Island, 16hrs through the Inside Passage. Down through Vancouver Island and out the bottom, we ferried across to the USA. We continued south through Washington State, into Oregon then headed East to John Day for the Oregon BMW Rally where we won the award for the longest distance travelled on the bike to get to the rally. At that point we had travelled 9000km in 24 days.

From here we headed further East to Yellowstone National Park, where our exit took us across Beartooth Pass... absolutely magnificent!

Like the Crown Range on mega steroids. The ski-field on the top was still operational.

July 4<sup>th</sup> in Casper Wyoming, then south to Colorado where we did a big loop of the state, going up Pikes Peak, visiting Durango and round through more of the Rockies.

By this time as we headed north east to Nebraska our temps were up to the high 30's. In Nebraska we visited with family for a few days then headed south again through Missouri, Arkansas and to the Gulf of Mexico in Mississippi. We got to visit Stennis Space Centre on the 50th anniversary of the moon landing and try interesting food like alligator wings (legs), gumbo, catfish, hushpuppies, and po-boys. We continued northeast to Alabama to the Barber



Motorcycle Museum in Alabama, then into the Smokey and Blue Ridge Mountains.

Our route took us over the Cherohala and Blue Ridge Highways, and The Tail Of The Dragon. For all its infamy, it was



slow and there were plenty more roads in the US and certainly here that are much more fun to ride. But we did it and I have the t shirt. The scenery through this area is stunning though and well worth the visit.

Carried on up through Virginia, Pennsylvania and NY state, then back into Canada and Toronto ready to fly the bike to the UK. By now we had travelled for 2 months from the Arctic Circle to the Gulf of Mexico, the West Coast to the East... around 20,000km over 9 weeks.

Our bike travelled on the same plane as us to Gatwick Airport, and was all a pretty straight forward process. We dropped it off the day before our flight, watched it load on the plane, then picked it back up the afternoon of the day we arrived. We headed south to Brighton and the southern coast, then round to Cornwall which has teeny tiny, windy and at times steep roads. Then we headed up through the middle via Bath to Lincolnshire where Sue's family are from and many still live. Continued to Liverpool where we left the bike and flew to the Isle of Man for the Classic TT. That was a lot of fun, not as intense as the Main TT in May. Unfortunately our first day there Chris Sparrow a kiwi rider was killed, but later the same day Bruce Anstey won his race! We stayed for 6 days then flew back to pick up the bike and headed south again to the top of Wales, where we circumnavigated Anglesey and Snowdonia, then north again through the Peak District and into the Lake District where we rode Hardknott Pass, in the rain!

Into Scotland and up via Loch Lomond to Oban, then Ben Nevis and on to Mallaig to catch the ferry to Skye. We left Skye via the bridge and began the NC500 (miles) at Applecross Pass. This wonderful trip takes you up and around the coast of Scotland from the pass (which is across the loch from Skye) to Inverness. We followed it up to John O'Groats, then ferried over to trip around the Orkney Isles for a day, including Skara



Brae, the excavated ruins of a village 5000 yrs old. We headed back down the other side via Inverness and Edinburgh and back into England, visiting Hadrian's Wall and York City.

The bike part of our trip ended up back in Lincolnshire where it will be stored till we can get back probably 2021 to tour Europe. Our UK trip was some 6000km over 7 weeks, from



Lands End To the Orkneys, IOM and Skye. Over the 26100km, we had 2 flat tyres, replaced the sprockets and had a full service otherwise minor bike care was the order of the day. People everywhere were wonderful and couldn't have been more helpful. We kept off main highways as much as possible, stayed in motels, hotels, B&B's, with BMWMOA members who were total strangers, family, even an old sauna and a castle! We saw many bears including grizzly, bison, moose, deer, caribou, coyote, bald eagles, snakes and squirrels. We have ridden some truly wonderful roads and seen some fantastic scenery. We have ridden in temps from -1C to +40C, rain, hail, snow, searing sun and lovely cloudy temperate days. The biggest thing is we have survived each others company 24/7 for 17 weeks and we would do it all again.

