



BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club

SEPTEMBER 2021

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Aotearoa New Zealand



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BMW Motorcycle Club  
Aotearoa New Zealand



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#### Contents

- 3 New Members (below)
- 5 [President's Podium](#)
- 8 [Area Reports](#)
- 23 [Extract from Jeff Dean's web page](#)
- 25 [Pin Board](#)
- 27 [Marketplace](#)
- 28 [South Island Rally Registration](#)
- 29 [Rally 2022 Registration Form](#)
- 30 [Area Representatives contact details](#)

#### Welcome to our 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 a story and/or 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 please email/phone the Editor no later than the 23rd day of the month preceding publication. **We welcome your contribution.**

#### Welcome to:

Cinthya  
Timothy  
Paul  
Dean  
Steve  
Lesley  
Darran  
Johann

CHIANCA  
COSTELLO  
HARVEY  
LEUSCHKE  
LYON  
MAIR  
RICHARDSON  
van REENEN

WAIROA  
CHRISTCHURCH  
AUCKLAND  
PUKEKOHE  
WHANGAREI  
OWAKA  
TAURANGA  
AUCKLAND

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 23rd 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 picture:**  
**Photographer: Ian Macartney**

**Location:**

September 2021





## President's Podium

Garry Williams



BMW Motorcycle Club  
Aotearoa New Zealand



### President's Podium August 2021

It has been a long time since we've had the unique experience that is Alert Level 4, and we've all had to make a rapid adjustment to an incredibly quick decision to lock down the country. Don't get me wrong, I think it was the right decision but I'm a little bit over earthquakes, floods, a fire and now another wee helping of plague. Honestly, what a month!

To make it worse, our builders only just got back on the job the Monday before lockdown. At least the new shower lining went up before they left but now there's an even longer delay before we can move back in.

In the meantime, bandwidth up at the B&B we're staying at isn't flash with four of us working at home, so I've shifted a desk and chair out of storage temporarily and working out of our empty house. Got the router and cell repeater back online while the builders aren't here (amazing what you can run off one live power point), and we've finally got power back to the pump shed so at least have a functional toilet. Despite my days being full of MS Team meetings, it's all very peaceful and I'm loving the minimalist look. Having said that, it's freezing unless the sun is out!

It was a real shame to have had to cancel the Area Reps meeting in Wellington (again). But all is not lost, and we do hope to convene another meeting soon. At this stage it may be with a modified agenda and potentially via Zoom or by some other electronic means.

Irrespective of decisions coming up around future alert levels, it seems unlikely all of us will be in Alert Level 2 or less for quite some time. The large numbers of positive Delta cases coming through every day show just how transmissible this variant is, and it is proving to be a wake-up call to a lot of people. We bounced back quite quickly

after the March lockdown last year because we were able to eliminate the virus, which allowed us to reduce restrictions in a short space of time. Coming out of that we had freedoms that were the envy of others, we held rugby matches and music concerts, we could go motorcycling anytime we wanted, and we were able to visit friends and family anywhere in the country while the rest of the world was stuck at home watching their hapless leaders muddle through.

This time the sheer transmissibility of Delta means we will likely come out of it differently to how we came out of level 4 last time and, until vaccination levels have increased significantly, the approach will no doubt be even more cautious.

While I respect that everyone has and is entitled to their own views, it's simply worth playing it safe; stay at home if you can and get vaccinated to help to stop the spread of a virus that has proven to take peoples' lives and destroy economies. If you are not convinced that we are dealing with something very serious, I urge you to do a bit of research from credible sources (not Facebook) to convince yourself that this is in fact something very scary. Vaccination is the best protection we have against the spread of COVID-19, particularly the Delta variant that is in the community. I've had both my shots with no side effects at all.

I'm really pleased to see that our social media space is still the positive place focused on us as motorcyclists. While we may not get out on our bikes anytime soon, we can still share some old photos of trips gone by, share some workshop tips, and share funny stories about a previous ride – I know there are plenty of those.

Continues next page





## Presidents Podium

Garry Williams



BMW Motorcycle Club  
Aotearoa New Zealand



## President's Podium August 2021 cont...

\* There's still steady trickle of registrations coming in for the 2022 Annual Rally in Methven and we're hopeful the Top of the South team can still host the South Island RAG Rally on the weekend of 20/21 November.

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.

If you haven't already, how about joining our BMW Motorcycle Club NZ Group page

on Facebook? Simply head to the BMWMC Facebook Page, click on the "Join Group" button (or simply click on the link at the bottom of this page), answer a simple question, and join the banter and post photos and anything else you like about your riding experiences. It's a great way to share!

I'd imagine the short-term recipe will be much the same as the last few: eat lots, binge out on TV, and don't leave the house to go motorcycling (unless you're an essential worker choosing the best way to commute).

