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NEWSLETTER

MARCH 2021



BMW Motorcycle Club
Aotearoa New Zealand



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BMW Motorcycle Club
Aotearoa New Zealand



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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.

Pete
Ben
Owen
Hugo
Stephen
David
Hannes

THEOBALD
GREYLING
SCOTT
STRYDOM
WEBB
PESTANA
STRYDOM

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

Cover: Robin Wood on the Rainbow



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Presidents Podium

Garry Williams

BMW Motorcycle Club
Aotearoa New Zealand



President's Podium February 2021

It's a bit of a struggle being back at work. The adventure north to the Annual Rally in New Plymouth and a couple of days off over Waitangi weekend are but a distant memory.

February also marks the 10th anniversary of the Christchurch earthquake. There is much to reflect on over the past decade.

And it's been hot! Temperatures in the high 20s or early-30s on both islands, and some of us haven't seen rain in well over a month! It's so dry here our gravel feels like it's coated in Teflon.

Felt for our North Island members when, on Sunday 14 February, Ministry of Health confirmed three new Covid-19 community cases in the Auckland region with a connection to Taranaki. This resulted in Auckland heading to Alert Level 3 and the rest of the country to Alert Level 2 until midnight Wednesday 17 February. A reduction to Alert Level 2 in Auckland and back to Alert Level 1 for the rest of us after only three days was welcome relief.

Hopefully, Auckland will be back at Alert Level 1 well in time for the North Island RAG Rally at Taylor Memorial Lodge, Pokaka near National Park. We can do without elevated Alert Level restrictions to make sure that happens last weekend of March. We're running a two-night for-mat, which worked well last year so if you travel some distance you can stay over the whole weekend and allow for a recreational ride Saturday if you want.

Plans are afoot for this year's South Island RAG, and the 2022 Annual Rally that will be in Methven from Friday 21 – Monday 24 January. We'll let you know more details about both events in due course.

Our first board meeting for the year is coming up in March, look forward to catching up with the new team. I'm sure there will be a lot to discuss but our focus will remain on supporting opportunities for people to be riding and socialising together.

If you're a relatively new member it would be great to see you at our club events. There is plenty going on 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 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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Area Report

Taranaki BMW Motorcycle Club Aotearoa, New Zealand

Marlborough Gravel Ride 11 February 2021- 14 February 2021

A group of 6 riders ventured south to take up the challenge of riding some of New Zealand's most scenic gravel rides. We started our journey south on Thursday from New Plymouth. As we were running early for the ferry, we decided to take a detour over the Paekakriki Hill Road to take in the views. The new bypass road will be great when it's finally finished.

Rainbow Road

The ferry ride was uneventful, thankfully, and camp was made at the Spring Creek Holiday Park which was to be our base for the long weekend of riding. Mid-week road noise is terrible there overnight but we were all too excited for our gravel ride adventure to be too bothered by the lack of sleep. We set off early on Friday morning to tackle the Rainbow and Molesworth Roads. It's a lovely ride up the valley to the start of the Rainbow. It was an uneventful ride through to the cottage to pay our fees, except for my early morning dip in 6 mile creek. Serves me right for trying to keep my feet dry... The road through the Rainbow is best described by photos.

The time spent at the Rally was enjoyable catching up with other members from all over the country. The organisation was excellent thanks go to Ray and Ann Senior and the team that made this a memorable event. The venue was also excellent, great food and service would go back there again.

Monday 25 January saw 4 riders Dave R, Dave O, Keith T and Peter N and two wives Julie O and Jenny N depart North at around 08:30 from the Plymouth International Hotel for the ride via back roads to Rotorua. Barry R headed straight back to Wellington and returned Dave R's Cruiser before returning to the South Island and home to Alexandra.

The plan was to ride to Awakino SH3 and stop for a coffee break at the Awakino Pub. The scenery on this ride changed as we moved North with the country becoming more rugged and more bush clad with small settlements around river mouths with whitebaiting being a feature of these places. The Awakino Pub was shut, we were too early so it was decided to continue onto Piopio for the coffee stop, by this time the bright sunshine was starting to warm the day up.

The SH3 between Awakino and Piopio was undergoing major road works which involved traffic being brought to a standstill for about 20+ minutes. We finally got to Piopio and were glad of a cold drink to rehydrate. After Piopio we rode on numerous sealed back roads through Aria and ultimately ended up on SH 30 for the ride through to Mangakino for lunch. Again, the scenery was rugged with some stunning vistas particularly inland from Aria, lots of twisties and hills.



