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NEWSLETTER

Official BMW Club

OCTOBER 2021

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Aotearoa New Zealand



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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 25th day of the month preceding publication. **We welcome your contribution.**

Welcome to:

Farouk
Jonathan
David
Murray
Jacobus
Jochen
Wayne
Jamie
Trudi

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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.

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Photographer: Ralph Moore

Location: Meyers Pass

September 2021



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President's Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium September 2021

A big shout out to all our members in Tāmaki Makaurau. You've done it tough under lock-down while the rest of us have enjoyed relatively more freedom to move about. You're doing the mahi on behalf of the rest of us to keep this virus contained, and we all appreciate that. Fingers crossed that your effort has been worth it and Cabinet's review on Monday 4th of October results in a decision to move you out of Alert Level 3 as well.

For the rest of us, Daylight Savings is just around the corner and the start of the riding season proper. Whether it's after a winter lay-off or just taking the opportunity to ride more often or for longer, if you've not been riding for a few months it might be an idea to sign up for a Ride Forever refresher. And if you are taking your bike out of storage, give it a decent once-over to make sure it's road ready. You might want to also take an opportunity to check your insurance is up to date, or switch to the Club's Aon scheme if you haven't already.

It's taken the best part of four months, mind you it has been winter and I do have a full-time job, but we're done cleaning up after the flood. We've trucked approx. 300 tonnes of debris off the paddocks and a new boundary fence is finished thanks to help from one of the station owners up the road, and he has direct drilled a new pasture mix on the 2ha we lost. I'm hopeful we'll get good spring growth and will be able to get decent hay off it in the new year.

Our builder has been busy this month. The kitchen is back in, the painters are beavering away, it won't be too long before the plumber hooks everything up in the new bathroom, the

sparky can get the HWC sorted and power points back in, and the carpet can go down. We're hoping to have moved back in by the time you're reading this.

And just when I thought we were on top of things! A nor 'wester blew through with a vengeance mid-September and several of our neighbour's very large trees came down over our western boundary fence. One of the goat sheds took out another fence on its journey south as well. So, another couple of big days cleaning up. Fortunately, no broken posts this time just re-tensioning and re-stapling netting and replacing a few broken insulators. I'm starting to think we're due a holiday!

Unfortunately, that won't include attending this year's BMW Clubs International Council meeting in Cape Town. This annual event brings all the BMW Club delegates from across the world together and it's disappointing to see it cancelled for two years in a row due to Covid. The Council business part of the event is still happening though, via a series of on-line meetings (at 3:00 am our time!) over Monday 11th and Tuesday 12th October.

We may have to do with a trip north for the GS Rallye in Riverhead Forest on the 5th and 6th of November. BMW Motorrad NZ is rightly concerned about Covid-19, and it's difficult to plan and get things sorted in the current environment, but the KiwiRider team is coming up with options if Auckland is at Level 2. Still, it's all a bit of a gamble. If it all pans out, Jo and I will be heading north on the Thursday prior and we're looking forward to another great weekend.

We're hopeful that the Top of the South team can still host the South Island RAG

Continues next page



Presidents Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium September 2021 cont...

Rally on the weekend of the 20th and 21st of November, and there's still steady trickle of registrations coming in for the 2022 Annual Rally in Methven in January 2022. But who knows what will happen in the meantime? Even Alert level 2 has numerous restrictions and these, as we have seen already, do change without much notice.

The Club's Board is cognisant of its responsibilities in relation to the health, safety, and wellbeing of our members. While we aim for the least possible disruption to any planned event, we are obliged to continually assess the risk in holding these. We rely on the advice and guidance from the Government and Public Health officials in relation to all events and travel and will make appropriate decisions around whether events go ahead based on the information to hand at the time. For some events, cancelling at the last minute incurs relatively significant cost not only to the club but also to members who may have booked accommodation, ferry crossings, and other related travel costs. We're currently working on what a drop-dead date would be should we have to postpone or cancel any event on the Club's calendar.