If you want to read about our trip in more detail, with lots of photos, we have a blog [2wheels, 2panniers2up.home.blog](http://2wheels,2panniers2up.home.blog)

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# Annual National Rally Reports • Blenheim • 24-27 January 2020

There was quite an assembly of motorcycles gathered to board the 09:00 am Interislander sailing on 'Kaitaki' to Picton on Friday 24 January. A rough count of the number of bikes looked to be 30+ mostly BMWs going to the Annual Rally in Blenheim; some carrying a wide range of gear clearly intent on touring the South Island after the Rally. One rider on a Harley had a Beer Crate as a top box with stubbies and cans packed into socks along with a range of camping gear.

Motomart was represented by Gareth Steele and partner along with 2 new models, a GS1250 and a 6cylinder cruiser, good to see one of the local dealerships supporting one of the marques they are agents for at the annual rally hopefully both bikes found new homes as a result of the Rally.

Our sailing was late in departing from Wellington due to the Picton harbour being closed because of a gas leak at the port and an ensuing 800 metre exclusion zone being put in place. There were 2 Ferries ahead of us which meant having to wait our turn at the berth, the ferry crossing was a bit slower than usual and in the end our wait for the berth was minimal.

Most of the BMWMC members gathered at the 'sharp end' of Deck 7 and managed to entertain each other for the duration of the sailing which was relatively calm apart from a few gentle roles due to the wind.

The ride through to the Blenheim Top 10 Holiday Park relatively uneventful apart from the heat and a couple of nutters on Harleys overtaking on double yellow lines which are only painted on the road as a warning for these clowns.

After booking in and being allocated our units at the Top 10 Dave Ross and the writer rode down to the Convention Centre and registered and collected our bags of 'goodies' and our Rally Shirts which were impressive and stand out well in a crowd. Also signed up for 'Ride Forever' and was presented with a small quality tool set and a high viz belt.

It is a shame that the Wellington City Council hasn't followed the Hutt and Upper Hutt City Councils and paid the \$50 fee in the interests of road safety. Wellington is a bit anti motorcycle as shown by their lack of provision of more Motorcycle Parks.

The weather in Blenheim was hot and the writer was dehydrated so a half dozen cans of cold Heineken were purchased and consumed back at the Top 10 along with others having a few glasses of wine.

We were picked up by Odette Grover and transported to the Convention Centre for the opening of the Rally and dinner; the food was excellent as was the company. This was the first opportunity to touch base with fellow members that we had not seen, for me, since the Area Reps Meeting in Wellington or since the 2019 Rally in Auckland. Odette returned us to the Top 10 which was appreciated.

Saturday dawned another sunny morning the first Rally riding event was the Gymkhana which had a new twist in that, a pillion was carried with a, hard boiled, egg on a spoon around the slalom course for the first part of the course. After the Gymkhana the sealed and unsealed rides had their briefings and got under away.

Four of us had decided to visit the Omaka Heritage Aviation Centre spending around 3 hours at this venue which is incredible in terms detail and worth the entry fee. After lunch we looked at the 'Dangerous Skies' exhibition adjacent to the main museum, the level of detail involved with these exhibits was amazing.

Saturday evening saw the BMWMC AGM where the name

change of club was made official and various reports from Board members were delivered. The next AGM at the 2021 Rally in New Plymouth will see the need to replace the current Board members or change the roles of those who wish to remain on the Board so this will be a big deal for the Club going forward.

After the AGM the official Rally dinner was enjoyed, again the food was excellent, the meal was followed by music from a local band to which members were dancing to good, old style loud Rock & Roll – brilliant.

Once again Odette delivered us back to the Top 10 after a great evening, Odette must have covered a lot of kilometres over the weekend as she also drove those who did the Wine Trail on both Saturday and Sunday, special thanks go to her for her patience.

Sunday was the day when the Concur de Elegance took place winners were Mike Marshall (R100S) and brother Simon Marshall (K100s) again the rides took off the longest one being the Molesworth/Rainbow ride.

Dave Ross, Dave Oldershaw (by car) and I rode through to Waikawa and looked at the Marina, had a coffee stop then continued over the Queen Charlotte Drive to Havelock for lunch. Our return ride was via SH6 to Renwick and back to the Top 10 and a few cold drinks to rehydrate and await Odette for a ride to the prizegiving dinner. The same high standard of food was again delivered by the Caterers for the final official event of what had been an excellent Rally in a very scenic part of the country. The Raffles were drawn for a wide range items some provided by sponsors other coming from the BMWOR store featuring the old BMWOR Club Logo.