Area Report

There is some pretty big country in there with some amazing views. Neal, one of our group, had an altercation with one of the Bananas in Pyjamas. A chap on an Africa Twin came round a blind corner on the wrong side of the road. Unfortunately, even with evasive manoeuvres, their pegs clipped. Neal thankfully escaped with little injury or damage to his bike, however the same cannot be said of Banana 1. Injured slightly and damage to his bike, unfortunately. A timely lesson to keep left, even on gravel roads.

Hamner Springs for lunch.

We enjoyed lunch at the Monteiths Ale House. An opportunity for me to dry my socks out and to enjoy a nice brew and a burger.

Jollies Track

We took the road through to the start of the Molesworth, southern end. The last time I road this track I was by myself and it was heavily rutted, so I was a little nervous to ride it again as we had a little shower of rain while having lunch. Turns out that it has had most of the ruts filled and it was an easy ride up to the start of the Molesworth Road.

Molesworth



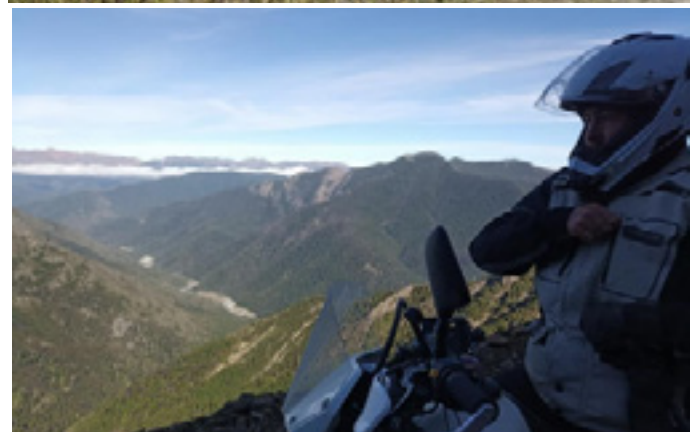
The Molesworth road never disappoints. It's very well maintained and very scenic. I love riding this road as did the others. For some, it was their first time. We enjoyed a leisurely ride through the station without any mishaps. At the end of the station, we came across a camper van stuck in the water table. Two damsels in distress were very happy to see six blokes turn up to help get them back on the road. It was late in the day and traffic had pretty much stopped so they could have been in for an uncomfortable night. Rob made good friends with one of the ladies and took some coercing to get back on his bike and underway again. He was, without doubt, her shining knight in armour.