Be safe and make good decisions!



\* Methven Hotel have just advised that no one will be on site for to answer the phone until Level 2 and are dealing with email enquiries only until then. They thank us for our understanding and patience during this period of lockdown.

Stay safe everyone



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# START PLANNING NOW!

South Island RAG Rally is next on our Calendar Booking form P. 26  
and after the AGM/Annual Rally. Booking form P. 27

## 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, Pillion 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: Northland



## Yes... Beat lockdown!



August 8th

Parua Bay Hotel 130km loop Ride. Usual suspects R9T owners Graeme & Ian - obviously a bike for all seasons. lol

15 August .



Great day in Northland although a chilly 4c start at 8am which slowly climbed to 14c - so much for the Winterless North.

Recidivist riders Hubert, Graham and myself headed north to Taipa Beach to check out the monthly Caffeine & Classic Car event. Caught up with a few friends incl Rosco ,Radar on his new blue Harley Electra Glide & Paul from our 2018 Alaska Ride.

Visited Totara North a quaint little backwater on the Whangaroa Harbour . The Gumdigger Inn was full of Memorabilia and oozing character however,



A very large Hapuka



no fresh fish, so we carried on...

We looped back along the very twisty & scenic coastal road to the Matauri Bay Fish & Chip shop for fresh snapper & a deep fried vegetable called Chips.

Fueled up at Waipapa then down the main drag.

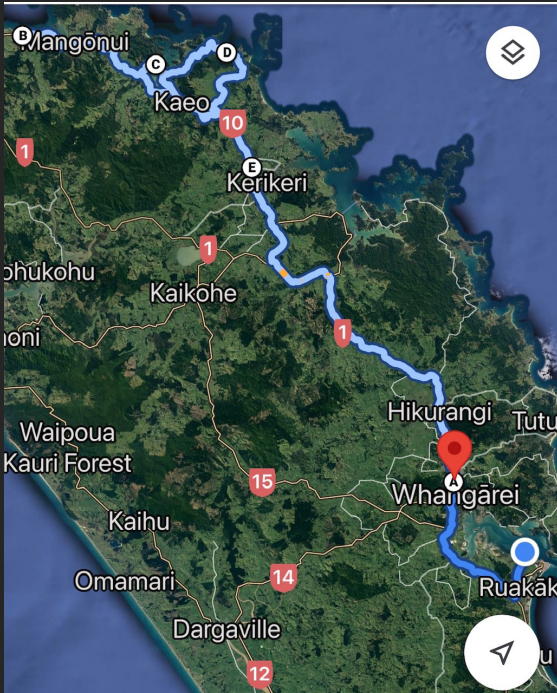
Home at 4pm after a 9hr 400km ride day. Well worth getting our Beemers out and meeting some committed car enthusiasts with their pride & joy , quite a few also rode some serious bikes as well.

Good company, good riding , thanks Hubert & Graeme.

**Ian Macartney #3190**  
Northland Area Rep



More Pics from Ian Macartney







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# Area Report: Rangitikei Roundup



## Lockdown August!

Well, not much of a roundup to report this month .... more like reporting on the one that got away.

The monthly group ride became a victim of the weather and was called off and then Cindy put the knockers on our brunch meeting by extending the lockdown over the weekend of the fourth Sunday, our traditional brunch day.

Incidentally, as I sit here two finger speed typing this note, we are experiencing one of the best weather days for some time following an extended period of cloudy and wet weather. Frustration personified!

Consequently, with no rides or activities to report, I thought I would help the Editor to fill up space by making comment on a couple of non-riding matters.

Firstly, I note that things seldom stay the same for long and within the Rangitikei group there have been a few changes of riding machines in recent months. Don slipped further into the 'dark side', moving on both his R1100RT and his V Strom and replacing them with a new Triumph adventure bike (heated seat and all!); Peer also moved over to the 'dark side' when he traded his trusty 1200GS for a new 650 V Strom (lighter and more manageable, he said); Robin diverted to Auckland a couple of days before the NI RAG to trade his 1200GS for a newer, 1250GS (although I understand he now has some regrets as his pillion can see the numbers on the larger speedo display); Lance disposed of his 650 V Strom a while ago, with the intention of down-sizing, and after a lengthy

wait, staying on the 'dark side', took delivery of a new 350 Benelli (it's red so still goes quickly enough); Barry H made a trip south and brought back a tidy, low km R1200R to replace his R80 'bumble bee', and Barry P traded up his 1200GS to a near new 1250GS HP. In addition to these I am constantly seeing FB postings by guys who have upgraded to new or newer bikes and I can't help but feel I'm being left behind and might need to take some corrective measures. My 2015 GS has just had it's 60k service; surely it is nearly worn out and needs to be replaced!?