Got a pre-95 airhead or something equally

classic tucked away in the shed? Justin and I are thinking about running an adventure around the coast of NZ over a couple of weeks sometime late February/early March 2022 based on a similar format to the 30th GS Anniversary ride we did in 2010. If you're interested, drop me a line with the model and year of your bike (and a photo if you like) and let me know if you're keen to ride the North Island, the South Island - or both. We'll get a few more details off those who are keen and will let you know what the plan is if there is sufficient interest.

If you're a relatively new member, there is still plenty going on at a local area level (outside of Auckland) that can be done under current Alert Level 2 restrictions. 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, 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!

Be safe and make good decisions!



Join Us On
Facebook



START PLANNING NOW!

For the AGM/Annual Rally. Booking form P. 28

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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Sorry - GS Training Day - October, POSTPONED due to Covid Restrictions. , email pete@kiwirider.co.nz or check their [FaceBook](#) page for more information

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Area Report: Rangitikei Roundup



The Monthly Ride



Another relatively quiet month but at least we did get to take our regular monthly group ride.

After shadow boxing with the weather man for the few days leading up to the ride date, Sunday 12th, I finally decided on the Saturday afternoon to go ahead with the ride despite the risk of a few showers.

First meeting point for the whole group was the Moomaa Café on SH1, just north of the Marton turnoff. Eight bikes and twelve bods gathered at the Café and were joined by Lance and Heather who arrived in their tin top. Lance had broken his only pair of usable glasses so couldn't see well enough to ride and Heather had to drive him so they could join in the coffee session with us. Well done Heather (and Lance).

From there the bikers headed off on the short ride up SH1 to Waiouru for a lunch stop. Traffic was light although we did pass a parked-up mufti cop in a black SUV that we had previously seen south of the Moomaa Café. Full marks to the officer for persistence but no one had to purchase any 'road safety'. The Mess Tent Café at the Army Museum was fairly austere, with very few patrons (despite them having previously warned me 'we are only allowed 50 patrons at a time'). However the food was good and we sat and chatted for quite a while before heading off on the next leg of the trip.

From Waiouru the Whanganui boys lead us west towards Ohakune then down the Whangaehu Valley Road and Fields Track to join the Parapara Road, SH4. A good ride through those sections, no rain so far, and a stop for a leg stretch at Upokangaro, just north of Whanganui. From Upok the group split to take various routes home to Whanganui, Palmy and Levin. RJ lead one group which was headed via Fordell to

SH3 but rumour has it a turnoff was missed near Fordell resulting in a much longer loop down to the Turakina Valley Road intersection and then out to SH3 at Turakina. Nice on RJ, but don't worry; it happens to us all from time to time!

After a long period in seclusion it was good to get out to chat and mix with others in the group, and to put a few more kms on the bikes. Weather got a bit windy down the coast on the homeward leg but we managed to dodge the threatened rain so, all-in-all, a good day out.

Brunch Gathering

Although we were missing a few of the 'regulars' we had another enjoyable gathering at the Woolshed Café on Sunday 26th. Four bikes and a few tin tops saw a total of 14 bods turn out for a snack and a chat. Covid seemed to be a topic on everyone's mind, amongst a few other important things such as preferred tyre brands and tread patterns, but I doubt that we really solved any significant problems or issues. However the brunches seem to remain popular so will probably stay on the local event calendar for a while yet.

Murray Petherick - Area Rep. #2690





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Area Report: Wellington



Impromptu Ride - Lake ferry 24th September 2021



DaveMorris, Geoff Holgate, Keith Thomson, Peter Nash, Martyn Wright, Ian Miller and (Denis Hulston on camera),

Three riders had confirmed their intention to join the ride. So it was a very pleasant surprise to arrive at the Caltex, Rimutaka (our usual meeting point for the Wairarapa runs) to find an additional three riders!

The weather was a warm, clear, sunny day which was the calm before the storm forecasted for later that night and the weekend.