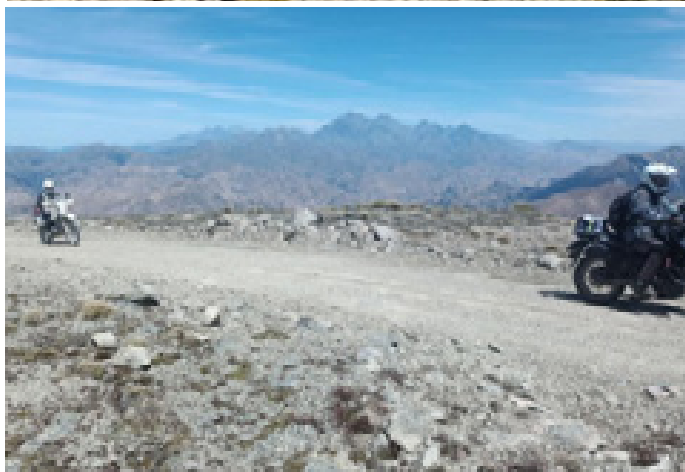
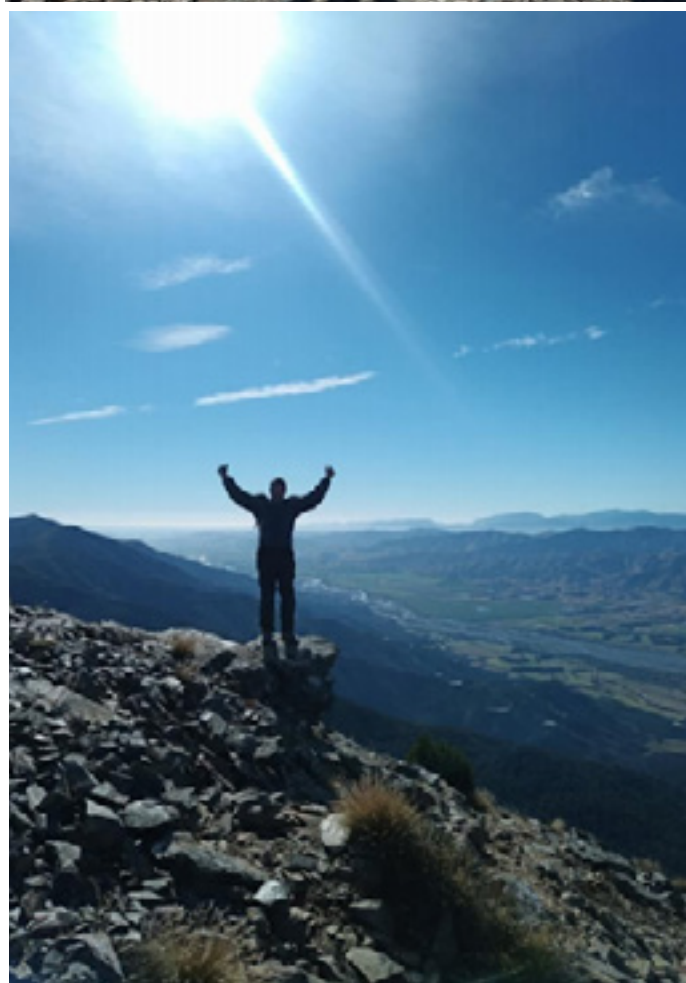
We went back to camp via the Taylor Pass road which is a fun ride and a bit of a shortcut through to Blenheim. Dinner at the Speights Ale House (Sensing a bit of a theme here) was well deserved after a 410km ride.

Day two - Mount Patriarch and Altermarloch

Another early start on Saturday morning to get a head start on the day before it got too warm. The ride up Mt Patriarch is stunning. The twisty road through the forest, breaking out onto the snow line sparsely vegetated track to the breathtaking views from the summit, will be one of the highlights of the trip for me. Some parts of the track were quite challenging as people from Taranaki are not used to riding on rocks. We excel in the mud, so the dry rocky terrain was new for us. I'm going to invest in some Steg Pegz as my arms sure did get sore from trying to hold onto the bike as it bucked its way to the top of the mountain.



Area Report



Day 3

Mount Altermarloch (Black Birch)

On the way to Altermarloch, we stopped in Renwick at the Cork and Keg for lunch. It's a lovely Irish pub that does great Guinness and beautiful food. (No sense in breaking the mould...)

The road up the Mountain is accessed from the Awarere Valley. This meant we got another ride through the Taylor Pass Road. Once again a neat twisty road with some challenging rocks to bounce over. Views across the Wairau plains and over the Cook Straight are amazing.

Dinner this night was at the Grovetown Pub (Whaaaat? Another pub?)

Japanese fare was on offer plus an amazing selection of boutique beers. I opted for a burger as I wasn't sure if there would be enough on my plate to satisfy my hunger from the big day's ride. I needn't have worried as those that chose the Japanese food looked very satisfied.

Day 4

The trip home...

We left early enough to be able to ride the Port Underwood road through to Picton to catch our 10 am last check-in ferry. I've travelled this road many times. Up and down, round and round, dropping into gorgeous little bays with magic views of the Straight and Port Underwood.

Area Report



All said and done, it was a very satisfying way to spend 4 days. Great ride, great company, great food and beer and amazing scenery. If you haven't done these roads before, put them on your bucket list!

Cheers

Scott



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Area Report

Taranaki Area Report

I have still got to do a Rally 2021 Wrap-up but been in South Island since 27th Jan, so will do it properly for next month. In the meantime we would like to thank firstly all you good people who turned up and made the event what it was. From what I saw most were happy with how it panned out and I certainly enjoyed the camaraderie and the rides. The weather treated us rather well except for the gymkhana but even that got underway after a slight delay and was fairly well contested before we all headed off on our rides for the day.

Thanks for the exceptional efforts of Scott Mills plus Rob & Julie George & Anne Senior who all worked alongside me to set up the event, The ride Leaders and TEC's, Ron & Suraya McColl for having their trailer on standby for pick-ups that was fortunately not needed, and Kevin & Zoe Hewitt for setting up and running the Gymkhana with help from Dale & Odette Grover, and all the others who contributed or offered assistance.