Secondly, a bit of 'non-techie' comment, explanation and enlightenment for those who have heard bad things about the Garmin Nav VI GPS units, and consequently avoided them. I purchased a new unit when I bought my present bike from Mount Motorcycles over 5 years ago.



All was well for a while but after a few months the display 'failed' and I am now on my third replacement unit; all replaced at no cost and with minimum grief with the help of Ray and Darryl at Mount Motorcycles. Can't fault their service and assistance helping to resolve a problem that wasn't theirs to start with (but from my experience that is typical of the level of service they always provide). When I first experienced the GPS problems I thought of all the usual possible remedies for electronic gizmos, i.e. re-set it by removing the battery, update it via the Garmin app. on the computer, etc. etc. Nothing seemed to work. However, prior to receiving the latest replacement I had discussions with

Ray and Darryl regarding the nature of the problem, particularly since Garmin usually make a pretty reliable product, but, uncharacteristically, they seem to have stuffed up the Nav VI. Maybe they were tinkering with new developments and didn't quite get them right? Anyway, the comments from Ray and Darryl pointed the fault at the screen display, rather than at the hardware or software of the basic unit, and they are optimistic the problem has now been remedied. It seems that the touch screen display is a multi-layered system with the layers normally separated by gas (or some similar medium). If the screen construction is not up to spec. the gas escapes or breaks down over a period of time and this eventually allows the screen layers to touch each other, resulting in the display (and the unit) appearing to develop a mind of its own. The latest replacement I received, about a month ago, appears to be essentially the same unit but some aspects of the display are slightly different to the previous ones so hopefully that is an indication they have not only tweaked a few things but have finally remedied the problem.

Some might say that after a couple of failures I should have just walked away from it but having invested so much money in the unit, and the fact that BMW/Garmin seemed prepared to replace failed units with new (presumably under warranty provisions) I decide to stick with it until they got it right. Hopefully that decision is now vindicated!

Hopefully next month will see us out of lockdown and back on the road!

Murray Petherick  
Area Rep. #2690



# Area Report: Waikato



## Out and about...

I must confess that I have not had much time for riding of late.

I know that quite a few in the Waikato have been getting out for a ride (when we were allowed such rides).

Several members have posted their trips up to the FB page and others have told me of their adventures. A word of caution – not riding a BMW can be hazardous to your health – just ask John Hamman how his KTM ride up his driveway turned out! Hope you mend well John...

Mrs Q and I were invited to join a group of KTM and Husky riders from Tauranga for a trip round the East Cape and through the Motu a few weeks ago. The plan was to meet up in Opotiki on the Friday evening and get an early start on Saturday morning.

The weather was fine, albeit rather cold, and a group of 3 x BMWs, 1 x Suzuki, 5 x KTMs and 2 x Husky 701's took off and headed up the coast. I was second from last and had the pleasure of having to pick up the V Strom for its lady rider as she found neutral when changing down for a hairpin bend. Later, when Joy & I had stopped to survey the river crossing another lady rider on a KTM decided to pass us and just go for it. She dropped the bike in the middle of the river and we hoofed it into the river to assist... getting freezing waterlogged boots in the process. They did not properly dry out for the rest of the weekend.

We stopped briefly at Matawai for a cuppa and then went on via more gravel roads to the Rere waterfalls. From there we popped out south of Gisborne and headed up the coast to our overnight at the Tokomaru Bay Hotel.



On the Sunday it was a cold and misty ride through forestry roads in the hills till we got to Ormond, then more gravel backroads till we were at Te Karaka for a re-fuel.

It started to get wet after Awakeri on the ride back home and we got in just as it was getting dark. A very full weekend, but good fun despite the cold and wet feet! At least Joy was the only female rider who did not drop her bike on the Motu!

Paul Quilter  
Area Rep #3711





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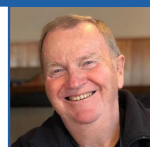
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# Area Report: Wellington



## Wairarapa Impromptu Ride - Castle Hill, Homewood and Kaiwhata Gravel Roads



In Wellington, Thursday 11th August was a cold clear morning and upon departure it was 4 degrees, so the heated handlebar grips got plenty of use. The ride to the link up point, the Rimutaka Caltex Service Station, normally is a 45minute ride but at around 8:00 an hour is giving it a bit more of a realistic time. There is always a traffic tailback at the Pauatahanui Roundabout and Thursday morning was no different. Riding Eastwards also meant that sun strike was another safety issue.

The ride to the Caltex Rimutaka took 50 minutes and after a fuel top up, I joined Denis H who was first on site also getting fuel was Michael C and Keith T, so we gave the departure another 5 minutes and got away at around 08:50.