The ride over the Rimutaka Hill was in relatively light traffic and, with the spread of riders we got separated and re-grouped at the Featherston intersection of SH2 and SH53 for the ride through to Martinborough and the Bach Café. This Café is on the corner of the Square and the Lake Ferry Road and was the link up point for any Wairarapa and Rangitikei riders and Peter Tibbs was waiting for us.

The ride down to the Lake Ferry Hotel was very nice. Riding through green farmland as a result of the heavy rain fall in the area over the last few days, which was further evident indicated by the volume of water that was flowing in the Ruamahanga River.

The lunch menu at the Lake Ferry Hotel is the normal Pub fare with the Fish and Chips being the meal favoured by our group. An excellent choice and well up to the high standard that this venue is renowned for.

The usual banter was to the fore with quite a debate on the merits and otherwise of electric cars with a variety of views being presented. Although, the consensus was that prices, batteries and infrastructure will need to improve before any widespread take-up is likely to occur.

Area Report: Wellington



Impromptu Ride - Lake ferry

24th September 2021 Cont...



Geoff Holgate, Denis Hulston, Ian Miller, Martyn Wright, Dave Morris, Tibbsy, Peter Nash, and Keith Thomson (photographer),

The ride back to Featherston via Kahutara Road was equally refreshing. Tibsy left us at Featherston, and we all made our way back over the Rimutaka Hill in normal Friday afternoon traffic. One noticeable feature being the Northwest wind was stronger and cooler on the Wellington side of the hill.

Returning home, I rode over SH58 from the Hutt Valley to Paramata. This will be the main feeder for Hutt Valley traffic linking with Transmission Gully, the new Motorway currently being finished. Understandably there is extensive road works being undertaken on this road at both the Hutt Valley and Pauatahanui ends, but completion should see a significant reduction in traffic tailbacks.

Another great day's riding in warm weather and in excellent company, looking forward to the summer! For Peter, it was a 224 km round trip. - Peter Nash - Area Rep #3184



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MAKE LIFE A RIDE




Area Report: Top of the South



Mystery History ride - Sunday 12th September



Murray, Rick Zawodny, Trudi

| Anja, Murray, Gretchen, Tony, Hilary, William Trevor and Ben

Meeting up; All 19 riders met at Jacks Tyres in Richmond, our normal meeting point for rides South or West of Nelson.

A fine spring day for our first ride after level 4 covid lockdown, so a good time to catch up, with some freedoms in level 2, distancing and masks or neck warmers. The ride was a mystery history ride, leaving Richmond at 10am via Brightwater through some back roads to Waimea West and through 2 water fords on Golden Hills Road which added some excitement as they were quite deep after our recent rains. A re-group at the top of the Moutere Hill - our corner drop-off system was working well, as everyone accounted for!



At the bottom of the Moutere Hill we turned off to Mahana on more back roads and our first stop; Summerset Cobb Cottage, built in 1858 (some 163 years old) and with a thatched roof.

A Question sheet was handed out at the start of the ride so at each stop there were some questions to answer from the information boards i.e., built by who? What Year? How old? etc.

The 2nd stop was on the Moutere highway. An information board told of where the first German settlement of [St Paulidorf](#) was established in 1843. The village was named after their ship the St Pauli - questions to answer, name of settlement? Why abandoned? Name the next settlement they established in 1853? etc.



Area Report: Top of the South

Mystery History ride cont...



Next, we travelled more back roads - Old House Road, Central Road in to Motueka, past Talley's Wharf along the waterfront to our 3rd stop at the Janie Seddon shipwreck, the site of Motueka's second wharf. Questions: Ship built where? Bought by who for what? Export figures for 1921? Name of Motueka's first wharf? etc. We then rode to the site of the first wharf, Murphy's Wharf, which is now a public reserve.

Now to our lunch stop at the top of the Takaka hill to the Wool Shed Café. I had rung Jessica earlier to prepare for 19 BMW riders so she put up a Closed Private Function sign so our group could have their full attention. A lovely place with good views, food, and coffee. We all sat outside with the animals on the other side of the fence - llama, emu, goats, sheep, chooks, pig etc.