Grateful thanks to Alan Jamieson for supplying the sightseeing bus at no charge and to Colin Clarkson for being the driver and Tour Guide. Thanks to Dave Ross for his help and support throughout.

Our Sponsors came up with a massive assortment of spot prizes and Raffle goodies so sincere thanks to all of them who will be named in the Wrap-up so you can all support them by purchasing goods and services from them.

That's all for now sorry as I need to get some sleep before doing a day push-biking on the Otago Rail Trail.

Ray Senior

Rangitikei Roundup

2021 has got off to a fairly quiet start here in the Rangitikei with a number of our group taking extended holidays and trips around the country.

Four couples attended the Annual Rally, enjoying a 'long way round' trip to get to New Plymouth via Mahia and Rotorua. In addition to participating in some of the organised Rally activities we enjoyed some local sight-seeing, including the Govett-Brewster Gallery and the Festival of Lights. Thanks to Ray and the team for a job well done. Ironically, as I write this, the Amber Court Motel where we stayed during the Rally is being subjected to deep cleaning as it was one of the places visited by the family that is the subject/cause of the mid February Covid lock-down!

We had a modest turn-out for our monthly Sunday brunch gathering at the Woolshed Café in Sanson at the end of January and were happy to have Ann and Tibsy join us for a bit of socialising.

Coincidentally our February group ride on Sunday 14th ventured into Tibsy country on the eastern side of the Tararuas. We assembled in Summerhill, on the fringe of PN, and headed over the Pahiatua Track to meet Ann and Tibsy at Woodville. Having them join us legitimised our foray into their patch! On then to a coffee stop at Dannevirke then via some of those typical easy-riding, sealed, secondary roads in the Wairarapa to Porangahua via Weber. Parts of Route 52 are still a bit lumpy but otherwise there is great riding to be experienced on those country roads. Photo stop at the place with the longest name then lunch at the 'Duke' in Porangahau; service was a bit slow but otherwise OK. Homewards from Porangahau via the Waipukurau Road but deviating through Arlington Road, the outskirts of Takapau and heading to Ormondville and the Black Dog Tavern. Stopped in for a cold drink and a chat with the owner who is, herself, an experienced biker having done numerous solo trips in various parts of the world. Her preference is Yamahas and there are a couple of Vmax bikes parked in the bar! As often happens we ran a bit behind schedule and a couple of bikes left us early but those of us remaining finished the trip via Dannevirke and Top Grass Road to skirt Woodville, on to Ashhurst and Summerhill then dispersed for home. A great riding day with light overcast skies, mild temperatures and virtually no wind, coupled with some good country roads and good company; a good day out!



Area Report



The team about to leave the Black Dog Tavern in Ormondville

Murray Petherick

Area Rep

Wellington Impromptu Ride – Whanganui via Hunterville

03.02.2021

Wednesday morning saw 4 riders link up at the BP Mana for an 08:30 departure up SH1 to the first stop at the Woolshed Café just South of Sanson. The riders were Denis H, Michael C, Keith T (as far as the Woolshed) and Peter N. Keith T had a meeting in the afternoon so returned to Wellington via Tangimoana, Himatangi and Foxton.

The traffic on SH1 was moderate without any delays the ride through to the Woolshed was uneventful given that we had all ridden this route many times in the past.

We got to the Woolshed within the link up times sent out in the original Email to the Wairarapa & Wellington Members and to the Rangitikei Area Rep. The 4 of us had a coffee break for about 40 mins and as no body from the Wairarapa or Rangitikei turned up continued up SH1 through Bulls to Hunterville. We turned onto Ongo Road, then into Mangahoe Road, followed by Mangatipona Road and finally No2 Line, all these roads are through winding, hilly country much of it with bush down to the road as well as many farms. You can turn off the Mangahoe and the Mangatipona Roads onto the Turakina Valley Road and the roads that follow the Whangaehu River, respectively, these roads are still mainly gravel and very scenic.