The ride over the Rimutaka Hill was uneventful other than being cold to be expected given that it is winter the forecast was for fine weather which it in fact was all day. The ride through to Alfredton was also uneventful except as we approached the left turn into the Te Ore Ore – Bideford Road we met Tibsy coming the opposite direction on his way to the link up point at Alfredton School we both could not have timed it better if we had planned it.

At Alfredton School we were only there about 5

minutes and Stephen O arrived from his ride from the Kapiti Coast via a couple of gravel roads. The first of the two gravel roads (Castle Hill) started around the corner from the school and as Stephen is a competent experienced gravel rider, he led the group and Tibsy being the same competent and experienced gravel rider went TEC. The Castle Hill Road is sealed for several kms before the gravel starts. The road is mixture of thin and deeper gravel and mud which reflected the forestry operations that have been carried out in recent times. The road winds through flat relative straight country as well as narrow hilly areas with sharp muddy corners a bit of a wake up, call particularly for the writer who has not ridden on gravel for a while it took a little while to get the Mojo back. We were stopped by a mob of sheep being driven the opposite direction into adjacent yards. We continued over flat country and eventually back on the seal and eventually into Tinui.

Yours truly led from here and we rode down to Castle Point instead of the planned lunch break stop at Riversdale due to a navigation error. The Castle Point Store has now become a café and a very good one at that, they have an extensive menu the John Dory and chips was the favourite of 6 of us.



# Area Report: Wellington



## Wairarapa Impromptu Ride - Castle Hill, Homewood and Kaiwhata Gravel Roads

Cont...

We spent about 45 minutes of the usual banter before departing for the gravel ride on the Homewood and Kaiwhata Roads. Stephen led again and we backtracked to Tinui and rode out to join the Langdale Road. A photo of all 6 of us in front of a small church was taken by a passing Farmer.

We joined the Homewood Road with a brief little ride on Beaumont Road which was well spread gravel and back on to the Homewood Road and the start of the gravel, which was lightly spread, wide and straight, so we were able to get



along at a good clip. The Homewood Road leads into the Kaiwhata Road which in places showed clear signs of recent flooding with a coating of mud on paddocks and a couple of large puddles with a narrow bit of road in the middle. The road climbs out from the coastal flat to a narrow tree edged, winding road with a few sharp corners and muddy where there is no exposure to sun at this time of the year. Towards the end, the road it widens and straightens with a light coating of gravel. Kaiwhata Road joins Te Wharau Road which is sealed and leads back to towards Gladstone. The Kaiwhata Road ride has been videoed on GoPro and this provides a good portrayal of the road and country we rode through.

We all headed home from this point, four of us back over the Rimutaka Hill, Tibsy back to the Masterton Stronvar Road and Stephen back home to Raumati on the Kapiti Coast.



Stephen  
Oatley

Peter  
Nash

Michael  
Cunningham

Keith  
Thompson

Dennis  
Hulston

Peter  
Tibbs

Another great midweek impromptu ride with some great characters who are most keen motorcyclists, in a great part of the country. For Peter N it was a 414 km, 8 hours home to home day.

Peter Nash  
Area Rep #3184

Photos by:  
Stephen and Keith,  
thank you



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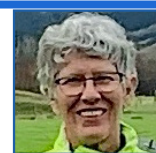
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# Area Report: Top of the South



## Sunday 8th August



John, Richard, William, Gretchen, Pene, Trevor, Deane, Murray, Tony, Matthias, Revti, Peter W, Richard, William

Every winter we have at least one scheduled ride that is cancelled because the weather forecast was foul.

This year it's taken until August for it to happen and it wasn't just Nelson which had the heavy snow and strong winds predicted. So our ride around the St Arnaud/Renwick block was postponed til the next weekend. Instead we met at a new-to-most café for lunch and talked about the usual bike stuff but it was peppered with comments about the low snow that sometimes became visible out the window when the cloud momentarily cleared. And now it's the same process as last week – from about Thursday constantly looking at the MetService website and wondering if it'll be ok on the day..... I think that's the hardest part of ride organising – 'shall we go or not?'

Writer – Gretchen #949

Photos – Tony Haddon



Richard

William



Gretchen,

Pene,

Trevor,

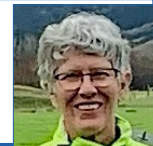
Deane,

Murray



# Area Report: Top of the South

## Sunday 15th August



What a difference a day makes!!

It was a cool, crisp, sunny morning and 16 bikes turned up at the departure point. That morning I had finally been able to contact the Wairau Valley food stall to see if she was open today (thanks Barry for her correct number) and behold, she wasn't. So, it was lunch at the Alpine Lodge in St Arnaud – not a bad place to end up either. We headed up picturesque Eighty Eight Valley and seven gravel riders peeled off up to Inwood's Lookout for elevated panoramic views. The rest of us, plus Ross from Blenheim on his new bike, got to lunch quite a while before them and it turned into a long lunch at a long table. A few decided to carry on down the Wairau Valley and complete the Round the Block circuit, a few decided to return home via Kawatiri Junction and the gravelers also went that way but headed down the Dry Weather Road to Tapawera.