Quiz time - I read out the answers for the 17 questions. Four people had all 17 correct so the last question asked on the spot was to write down their bike registration number and hand it in. The winners were - William, Anja and Hilary who got a Moro bar each. All the others who came along got chocolates from a Favourite's choc box. I am sure all had a good time doing something different and learning something along the way. After lunch about nine of our group took the 11 km gravel Canaan Road into the Harwood's Hole car park and then back out and down to Motueka's Toad Hall café for an ice-cream.

Thank you all for a great day!

[RIC] rider in charge - Peter Wood #3460



Riders - In no order: Hilary, Deane, Gary, John, Gretchen, Tony, Trudi, Rick, Murray, Ash, Revti, Peter W, Anja, Trevor, William, Matthias, Ben, Richard, Quinton and Dale.

Area Report: Taranaki

It's a strange strange world.....



Firstly I would like to commiserate with our members in Auckland. What a terrible start to spring for you. Hopefully by the time this magazine goes out you will be out of the doldrums and cruising around again.

We folk in Taranaki managed a ride out to Wai-iti beach via Tarata and the Otaraoa Road once the lockdown had been lifted. It was a great turn out with 12 bikes making the run.

We stopped at the 487 Café for lunch and a catch up on the way back from Wai-iti.

The weather was thankfully fine after what had been a very wet week. The waves crashing against the beach at Wai-iti reminded me of why I will never buy coastal property. They were smashing the beach. It was quite spectacular.

I hope everyone remains well and are managing to keep chipper through these trying times. Remember, it is just a snapshot in time. Other generations have had their crosses to bear, and came out the other side well enough, as we will. Amui he kaha ake ta maatau. Together we are stronger.



Area Report: Canterbury

Otematata Weekend (10th-12th)



A victim of the nights gales. but with the farmers permission, we detoured through his paddocks and tracks.

The Waitaki Valley Rally was cancelled due to Covid. So a group of us Canterbury riders decided to head down to Otematata for the weekend anyway, and support some of the local businesses. On Friday morning we met at the BP Rolleston and headed south down the main road to Geraldine. The weather forecast was looking bad after the storms we'd already experienced in the previous days. But we only had one shower on route to Geraldine, and after that the day just improved to beautiful blue skies.

We soon hit the back gravel roads and with them, some superb riding. Only to find round a bend a giant old man gum tree lying across our path. Not wanting to backtrack, we walked to the nearest farm house and were grateful to be invited to detour across their paddocks and farm tracks.

Then it was through the areas of Hanging Rock, Raincliff, Cricklewood, McKenzie Pass, and on to Black Forest station. Where we were treated to stunning calm weather as we rode over the open tops with magnificent views across Lake Benmore far below.



Area Report: Canterbury

Otematata - Cont...



On Saturday morning we headed down the Waitaki Valley expecting to breakfast at Kurow, but Covid struck again! Everything was closed. Luckily we had our host, Brent, the Otematata Pub publican riding along with us. So he was able to direct us to the only Cafe open in the valley that morning, at Duntroon. And a very nice breakfast at the Flying Pig Cafe. Then we were off over Dansey's Pass and on to Naseby for a brief stop. We skirted around the Maniototo and through Saint Bathans. Then on down to Omakau for lunch. We then headed up through Drybread and onto The Thompsons gorge track which proved a bit Greasy in places but still spectacular riding. We picked a couple of back roads on our way to Linda's pass and back to Otematata. Another great night at the pub for a debrief of the day's ride.