The ride continued with a long stretch having just been resurfaced going into Fordell from here on the road was mostly straight and the day being clear it was possible to see Mt Ruapehu and Mt Taranaki. The end of the road went down into Whanganui East and joined ANZAC Ave we turned right and rode to the Dublin St Bridge and arrived at the lunch venue the Yellow House Café. An Email had been sent to Dave H who works in Whanganui and he met us at the Café for lunch. After lunch Dave H went back to work and we went over the road to a Z Servo and topped up with petrol for the ride back to Wellington. We followed SH3 as far as Turakina and turned left into Wanganui Road for the ride to Marton this quite a scenic ride particularly when you get up onto a flat area with wide vistas to the North East, we passed through Marton and then onto Wellington Road which joined SH1.

We rode back to Wellington through Bulls and stayed on SH1 until we turned left off SH1 onto Rongotea Road, leading to Rongotea – Longburn Road and eventually onto SH56 then SH57 and back to SH1 South of Levin for the ride home. The major road works projects at Te Horo and McKays Crossing slowed progress with traffic tailbacks that took time to clear. As we all live in different parts of Wellington, we each rode to our respective homes.

This was another enjoyable midweek ride resulting in a 22minute, video being made of the ride from Hunterville to Fordell. The accompanying photo was taken by Denis H at the Woolshed Café.

For the writer it was a 427km 8:50hrs home to home impromptu ride.

Peter Nash



Area Report

Nelson Marlborough Tasman (Top of the South) Ride

14th February 2021

Because Dale has stepped down as temporary Coordinator and because no one else had made noises about arranging this month's ride and because it was the Sunday night before said scheduled ride I thought I'd volunteer to arrange it.

Ten bikes and ten riders left Nelson for Penzance (Tennyson Inlet in the Marlborough Sounds) for a picnic ride. One of the Blenheim rally road ride destinations was to here. It was great to see Peter W back on his bike after having an enforced year off! We never seem to be able to ride past the first cafe so at Rai Valley we stopped for the coffee addicts and those who needed to buy their picnic lunch.

The ride from Rai Valley was through lovely bush, lots of corners and very little traffic and when we got to Penzance the tide was full and very high and a beautiful green colour. At least four large sting rays (permanent residents) were cruising around the jetty and Darren, Tony and I immediately joined them. You can pay heaps to swim with rays in some parts of the world.

We sat on the shore eating lunch, topped off by William's freshly picked home grown plums which had travelled really well on his gorgeous new-to-him bike. The usual bike talk ensued and after lunch we rode off again back to Rai Valley for an ice cream and more bike talk.....



Riders were – Tony, Mathias, Darren William, Trevor, Dean, Richard, Peter W, Revti and Gretchen (scribe).

All things have a beginning... Jean Hayes

History of the Register – Part 10

(Re printed from the March 1993 Newsletter)

Recalling sad times ...

With continuing write-ups, articles and discussions on "what was to be" in the near future from the BMW factory floor, the May newsletter heralded something new for the enthusiastic motorcyclist - "An inventor has just developed an all-electric motorcycle, costing \$10,000 - that's \$3,000 for the machine, and \$7,000 for the extension cord"

The June newsletter included a write-up of the Easter Rally by Frank's son-in-law Noel. It was his first time out in the sidecar plus his first experience from the rider's seat. This immaculate BMW and Steib sidecar (previously owned by Daphne & Vic Paivinen) had been offered to Frank when the Paivins decided to sell. Few people were given the opportunity to purchase this much loved and highly desirable outfit. For Frank it was the answer to his dream machine and his expertise in both mechanical and sidecar riding skills, ensured the outfit was in good hands.

June also saw the first Shed Raid to Bob Atley's at Mangere, thence to Barry Williams's shed, and Julie's tea and hot scones. The July run would be to Parakai Hot Springs, a dinner out in August at Toad Hall, Ponsonby, and the suggestion of a Games Evening.

The North Island Rally would be at Waipukurau early November. August 30/31st was the annual Cold Kiwi Rally with many Register members attending. It was to be a rally of much sadness for whilst riding home on the Sunday, popular member Rick Kirkman failed to take a bend and was killed instantly. Later it was learned that Rick actually died from a heart condition. The BMW Owners Register and the Auckland Riding School (where he was an instructor) lost a true friend and enthusiast. A cavalcade of over 50 motorcycles formed a Guard of Honour on a slow and memorable last journey for Rick.

The August newsletter made interesting reading on an East Cape trip from Brent Mander and a description of the freezing cold mystery run to the Whenuapai Airforce base followed by a barbecue at Hobsonville.