### Gravel Report:



Seven keen gravelers (Tony, Peter W, Anja, Stu, Gary, Laurie, Matthias) somehow managed to not ride past the turnoff to the Inwood Fire Lookout and, after a brief false start for some, scaled the ascent in style and without mishap (I believe). The track was in reasonable condition, despite recent rain. The 360-degree views from the top are stunning, especially on a day like this!

Stu suggested another forestry track to complement today's mini adventure, and we (minus Peter W) followed him to another turnoff a short distance down the road. This section was a bit more overgrown and greasier in places, pine trees and nice views greeted the intrepid riders.

Because of this unscheduled intermezzo we arrived late to greet a slightly worried main group at the lunch spot.

In the afternoon, after some initial indecisiveness, the gravelers, minus Gary, settled for the Dry Weather Road, a good, hard-packed clay/gravel road allowing for almost highway speeds in places. Not to let the day end like this, Stu suggested Oliver's Track, another forestry road that connects the road at Kohatu with SH6 to the top of Spooners Saddle. Now down to four keen folk, after Laurie turned off for home, we had another great ride and, despite pretty muddy looking bikes, a grin on our faces at the end of a glorious day.

Writers: Gretchen & Matthias (gravel report and photos)

Riders: 17 in total - William, Gretchen, Tony, Deane, Murray, Matthias, Revti, Peter W, Trudi, Rick, Gary, Matt, Stu, Anja, Darren, Laurie, Ross (Marlborough).





# Area Report: Top of the South

## Midwinter Gravel Escapade



At Inwoods Lookout: Tony, Peter W, Anja, Stu, Matthias, Laurie)

To tackle the optional gravel section of the Nelson/Te Taiuhi monthly ride (see previous page), which incidentally had been postponed to this weekend because of the atrocious weather forecast the previous weekend, six intrepid gravellers (Peter W, Anja, Stu, Gary, Laurie, Matthias) managed to meet at the turnoff to the Inwoods Fire Lookout in the Golden Downs Forests Estate, as arranged. (Members who attended the then "BMWOR Annual Rally" 2014 in Nelson may recognise the location.)

Even though "arranged", nobody was actually there to arrange riders at the meeting point, but the sign "Private Road, no Access" made us decide to begin ascending the 1,051m lookout under clear blue skies and chilly temperatures. Despite careful guidance of your scribe, two of us went totally astray at the first junction (50 meters into the track) and, after a few hundred metres, landed on a skid-site with no obvious exit, just to return to our starting point, from where everybody else had left in the meantime. This only meant the other way must have been the right one; and finally the whole group acted

as one and scaled the hill, with the leaders waiting for everyone to catch up at intervals, and there were no mishaps.

The track was mediumly steep and tricky; for the record: a "5" on my unofficial scale of 1 to 10 for ~1000cc bikes with an equally unadjusted rider. Previous days' rain created interesting spongy, wet, brown pine needle berms between the wheel tracks that proved quite greasy.

After about 8 km of this seven of us met up at the lookout, including Tony, who suddenly emerged out of nowhere. We were rewarded with great views, sunshine, strong winds, and a sense of achievement.

After returning to the tar-seal one of the major problems of the day became apparent: How to communicate between riders wearing high-efficiency earplugs? "We're following stew" is what I could make out when informed by the intrepid Tony. Thinking about lunch coming up I agreed and followed the group. Given this, it's obvious that nobody in their right minds should ever follow me if they expect to arrive at the assigned destination! Turned out that "stew" (apologies, Stuart!) turned left at the next

turnoff into another forest track signposted "No Public Road". By now we got used to ignoring such signs, and after Peter W peeled off, six of us went with the flow. The way was up! This track is perhaps a "7" on my unofficial scale, as it was quite overgrown, steepish, rutty, and greasy wherever wet, which was in most places today. You know these tracks: narrowed by vegetation, if you stick to the wheel

Lookout used as a Repeater - Gary, Stu, Anja, Tony, Peter W





# Area Report: Top of the South

Cont...