Sunday morning we headed home, with another ominous weather forecast. Going part way up the Hakataramea Valley and turning off through Myers pass out to Waihoa Forks for a coffee. Then back into the hills and onto the Hakataramea Valley Road. By now the Norwest gales forecasted hit us with a vengeance and it was a challenge just staying on the road. Once over the Hakataramea Pass the wind disappeared and we had enjoyable clean riding for a while. By the time we reached Fairlie for a pie, we were back into the winds again, worse than ever. Wisdom dictated that we stay off the main roads as much as possible, so we stuck to our favourite gravel routes until we got out to Geraldine. From there we were able to take back roads through to Ashburton and then it was straight down the SH1 to Christchurch. Taking a hammering from the Norwest gales all the way home.

Great trip!

Ralph Moore #3082

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

The First postwar BMW Motorcycle - the 250cc 1948-1950 R24

The 250cc R24 single was BMW's first postwar motorcycle, and the only postwar BMW motorcycle without a rear suspension. It was, in essence, a copy of the prewar 1938 R23, which is seen below.

The end of the Second World War was accompanied by several strict prohibitions, which curtailed industrial recovery in Germany. One of these referred to the manufacture of motorcycles. This lasted until 1947, when the Allies allowed BMW to build a very limited number of specimens (approximately 100) of the prewar R23, which were assembled from spare parts stored in warehouses. This was the first step



toward lifting the ban (in 1948) on the construction of motorcycles, provided their capacity did not exceed 250 cc. Without funds to design a completely new bike, BMW's managers decided to restart activities by building an updated version of the R23, to which several changes were made with respect to the gears (which went from 3 to 4) and the shape of the head, based on experience gained with the [wartime military] R75. Thus was born the R24, officially presented in March 1948 and quickly ordered in large numbers (3,000 units). The production of the R24 began on December 17, 1948, and was stopped just 18 months later, after the production of more than 12,000 units. Like the military R75, the R24 was the only BMW with a bolted frame for easy maintenance. One special feature of the R24 was the addition of a spring element and cush drive to mitigate the rigidity of the transmission.

- The italicized text above is from BMW Motorcycles of the Century: Guide to Models 1923-2000, by Claudio Somazzi and Massimo Bonsignori, 2014.

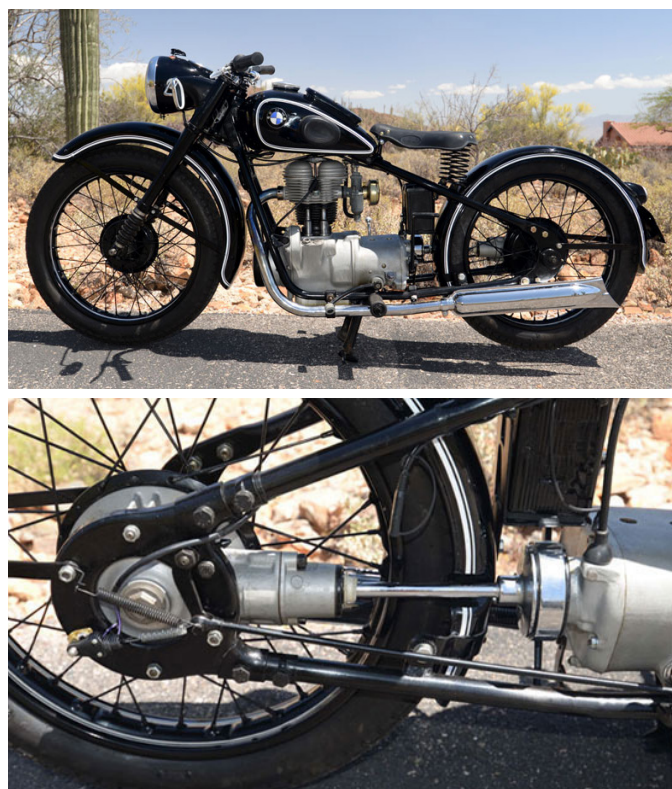
Because the R24 was the first postwar BMW, many of its parts were left-over prewar parts for the R23. This can present difficulties for someone restoring an R24 because prewar parts are harder to find than postwar parts.



Photographs of a 1949 R24 - purchased by Jeff Dean in 2014.