Monday saw us all move homeward for those of us on the 11:15 Interislander sailing the highlight was a 20+ pod/school of dolphins sighted in Cook Strait.

**Peter Nash**



Dangerous Skies Exhibit

## 2020 Annual Rally and AGM

What a great weekend and the weather was fantastic, in the 30s (which kept our Northland friends comfortable). The location at the Convention Centre worked out very well, with full use of the Foyer all day and with the Blenheim School across the road, which we used for parking, Concours d'Elegance and Gymkhana.

We had some great rides, both on and off the seal. The oops award, a result of one of the Sunday gravel rides, was a contest between two Nelson members. Anja dropped her bike in a water crossing, complete with video evidence. And Mark wedged his boxer between 2 rocks causing some damage to the cylinders and various other parts. I am pleased to say both riders were unscathed. Voting was held during prize giving on Sunday and the Oops was awarded to Mark Gallagher.

The Convention Centre looked after us well, and the team went above and beyond behind the scenes to help us keep things running smoothly. We managed to keep back meals for the late arrivals on Friday due to a gas leak at Picton, which significantly delayed the ferries. We feasted on an excellent spread of food on all three nights, with plenty of Kai Moana.

After the Saturday meal we had a Nelson band called Toadstool play some fantastic tunes for us, and they got the dancers up to the floor with their first song.

It was a fantastic weekend catching up with old friends and making new ones. It was also nice to meet Ben from Kiwirider Magazine, who is doing an article on our club. Look out for the article in his upcoming publication.

**Kevin Hewitt**



### BMWOR Annual Rally 2020 - GS Ride Mt Patriarch and Mt Altmarloch Ride Report

I was asked if I was available to lead a GS ride during the Annual Rally some time ago, probably soon after the Blenheim location was announced in 2019. Because we lived in Blenheim, I thought why not, it will be fun. Of course, not long afterwards, we ended up moving to Christchurch....

With other things on my mind, I kept putting off even thinking about the Rally, after all, it was still a long way off. Kevin, however, kept reminding me that time was moving on. Unfortunately, a preferred option has fallen through and so the decision was made to fall back on an old favourite ride. Mt Patriarch and Mt Altmarloch offered stunning views and can also have challenging sections but are very rideable in good conditions.

Blenheim in January is very reliable when it comes to good riding conditions and it stayed true to its reputation. 13 people had signed up for the ride and after a brief briefing, we set off on a variety of BMW motorcycles. Two exotic Hp2 were part of the group, as well as a couple of huge 1200GSA bikes and the remainder were made up of a variety of GS bikes. We

even let a KTM join us. I was on the lightest bike, a recently purchased XChallenge. Dale Grover brought up the rear as Tail-end Charlie. I am sure my old R1150GS was not happy, sitting at home in the garage.

To set the tone of the ride, we took a tiki tour along some Wairau river tracks, before regrouping at the Wairau bridge. I saw some smiling faces, so it must have been the right idea. Soon we were riding up the beautiful Northbank road towards the Top Valley road to the start of the interesting part of the ride.

Staircase Rd starts out by meandering through a pine forest but climbing steadily amongst the trees. As a result, once you start climbing out of the trees, the first look out is already high up and offers a good view out to the valley. Thankfully, some low cloud has already lifted.

Since I hadn't ridden with several people on the ride before, I was hoping that they could all cope with the conditions. I needn't have worried, as they all turned up in short order. We had been joined by Daniel, as German rider on a GSA, who had shipped his bike from Germany and Ant (?) a new member, who had only joined the evening before, so he could be part of the ride.

It had started to look like the stop was turning into a picnic, with food and drink appearing, so I pointed out that we needed to push on, as we were on a schedule. The next short stop was at the start of the 4x4 section. Everybody was keen to continue and so we did. The track was in very good condition, with only a short downhill section being rough and washed out. We all made it through and continued to the top section, where the final walking track to the summit starts.