Parking Lot at Inwoods Lookout

tracks, gorse will rip your jacket, if you're choosing the centre, you end up fishtailing on a grassy berm. At some stage we had to cross a 200mm log that had crashed onto the track, then duck under another fallen tree with just enough room for a motorcyclist. This put the A back into Adventure Riding, a) not knowing anything about the track ahead, and b) whether you'll end up somewhere down the general way you are heading, or whether it is back out the same way you came. Somehow we all arrived safely back on the highway, no mishaps to report, given there was a wide cc, tyre and skill range. Obviously we arrived late (and hungry) at the lunch destination, where meanwhile the rest of the team was getting worried, as the second interlude wasn't part of the ride brief. Relieved, some of the earlier road team left and made room for the 6 or 7 of us to have lunch and discuss the afternoon. After quite a period of indecision

a last-minute plan was to take the Dry Weather Road connecting SH6 to Tapawera, which resulted in five of us (minus Gary) riding to Kawatiri Junction west of St Arnaud, then north on SH6, west again on the signposted aforementioned road. This road is GS-Heaven: Hard-packed clay with just the right amount of gravel to add enough grip, gentle corners, good views ahead and almost no traffic. Even I could speed up to 80 km/h in some places, a little WRC feeling □ Having safely arrived at Tapawera the earplug communication continued when the Coffee Stop was converted to an Ice-Cream Shop, or so I thought. Next minute it was Oliver's Bar, or something to that effect, and when I replied "is that the ice-cream stop", all I got was a hysterical shriek! And off we went. I simply followed the others, now four of us (after Laurie left to get home). An unmarked turnoff north from the Tapawera-Kohatu Rd lead into further pine forests. An awful

lot of cars came the other way, many towing off-road vehicles on trailers. There must have been a nest of off-road activity somewhere in this area on a Sunday afternoon. Goes to show how little I know what's going on in my neighbourhood.

At some point we encountered a ute parked on a very narrow section of the track with people and dogs mulling around. We filed alongside in order to pass, me trying not to scrape the ute with boxer heads, we bent mirrors in the brush; then regrouping at some skip-site. Intrepid Stu was certain this road would take us to HW 6 at the top of the Spooners Saddle (he does this "road" for breakfast). All's well that ends well: we arrived safely in Wakefield, where Tony and Stu exchanged some precious tools (which is another story), Stu disappeared into his homelands and the now three of us moved on towards Nelson. Anja peeled off home near Belgrove, and Tony and I swapped places getting home over the remaining miles.

All in all, such a varied ride, nice weather and company! Talking about weather, this ride was wedged between periods of unseasonal wet periods, but that day we had stunning blue skies, even though temperatures rarely reached double-digits. 240km the total loop, with no doubling up except for the Nelson-Wakefield stretch of SH6. And to realise how much there's to explore in your backyard!

Matthias Otto, #1810



Ready for departure from the Lookout (L to R- Laurie, Tony, Gary, Stu, Peter W, Anja)



# Area Report: Canterbury



## A Mid-Winter Days Out



Bikes between passes

**Saturday 17<sup>th</sup> July** Dawned cloudy at 6 degrees. The gang met at Willow Café in Glentunnel for coffee and super fresh cheese scones. We were 2 KTMs, 1 BMW and a Yamaha. We discussed our route, optimistic as always, with forecast of rain later in the afternoon and already heavy rain on the west Coast. We elected to head inland and south. A few shingle back roads between Geraldine and Fairlie. Fuel for the KTMs and off to Burkes Pass, over McKenzie Pass where the shingle was great and a few water crossings for those who can't bypass a challenge. Hakatamea Pass was in awesome condition with heaps more water challenges for fun. Next turn was onto Meyers Pass for more shingle and water then a late lunch in Waimate. Home via Backline road through the hills to Cave, still no rain and smooth gravel. At this point we separated to head home via the inland route for me and cross country and up SH1 for the others. Just a touch of light drizzle on the last leg. A great day out, mid-winter cobwebs blown out. Just a short 650km on 24 litres fuel and all the way to 15 degrees, perfect winter ride.

Julie Hyde #3547  
Canterbury



Hurry up with the picture, the Haka beckons.



Midwinter smooth gravel  
Meyers pass



# From the web: by [Jeff Dean](#)

## R32 - The First BMW Motorcycle 1923-1926

The boxer layout, with the crankshaft longitudinal and two opposed cylinders, was developed by BMW Engineer Max Friz, and resulted in the 1923 BMW R32 — the first BMW motorcycle (yes, BMW made motorcycles five years before it produced cars).