October 1st was the Annual General Meeting at Kay Drive with 35 members present. The Election of Officers resulted in 2 nominations for President - Phil Scott and Keith Robinson but with Phil now living in Christchurch it had become impractical for him to accept.

Meeting nights had discussed the possibilities of out-of-town Officers of the Register and the Auckland group were sincere in their efforts to make the group a N.Z. wide unit. David Cross from Christchurch and Barry Stephens from Wellington had been asked their views on this question and during the year, the merits of a Wellington based Register had been the subject of much discussion. Finally membership numbers and the stability of the area in relation to turnover of members, left few doubts that the direction of Register activity would be best served from Auckland.

National Rallies alternately held between North and South Islands. North Island rally venues within a central access to all and later A.G.M.s within riding-reach to the majority all sought to bring the membership overall together. Membership to date was well spread throughout N.Z. and the number of machines in each area saw:

57 Auckland & North 10 Waikato
7 Tokoroa/ Kauerua 12 Tauranga / Rotorua
10 Hawkes Bay 7 Taranaki
14 Wellington I Wairarapa / Manawatu 6 Nelson
22 Christchurch & South
plus 8 Overseas members.

Keith Robinson first made contact with the Owners Register from Singapore whilst stationed there with the N.Z. Airforce. Now based at Hobsonville his R100 S was a keen supporter of all activities.

Marje Samson, expert shorthand/typist was elected Secretary, and Walter de Beurs, Parts Manager/Finance Secretary. Subscriptions were increased by \$2 to \$12. The Register had been "making do" with a very old Gestetner Duplicator (the handle-turning variety) and the increased membership and consequent work-load, meant a replacement of this obsolete machine in the near future.

The past year had been a difficult one for touring motorcyclists, with no petrol supplies Sundays and a definite anti-motorcycle press. Reports from both President and Secretary spoke of the decrease in run turn-out but an increase in membership. It had also been a year of tragedy for some register families with Coral Gardiner from Christchurch killed in a climbing accident, Rick's death, and the Southern's son Geoff still in hospital from a February motorcycle accident.

The newsletter itself continued to grow and the response to article participation was the strength of the Register. Not all articles revolved around motorcycles and the October '80 edition included a fascinating article by Brian Rees titled "Round Object to you too". Brian's wealth of fascinating knowledge was eagerly sought out in the newsletter and this particular article dealt with the saying "cold enough to freeze the balls off a brass monkey". The significant naval history attached to this phrase enthralled the reader.

The October issue also saw a further interesting article from Ern McBryde covering his many years of motorcycling in all conditions. Brent Mander's continuing support and an article from Grant McIlroy in Christchurch all made interesting reading.

Nominations for the yearly Literary Award were many and the choice would be a difficult one

Woburn was again the venue of the Rally on 1/2 November. The old farmhouse was no longer available, but a nearby woolshed would be put to good use. Ivan and Diane once again organised all food and drink arrangements and they ensured the smooth-running for the weekend.

20 members attended the November meeting including Mike Shaw from Tokoroa once again. Mention was made of Mike's solid participation of Register events and his enthusiasm in riding up to monthly meetings. Walter de Beurs put forward a Christmas Barbecue venue, in a renovated schoolhouse at Tuakau with overnight accommodation for out-of-towners. The Italian Owners Club had booked Bay Park on November 29th and Register riders were invited. Walter also wrote up a Parts Manager Report keeping members up to date with parts, alternatives and handy hints plus his mechanical expertise.

The October run had been to Roy Wheaton's B.S. A. Museum where BMW riders were given a warm welcome (including BMW emblem iced cakes). The write-up of the successful Woburn Rally came with a page of photographs, and thanks to the Small's and Graeme Etheridge for their efforts.

Get well messages had been sent to Frank Panes whose health over past months had seen him hospitalised. Winner of the Literary Award left no doubts that Ern. McBryde's story telling was very much appreciated.



Reimagined BMW R nineT set to launch Down Under in Q1, 2021

Extended range of standard features, updated design and increased pulling power across all four models: R nineT, R nineT Pure, R nineT Scrambler and R nineT Urban G/S

Boxer engine features new cylinder heads and redesigned throttle valve components ABS Pro including DBC (Dynamic Brake Control) and a new suspension strut with travel-dependent damping (WAD) now fitted as standard

Full specification and pricing information to be detailed in early 2021 BMW Motorrad Australia will launch the updated line-up of R nineT models, which boast a range of key revisions, in Q1, 2021.