The views up there are spectacular, and we had near perfect conditions, with only a slight haze. We took lots of photos and had a quick bite to eat, before making our way back down again. It was now midday and it had started to become quite hot. Going down is usually quicker than going up, but in our case, we still had to get up the steep rough section. This time the riders on the big bikes had more of a challenge on their hand, but all made it up and then back down again.

My bike needed a petrol stop, ready for the next mountain, but the call of the Cork & Keg, a local pub, proofed too hard to resist. The ones who couldn't resist the temptation of beers had to be left behind, but a hardy band of non-alcoholic beverage drinkers dragged themselves out of the pub and carried on via Taylor pass to the start of Mt Altmarloch.

There was a sign that said, "Road Closed", but the lack of a lock, proved that they didn't really mean it. (I had confirmed with DOC that we could access the summit)

The lower half of the mountain looked very scarred from logging, not really a pretty sight. We had to navigate past several skid sites, but eventually broke clear of the devastation once we moved past the tree line. Altmarloch's elevation is well over 1600m and so the road had some tight turns and it climbed steadily and steeply. Since there were few trees left, we had stunning views all the way up. The summit though, was something else. 360 degrees of view, two valleys to see, the ocean in the distance and an uninterrupted view of Tapuae-o-Uenuku. That's a 2,885 metres mountain of volcanic origins and it can be seen from the North Island. Sir Edmund Hillary used it to practice his climbing skills.



By this time, it was starting to get late, so we took some photos and made our way down again. Going down was just as stunning as going up. Because of the way the road curves away from you, the view is right to the bottom of the valley, with only a few meters of road appearing in front of you at any one time.

We rode back at an enhanced pace and made our way back through Taylor Pass in record time. Again, the tired, but smiling faces said it all, so it is fair to say that the ride hit the mark. After a shower and a beer, we were ready for the evening meal. Thank you to all who attended the ride and thank you to Kevin and his team for an amazing time at the Rally.

**Alex Breig**



### **Penzance Road Ride – Saturday 25<sup>th</sup> January 2020**

30+ riders and pillions met up at Blenheim School playground and departed for a ride out to Penzance via SH6 and turning off just past Rai Valley. On the State Highway we initially passed through the Vineyards of Blenheim and Renwick, followed by farmland and passing through Havelock (home of green lip mussels) and Pelorus Scenic Reserve along the way.

After the turn off, the road narrows and we passed through more farmland, before heading over the first tight and twisty pass making our way to our picnic lunch destination. The temperature fluctuated between 33C and 26C throughout the ride. A welcome swim was had by many shortly after arriving. After swimming, relaxing and eating we headed back to Blenheim via Queen Charlotte Drive (to Picton).

We got back in plenty of time to freshen up, have a beer and attend the 5pm AGM.



### **Port Underwood Ride**

Around 25 riders set off on the Port Underwood Rd on Saturday morning. (I say about because while we knew at the time how many, I cannot remember now.) I do recall that for various reasons about 4 riders dropped out opting for a direct route to Picton. The day was warm, the road was dusty, the traffic fortunately down to only one or two still very annoying cars. It wasn't long before most thoughts turned toward getting there, shade and swim. And get there and sit in the shade and swim we did.

The homeowner at end-of-the-road Jerdans Bayhad generously invited us to make full use of their grass, verandah furniture, and stretch of beach.

The inevitable droning photographic drone soon appeared, catching a number of swimming antics in the warm-once-you-were-in sea (amongst the sting rays as it later turned out).



After about 90 minutes of seaside repose the bike gear went back on, with a return along Tumbledown Bay Rd to the now sealed portion of Port Underwood Rd being the order of the afternoon, followed by a bit of a twisty blast through the last section to the Jolly Roger at Waikawa Bay where various refreshments were guzzled. The ice cream shop in Picton had a steady stream of returning Underwooders too.

The Ride Leader Peter Brandon had a very enjoyable day, as did I, TEC Tony Haddon



From Makana it was a very short ride to our lunch destination, the Vines Village Café. We had an area outside reserved for parking and four large tables located under a huge shade sail by the pond for dining, in a prime spot to listening to the live music playing on this glorious summer day.