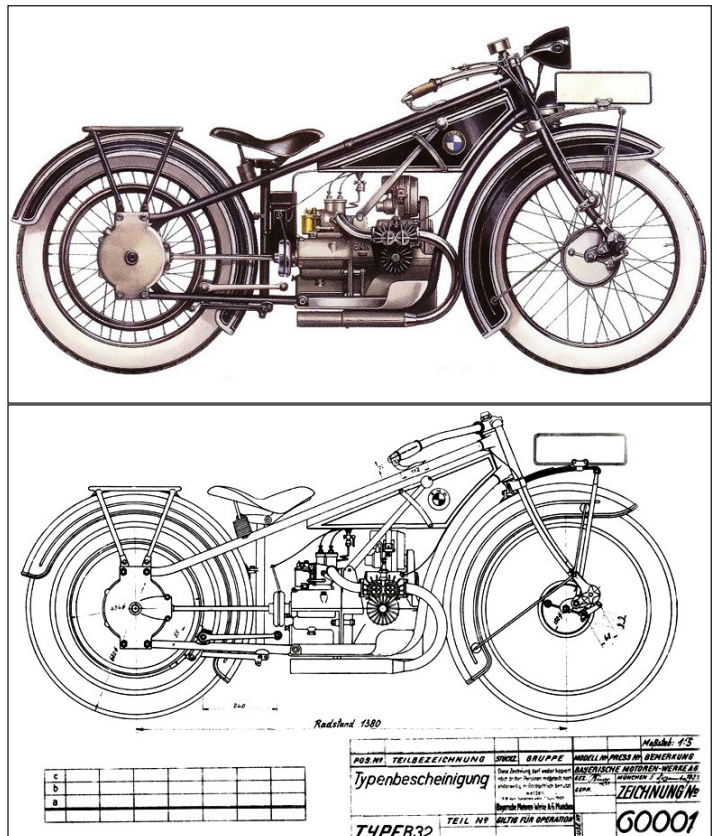
The boxer engine layout always struck me as being utterly logical. The cylinders project sideways into the wind and have good primary balance, and transmission to a shaft final drive is relatively straight forward (or backward), eliminating any need for a bothersome chain or belt. Moreover, because the cylinders projected into the air stream, the engine on the opposed-twin runs much cooler than the more common V-twins.

The R32 established the boxer-twin, shaft-drive platform layout that BMW would use until the present. BMW used shaft drives in all of its motorcycles until the introduction of the chain-driven F650 in 1993 and continues to use this arrangement on its boxer-twin motorcycles.



Above: The 500cc, side-valve, BMW R32 that started BMW's long history of building some of the world's finest motorcycles! The distinguished and lucky man, is the rider of a brand new BMW R32, ca. 1925.



[illegible]

BMW R32 500cc motorcycle, designed by Max Friz.

A sepia-toned photograph of a large, open-plan motorcycle workshop. Several men are working on motorcycles. In the foreground, a man in a cap works on a motorcycle mounted on a stand. Another man stands nearby. In the background, other workers are visible at their workbenches. The workshop has a high ceiling with exposed wooden beams and hanging lamps.

After the Helios, Max Friz came up with the design for the BMW R32, which went into production in 1923 (see photo of

toward the front wheel and the other, troubled by receiving hot air from the front cylinder, toward the rear wheel. For example, Harley-Davidson introduced the model W, a flat twin orientated fore and aft design, in 1919 and built them through 1923.

24



# PIN BOARD

Area Reps meeting  
21st and 22nd August 2021

We would love to hear your views so, please share any feedback concerns with either your Area Rep directly (contact details on the website and at the back of each Newsletter) or emailing:  
[feedback@bmwmc.nz](mailto:feedback@bmwmc.nz).

**POSTPONED**

GS Off Road Skills Day  
9th October / \$50  
Email: [pete@kiwiridder.co.nz](mailto:pete@kiwiridder.co.nz)

Daylight Saving -  
Sunday 26th September  
Clocks go forward ☀

## BMW Club Annual Rally 2022

\* Methven Hotel have advised us that no one will be on site for to answer the phone until Level 2 and are dealing with email enquiries only until then. They thank us for our understanding and patience during this period of lockdown.

Stay safe everyone

# THE GREAT ESCAPE



### Quite a Combination

Anyone who has watched The Great Escape will be familiar with the Wehrmacht R75 motorcycle combinations which appear in several scenes and which were issued to the German army in the early years of WWII - but, outside their enthusiast following, few people appreciate just how remarkable they were. Producing a mere 26bhp, the 750cc engines had a compression ratio of just 5.6:1, meaning they could run on fuel of the worst possible quality. They had eight forward and two reverse gears, a driven sidecar wheel with a locking differential, and all three wheels were interchangeable. There were hand and foot warmers heated by exhaust gases - but the dry weight of the outfit was 420kg!

HAPPY  
Father's  
Day







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

## FOR SALE

Gentleman rider retiring from bike riding and has some gear that needs a new home.

- Arai Adventure Helmet (manual& bag) medium
- Schuberth Flip top Helmet (Manual & Bag) medium.
- Alpine star summer gloves XXL
- Daianese Mans Goretex suit size 54
- R Jay womens suit Small
- R1200GS full set of tooling (Home maintenance use).
- For more information or make and offer, contact:  
Peter 021 061 4514 or 03 352 0335

1996 BMW R1100RT. 240,453kms,

Ohlins front and rear suspension.  
Owned for the last 8 years, \$2,500 or near offer.

Would consider swap for R1100GS or F650 etc

Contact - Trevor on 027 726 2647 or  
email: scampycrow@xtra.co.nz

R1200GS seat in good condition open to sensible offers.