The R nineT, which first launched in 2013 and made an immediate statement with its combination of classic motorcycle design and modern technology, will receive a raft of changes for the 2021 model year while providing greater choice for customers.

Boxer engine features new cylinder heads, greater torque and optimised design. The boxer engine at the heart of the R nineT has undergone both technical and visual fine-tuning.

Its peak power output is 80kW (109 hp) at 7,250rpm, while maximum torque is 116Nm at 6000rpm.

Newly designed cylinder heads provide a more harmonious transition from the outer to the inner cooling fins, and updated throttle valve parts and cylinder head covers now provide the bike even greater aesthetic appeal.

A new turbulence system inside the cylinder heads swirls the mixture to ensure even better and cleaner combustion and increased torque.

A more full-bodied power and torque curve – especially in the range between 4000 and 6000rpm – ensures pulling power levels are now tangibly better than those of the predecessor.

ABS Pro including DBC (Dynamic Brake Control) and a new suspension strut with travel-dependent damping (WAD) feature as standard equipment.

The new R nineT models now feature ABS Pro in combination with DBC (Dynamic Brake Control) across the line-up for increased safety when braking.

Standard features also include a new shock absorber with travel-dependent damping (WAD), providing enhanced suspension comfort and convenient adjustment of the spring preload via a hand wheel. “Rain” and “Road” riding modes are also now included as standard.

Classic circular instrument with new dial, LED lighting units and USB charging socket as standard.

The standard trim in the R nineT models includes a circular instrument with a newly designed dial featuring the BMW logo as well as indicator lights that are “invisible” when not illuminated.

The new R nineT models also now have a headlamp and white indicator lights featuring LED technology. A USB charging socket also complements the range of standard equipment.

Wealth of new options – from innovative technology to individual design and new colour schemes.

BMW Motorrad has advanced the new R nineT models both technically and visually.

Riding Modes Pro with the additional modes “Dyna” for the R nineT and R nineT Pure and “Dirt” for the R nineT Scrambler and R nineT Urban G/S are available, as are DTC (Dynamic Traction Control) and engine drag torque control (MSR).

The Comfort Package, comprising Riding Modes Pro, cruise control and heated handlebar grips, will be standard on Australian-delivered R nineT and Urban G/S and optional for the R nineT Pure and R nineT Scrambler.

The turning light and the rear silencer design option are additionally new to the range of individual optional extras.

The traditional “Option 719” package offers particularly exclusive and high-quality options for customisation of the R nineT to suit owners’ personal tastes.

This exclusive range of parts now includes elements such as unique wheels, milled parts packages and – from the Original BMW Motorrad Accessories range – a rear conversion with short rear end and number plate holder behind the rear wheel, as well as a rear end in tracker style (Tracker rear end).

The enhancements for the R nineT model family are rounded off with new standard and optional paint finishes.

The Urban G/S will be offered exclusively in Australia in the “Edition 40 Years GS” scheme, a unique offering that evokes the legendary R 100 GS to mark the 40th anniversary of the BMW Motorrad GS family.





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REGISTRATION FORM - RAG RALLY (North Island)

Taylor Lodge, Pokaka
Fri 26th – Sun 28th March 2021

Name/s	
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BMWMC Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
• BMWMC Member		\$30.00	
• NON BMWMC Member		\$60.00	
• RAG RALLY Badge		\$15-00	
TOTAL			

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

<p>Please mail all Registration Forms –(including cheques made payable to BMWMC) - to:</p> <p>BMWMC - NI RAG RALLY Post Box 109-245 Newmarket AUCKLAND 1149; Or Scan and Email to: ragnorth@bmwmc.nz</p>	<p><u>Payment by Internet Banking</u></p> <p>BMWMC Event Account 03-1519-0034447-01</p> <p>NB – This is NOT the subscription account</p> <p>Please reference with: SURNAME, BMWMC Member # NI RAG</p>	<p><u>General enquiries to:</u></p> <p>Rally Coordinator Robin Wood 06 355 0911 021 724 859 ragnorth@bmwmc.nz</p> <p>Registrations close: Friday 12 March 2021</p>
<p>DISCLAIMER: This Rally will be run under the BMW Motorcycle Club's 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.</p>		



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1932

For a bit of a laugh



**The above photo shows the New Zealand Organ Donors Association members on their way to their AGM
We must admire their splendid altruism.**

Sir Bob Jones

The laws of motorcycling

Counter Steering:

If you push the left bar, the bike goes left.