I could have sat here chilling to the band and drinking Kombucha all afternoon, but after eating, conversing and relaxing for a while it was time to introduce my friends from out of town to the magical views and over friendly chickens of Yealands Estate. We took the scenic route out to Seddon via South Blenheim riding through all the vineyards.



### Tiki Tour Road Ride – Sunday 26th January 2020

30+ riders and pillions met up at Blenheim School playground and departed for a relaxing ride around the region. For our first destination we headed out to Whites Bay. Temperatures were hovering around 30C again. After walking down to the beach, Xan decided it was time for another swim. The rest of us just relaxed for about 20 minutes, taking in the scenery and conversing.



Our next destination was the delicious Makana Chocolate Factory, which my wife can't drive past without spending a fortune. Some tastings were available upon entry, and it turns out most BMW riders have a sweet tooth!

# 2020 National Rally Presentations

**Oops Award: Mark Gallagher (Wakefield)**



**Concours Award: Mike Marshall R100S (Christchurch)**



**Filthy Bike Award: John Glasswell F800GSA (Taupo)**



**Pillion in a Million: Sue Duncan (Cambridge)**



**Gymkhana Trophy: Rodney Faulkner (Christchurch)** *[On a borrowed Bike as the Blue Monster would have been too difficult]*



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# Life Member Presentation



## Life Membership Number 20!

One of the highlights of the weekend was an opportunity to present Life Membership to John and Linda Glasswell. This is the club's most prestigious award and is not given lightly, nor earned as of right.

John and Linda have an extensive history within BMW Motorrad NZ and are incredibly supportive of the Club and its members. Their nomination to Life Membership was well supported, and well deserved.

Seven other Life Members were present over the Rally weekend and received newly designed Life Membership Plaques, replacing our previous certificates. Current Life Members not attending the Rally will receive a numbered Plaque shortly.



Life members from left to right: Jo Buckner & Garry Williams (No 13); John & Linda Glasswell (No 20); David [ & Cheryl] Morris (No 14); Barry [ & Sue] Richardson (No 09); Neil Barnard (No 05) and John & Pam Wuts (No 16)



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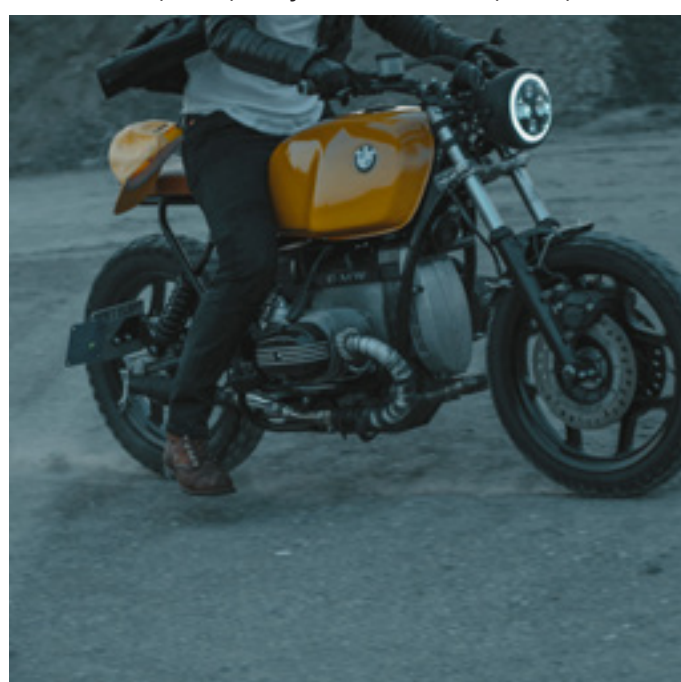
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Please head to [www.starclean.co.nz](http://www.starclean.co.nz) for more details and take a look at the video to see how easy it is to use! The "Club Members" page explains more on applying the unique club code for your purchase.