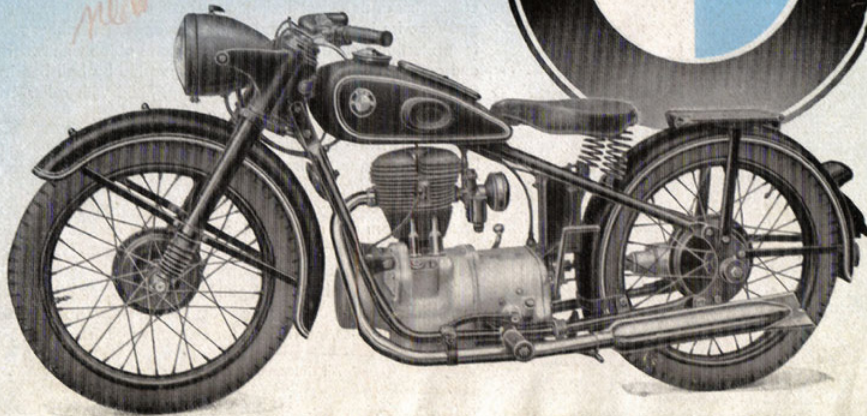
Right: the R24 is the only postwar BMW with a rigid rear end.

* Article (words and pictures) copied from [bmwdean.com](#) (sadly a lot of pages do not appear to be populating September 2021)



1948 BMW R24 sales brochure - scanned copy

250 c.c. The Motorcycle of Quality



Model R-24 Touring Motorcycle 250 c.c. - 12 HP

Equipped with Telescopic Front Forks - Four-Speed Gearing - High-Efficiency Cylinder Head

Specifications

Engine - Extremely compact one-cylinder four-stroke engine of 12 HP (continuous operation). Maximum speed 5,600 r.p.m. Economy-minded design of combustion chamber due to beautifully shaped, generously dimensioned light-metal cylinder head with large-surface cooling fins and efficient dissipation of heat. Overhead valves arranged Vee-wise in cylinder head; entire valve gear assembly enclosed for protection from dust and dirt. Light-metal piston with two rings and one oil control ring. Crankshaft supported by ball bearings; steel connecting rod with roller bearing, fitted with roller cage. Single-valve carburettor with large air filter.

Chassis Frame - Distortion-proof, twin steel tubular frame, embracing the engine. All frame joints are double bolted or welded. The telescopic front forks are permanently oil-lubricated, offer comfortable cushiony springing. All moving parts are carefully protected from dust and dirt, this making for reduced fork maintenance. On the handlebar center, eyes have been provided which make it possible to lock the motorcycle. The graceful saddle tank of 12 liters (2.65 Imp. gall.; 3.2 U.S. gall.) capacity has quick-action filler cap, built-in tool kit, and rubber pads. Both front and rear wheels have push-out axles, this making for easy assembly. The generously

All statements are non-obligatory

dimensioned internal-shoe brakes result in short stops. The convenient Magura-type handlebar has a twist grip throttle and easy-to-operate controls. A steering damper has not been forgotten. Ignition timing is self-adjusting. Large, easily dimmed headlight with integral speedometer and ignition lock. A 6-volt, 60-watt storage battery installation takes care of ignition and satisfactory road lighting. The soft-spring rubber saddle with its large sitting surface contributes to relaxed riding. Tyre size 3" x 19".

Transmission - Efficient transmission of power is guaranteed by a long-life, generously dimensioned oil-free single-disk clutch. The heavy-duty, carefully designed four-speed gearbox is bolted to the engine. Easy gear shifting in both directions is obtained by convenient, easy-to-operate, foot gear change. The transmission ratios are: 1st gear 6.1:1; 2nd gear 3.0:1; 3rd gear 2.4:1; 4th gear 1.54:1. - The gear-box-to-rear-wheel transmission ratio is 4.18:1. - Power transmission from gear box to rear wheel is obtained by time-tested, durable universal-joint shaft. All parts susceptible to damage are completely protected from outside interference. Smooth and shock-free transmission is obtained by an elastic drive shaft in the gear box and a rubber-sprung clutch inserted in the universal-joint shaft.