If you push the right bar, the bike goes right.

That is, unless you keep pushing the right bar all the way, then you will probably go left while the bike swaps ends.

Crashing:

Remember riding isn't inherently dangerous...crashing is.

Fuel:

The ONLY time you have too much fuel is when you're on fire.

The Rear Wheel:

The rear wheel is just a big fan used to keep the rider cool and her butt relaxed. If in doubt... watch. When it locks up or slides out you can actually see the rider start sweating and pucker marks appear on the seat.

Rides:

A 'good' ride is one you can walk away from.

A 'great' ride is one you can walk away from and use the bike again.

Getting Hit:

They can't hit you if you're not there.

Mistakes:

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Traction:

When traction is sparse, the probability of survival is inversely proportional to the angle of lean. Large angle of lean, small probability of survival and vice versa.

Speed:

Never ride faster than your angel can fly.

Your Brain:

Never let a motorcycle take you somewhere your brain didn't go five seconds earlier.

Fog:

Stay out of fog. The single red taillight you think is another rider ahead that you can catch, might be the red port light of a docked boat.

Parking:

Always try to keep the number of times you park the bike equal to the number of times you've ridden it.

Luck & Experience:

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck

Mirrors:

If all you can see in your mirrors is the direction you were previously traveling intermingled with sparks, things are not at all as they should be. See also: Going forward.

Other Objects:

In the ongoing battle between objects made of metal, rubber and plastic going dozens of miles per hour, and the ground going zero miles per hour, the ground has yet to lose. Same holds for cars, trucks, walls and most animals.

Judgement:

Good judgement comes from experience.

Unfortunately, experience usually comes from bad judgement.

Doubt:

If in doubt, throttle out.

Going Forward:

It's always a good idea to keep the headlight end going forward as much as possible.

Looking:

Keep looking around. There's always something you've missed.

Laws:

Remember, gravity and centrifugal force are not just good ideas. They're laws not subject to repeal.

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THE NEW 40 YEARS GS ANNIVERSARY SERIES



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Advertisements run for 3 months from the date first published unless otherwise arranged with the Editor.

I am a new member here (#3931) so am still getting to know my way around the club site.

I am interested in buying a damaged fairing to fit an early (1995) R1100 RT or RS to play with a customisation idea which I have. I would actually prefer if it is badly damaged or broken.

I have no wish to destroy an easily repairable fairing and also don't want to be paying top dollar for it.

Also my bike is an RT, I am assuming a RS fairing of the same vintage would just bolt on easily.

Leigh Jennings email 258leighj@gmail.com

KAITAIA

FOR SALE

F800ST, 2006 model in good order, new WOF, registered till June 2021.

Only done 56,212Kms. BMW Panniers and Givi Top Box Included. \$5,500 for quick sale. Owner is moving and will not be able to take the bike.

Tel Bruce Frost on 04 9716654 or email br.vi.frost@gmail.com



WANTED TO BUY

I am looking for a top box plate adapter plate for my K1100LT top box to fit my current bike (which I bought new in Melbourne in 1985), 1985 R80RS Mono with its normal rear rack.

The adapter plate is no longer listed as a part

Paul MEILKE # 3311

Phone 027 600 1957 or email pdmeikle57@gmail.com

Rider's low seat to suit R1200GS of 2012 vintage, and similar models.

Seat is in good condition and replacement cost with standard seat was about \$500.

All reasonable offers considered.

Can be collected from Horowhenua or posted/couriered at purchaser's expense.

Contact Murray on 027 433 6657 or email muzzapeth1@gmail.com

WANTED TO BUY

Let us Know what you're looking for and we can post it here.

For SALE

Low seat to fit F650GS / F700GS / F800GS - \$100-00 ono



Original Factory F650GS Screen. Near new condition. \$80-00 ono.



Whilst clearing out the garage I found this brand new aftermarket suspension lowering kit I imported from the UK. Cost me \$460NZ. Price \$350 ono



Contact Gordon Hartley #3116

Phone 027 437 7821 – Email ghartley55@gmail.com






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