# Service Awards 2020 Rally

Claire PETERS	Auckland	<b>40 years</b>
Neil WALSH	Pukekohe	
James ROBERTSON	Lyttleton	
John & Mary CURRIE	Kurow	

Barry & Sue RICHARDSON	Alexandra	<b>31 years</b>
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Terry & Jennifer ELLIS-SMITH	Auckland	<b>30 years</b>
Paul EDLINGTON	Auckland	
Gretchen HOLLAND	Nelson	

John & Pam WUTS	Napier	<b>21 years</b>
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Alistair TAYLOR	Porirua	<b>20 years</b>
Peer NIELSEN	Whanganui	
Paul & Joy QUILTER	Lyttleton	
Bruce PEMBERTON	Kurow	
Ian & Carol SOWDEN	Katikati	
Revti & Sue VERMA	Nelson	

Jochen SCHREIBER	Feilding	<b>10 years</b>
Neil McCOMB	Hamilton	
Graham MORRISSEY	Auckland	
Guy FREEMAN	Auckland	
Peter & Ann TRUTER	Palmerston North	
Alan JAMIESON	Stratford	
Cliff JONES	Inglewood	

The Service Awards personally presented at the 2020 Rally were issued to:

Barry & Sue RICHARDSON	31 Years
Gretchen HOLLAND	30 Years
John & Pam WUTS	21 years
Ian & Carol SOWDEN	20 years
Revti & Sue VERMA	20 Years

The remaining Certificates and Badges will be forwarded to the Recipients.



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We are a small, family owned business with backgrounds in education and management. A professional couple, who believe in treating people how we would like to be treated, with honesty and trust.

Customer service is our first priority, and, our service is second to none. We have included a few testimonials in this newsletter, but would ask that you take a moment, to view our website and Facebook page, to see a more in depth view of what people have to say about us.

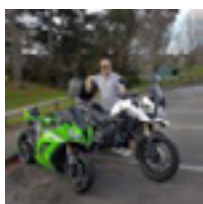
Our second priority, is providing competitive pricing. Give us a call and you will find, that on many occasions, our pricing is better than most. What is there to lose? The best customer service and prices better than most.

Thank you for taking a moment to read this notice. We hope to hear from you, or someone you know, should you need your steed transported around New Zealand.

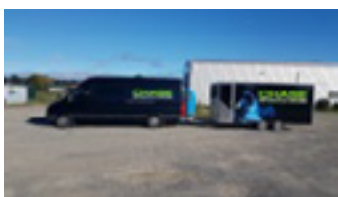
Best regards

Jo & Allan Chase

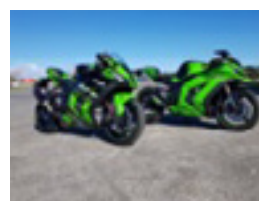
Allan Chase



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Father & son bikes



### Testimonials

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Cheers guys.

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I highly recommend them if you're moving your bikes up and down the country.

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Thanks guys

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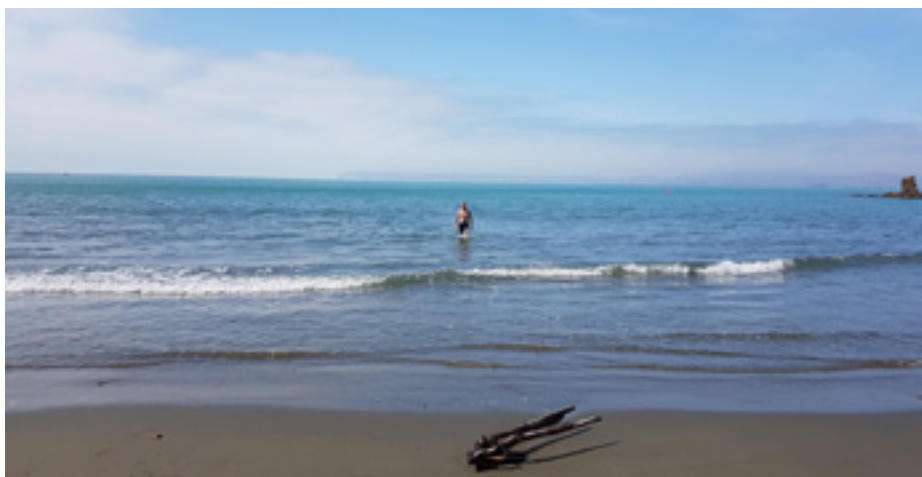
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XAN James Bond pose

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