The right to change the design is reserved

Experience - Maximum Performance - Tradition

It is on this basis that the newly resumed motorcycle production has been built.

In 1923, at the "Paris Salon" automotive exhibition, the first production model of the BMW motorcycle provided with universal-jointed shaft drive and other revolutionising improvements drew the attention of the general public. For twenty-five years our plant has been building motorcycles, and, during this period, has not only been improving our own models, thus bringing them to the highest level of performance, but, by suggesting new ideas, it also has promoted general development work in the field of motorcycle construction. Basing on this wealth of experience which is still intact, we are beginning, right from amidst the ruins of a complete breakdown, to build a new high-duty motorcycle.

To us, a good reputation means both obligation and incentive; it is, therefore, a matter of course, that this model, too, incorporates, in a carefully weighed manner, all of the outstanding features for which BMW motorcycles have been known. In the new R-24 model there are no component parts that have not been subjected to year-long exacting field tests. Economical in operation, strong in performance, reliable but modest as regards servicing requirements, longlived owing to careful production processes - points that the BMW organization has always kept an eye on - the new 250 cc (15.2 cu. in.) motorcycle worthily continues the tradition of our firm.

BAYERISCHE MOTOREN WERKE AKTIENGESELLSCHAFT

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PIN BOARD

South Island RAG Rally
19-21 November 2021!

Check FaceBook for latest
news and updates

GS Off Road Skills Day
9th October 7-150
Email: info@kiwiadventure.co.nz
Check FaceBook page for updates.

Postponed

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





**BMW
MOTORRAD**



THE NEW 40 YEARS GS ANNIVERSARY SERIES



MAKE LIFE A RIDE

BMW MOTORRAD replaces footrests from the accessory selection



Munich. Over the course of its market monitoring obligation, BMW Motorrad has determined that in some cases, stress corrosion cracks may occur on the studs on certain milled footrests from the accessory selection for the GS models.

Therefore,, BMW Motorrad is offering the exchange of these parts with footrests that have a modified material composition free of charge as part of a worldwide campaign to all customers who purchased footrests with the following part numbers.

77 25 2 452 958	Footrest adjustable, left, black solid
77 25 2 452 960	Footrest adjustable, right, black solid
77 25 2 465 256	Set of footrests adjustable, black solid

The accessory footrests were offered for the models

R 1200/1250 GS
R 1200/1250 GS Adventure
F 750 GS
F 850 GS
F 850 GS Adventure

Affected customers are asked to contact an authorised BMW Motorrad Retailer for the exchange.

In cases where an exchange cannot be offered to a customer, BMW Motorrad is offering the removal of the retrofit/conversion to standard equipment and reimbursement of the purchase price in form of a coupon.

Please Note:

Any/all information is advisory and may not be relevant in New Zealand. However, given that people move, import or purchase from overseas, we think it prudent to try and keep all informed.

Marketplace

To advertise, please email
editor@bmwmc.nz

Marketplace is a service for members of BMWMC, NZ.

Advertisements will be accepted from members, commercial traders and non-members when it is considered in our members' interest to do so. No charge is made for Marketplace advertising. The Editor and Executive reserve the right to reject or modify any advertisement considered inappropriate and take no responsibility for errors or omissions, the quality of items, claims made, or for any transactions that ensue.

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 - M (manual& bag)
- Schuberth Flip top Helmet- M (Manual & Bag)
- Alpine star summer gloves XXL
- Daianese Mans Goretex suit size 54
- R Jay womens suit Small - (used very little)

• For more information or make and offer, contact:

Peter 021 061 4514 or 03 352 0335

R1200GS seat in good condition open to sensible offers.



Murray.