Murray.  
027 433 6657 or  
muzzapeth1@gmail.com



Clearing the garage, I found this brand new aftermarket suspension lowering kit for F750GS I imported from the UK. Cost me \$460NZ. Price \$350 ono



And this, original Factory F650GS Screen.  
Near new condition. \$80-00 ono.



Contact Gordon Hartley #3116

Phone 027 437 7821 or Email ghartley55@gmail.com

## WANTED

A pair of BMW Vario Panniers to fit a 1200GS 2015 onwards. Contact Ian Jaques on 021 111 6173.

I'm 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

Mb. 027 600 1957 or pdmeikle57@gmail.com

I'm looking to buy a classic BMW. Motorcycle.

Anything considered, I but would prefer a 1982 or earlier, twin cylinder in good original condition.

Please contact me if you can help.

Bob Cumming, Wellington

Mb. 027 222 6817 or bob.lyncumming@gmail.com





BMW Motorcycle Club  
Aotearoa New Zealand



## South Island RAG Rally Registration

### Collingwood Holiday Park

William Street, Collingwood 7073

Friday 19 – Sunday 21 NOVEMBER 2021

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

<b>Name</b>				
<b>Address</b>				
		<b>Postcode:</b>		
<b>Contacts</b>	<b>Mobile:</b>		<b>Phone:</b>	
	<b>Email:</b>			
<b>Membership #:</b>		<b>Area:</b>		
<b>Name 1:</b>		<b>#</b>	<b>Cost PP</b>	<b>Total</b>
<b>Name 2:</b>		<b>people</b>		
<b>Registration: Weekend Participation</b> (includes two nights, Cabin accommodation Friday & Saturday. Breakfast, Saturday and Sunday morning. Dinner Saturday Night @ Collingwood Tavern)			<b>\$135</b>	
Rally Participation including Breakfast & Dinner (as above) - Excludes Accommodation			<b>\$60</b>	
Tent Site / per head			<b>\$30</b>	
<b>Surcharge for Non-Club members</b>			<b>\$40</b>	
<b>TOTAL</b>				<b>\$</b>



Collingwood is situated at the end of SH60 Takaka Golden Bay. A unique region full of places to explore. The Golden Sands of Tataranui. The everchanging Farewell Spit. Venture all the way to Anatori taking you along the Whanganui Inlet. Head south to the Cobb Dam. Stay longer if you wish and enjoy the locality in more detail.

Registration forms: **Email** to [ragssouth@bmwmc.nz](mailto:ragssouth@bmwmc.nz) (Entries will be acknowledged)

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG





# Rally / AGM 2022 Registration Form



BMW Motorcycle Club  
Aotearoa New Zealand



## BMW Motorcycle Club – Rally 2022 Registration Form

Friday 21 January - Monday 24 January 2022

Methven Resort - 51 Main Street, Methven 7730

Phone (03) 302 8724

Email: [reservations@methvenresort.com](mailto:reservations@methvenresort.com)

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

	Cost pp	Number of people	Total
<b>Registration</b>	\$40.00		\$
<b>Surcharge</b> for Non Club Members – per person	\$20.00		\$
<b>Friday Night</b> 'Meet & Greet' – per person	\$45.00		\$
<b>Saturday Night</b>	\$65.00		\$
<b>Sunday Night</b>	\$45.00		\$
<b>Rally Polo Shirts</b> (See Newsletter for sizing)  Orders must be received by 30 November 2021  Mens        S    M    L    XL   2XL   3XL   5XL  (half chest size)   52   55   58   62   65   71   79   (cms)  Womens   8    10   12   14   16   18   20   22   24  46.5   49   51.5   54   56.5   59   62   65   68 (cms)	\$55.00	# Men Size # Women Size	\$

### TOTAL PAYMENT FOR THIS RALLY

Payment to BMWMC's Account 03-1519-0034447-01

Use your Name and Membership Number – Reference Code R2022

\$

## HOTEL SPECIAL

**Special Hotel Rate - Bed and Breakfast \$158.00 per night (Single/twin/double room)**

Book Direct on 03-302 8724 or at: [reservations@methvenresort.com](mailto:reservations@methvenresort.com)

Special Dietary Requirements:

Send completed Registration Forms to: [rally2022@bmwmc.nz](mailto:rally2022@bmwmc.nz) OR

Post to: Rally 2022, C/- 24 Inglis Road, RD3, Rangiora 7473

All registration forms will be acknowledged.

**Disclaimer:** This rally will be run under the BMW Motorcycle Club Aotearoa New Zealand (Inc) Risk Management Plan as published in the Club's Official Monthly Newsletter. By registering for this event, participants agree to abide by all the conditions of the said Risk Management Plan.





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