027 433 6657 or

muzzapeth1@gmail.com

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

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

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From the web: BMW e(push)bike

[BMW concept ebike](#)

BMW Motorrad recently presented two more visions of individual mobility in and around the urban setting: the i Vision AMBY ebike and the Vision AMBY electric motorcycle. BMW says AMBY (Adaptive Mobility), which aims to interpret the idea of adaptive urban mobility on two wheels in different ways, is the heart of the two concepts.



The BMW i Vision AMBY is a high-speed pedelec for urbanists with enough grunt to occupy the space between current ebikes and light motorcycles. The concept pedelec features an electric drive system with three-speed ratings for different types of roads. The unspecified electric motor enables speeds of up to 25 km/h (15.5 mph) on cycle tracks, up to 45 km/h (28 mph) on city-center roads, and up to 60 km/h (37 mph) on multi-lane roads and outside urban areas.

The design of the BMW i Vision AMBY is defined by visual lightness and powerful athleticism. Though resembling an ebike, the frame structure is larger, which features a wide handlebar with integrated horizontal LED light strip, the vertical LED rear light integrated into the seat post, an e-ink display shows the riding mode in use.

The 2,000 Wh battery, positioned in the center of the frame, enables a per-charge range of up to 300 km (186 miles), depending on the riding mode. Thanks to fast charging technology, it recharges in only three hours. The drive unit, which is positioned close to the pedals, only provides assistance when the pedals are being turned. It connects to the quick-release rear wheel via

a belt drive, while the rear wheel itself is mounted to a single-sided swingarm.

The 27.5-inch wheels are fitted with larger and wider tires for exceptional comfort and safety even at higher speeds. Also, 120 mm of suspension travel front and rear is ideal for all applications in and around town at speeds of up to 60 km/h (37 mph).

The modes available to the rider are stored in the app on the smartphone-linked with the "AMBY" Vision Vehicle. Manual selection of the modes is perfectly feasible, as is an automatic recognition of location and road type via geofencing technology and the associated automatic adjustment of permitted top speed. Users can prime the BMW i Vision AMBY for use, load their stored license classes and apply the required level of insurance cover on-demand using a specially developed app.

The app can also serve up ebike status, ride info, theft-proofing, and more, but can also be set to warn the rider of traffic approaching from the rear. The electrically adjustable seat post is optimized biometrically to match the profile stored in the app.

While users of the BMW i Vision AMBY high-speed pedelec have to constantly pedal in order to benefit from the assistance of the electric drive system, the BMW Motorrad Vision AMBY accelerates via a throttle grip/throttle lever and has motorcycle-style footrests instead of pedals. The Vision AMBY will come with the same three app-driven power modes as the ebike, topping out at 60 km/h (37 mph).

Designed as a completely new concept between bicycle and motorbike, the BMW Motorrad Vision AMBY echoes the expressive style and layout of a BMW Enduro motorbike. It comes with an integrated flat seat, chunky treads on both the 26-inch front wheel, which has a thinner tire, and the 24-inch rear wheel, with its more rounded tire. The large energy storage unit and drive unit form a dark graphic block at the center of the frame.

It would offer a range of around 110 km (68 miles) according to the WMTC combined cycle. The geofencing technology could provide the required parameters for automatically adjusting speed levels (25/45/60 km/h) and the matching insurance cover.

Other features include the small U-shaped LED headlight and double-element tail light, integrated seat with a height of 830 mm, and has the weight of just 65 kg. The potential safety features could also include a distance radar with a range of up to 140 m to provide a visual and acoustic warning in the app when there is a vehicle approaching from behind.

Inceptivemind.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

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

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.



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 (Entries will be acknowledged)

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG



BMW Motorcycle Club
Aotearoa New Zealand



Rally / AGM 2022 Registration Form

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

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

	Cost pp	Number of people	Total
Registration	\$40.00		\$
Surcharge for Non Club Members – per person	\$20.00		\$
Friday Night 'Meet & Greet' – per person	\$45.00		\$
Saturday Night	\$65.00		\$
Sunday Night	\$45.00		\$
Rally Polo Shirts (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

[Special Dietary Requirements:](#)

Send completed Registration Forms to: 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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