



BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club

NOVEMBER 2021

BMW Motorcycle Club  
Aotearoa New Zealand



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BMW Motorcycle Club  
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:**

Craig	<b>ARDERNE</b>	PUKEKOHE
Michael	<b>BERETTA</b>	WELLSFORD
Dean	<b>CRANNESS</b>	NELSON
Siegfried	<b>HERBST</b>	CHRISTCHURCH
Mike	<b>HOARE</b>	MANGAWHAI HEADS
Trevor	<b>MUDDLE</b>	AUCKLAND
Andrew	<b>TIDESWELL</b>	PICTON
Jeff	<b>VAN WIJK</b>	WELLINGTON
Rob	<b>VISSER</b>	PORIRUA

**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:** Colin Gates

**Location:** Queen Charlotte Drive, Shakespeare Bay

October 2021





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## President's Podium

Garry Williams



BMW Motorcycle Club  
Aotearoa New Zealand



## President's Podium October 2021

**G**ood news! A week shy of five months our builder finished up at the house and the cleaner was able to make it habitable just before Labour Weekend. I moved a bed and the two La-Z-Boys in on Friday, our first night at home was fish and chips and a movie on the new TV. A couple of friends came out Saturday morning and helped moved the rest of the furniture in. I spent the rest of the long weekend carting boxes in from the garage and Jo cleaned everything as it came out of each box. Not too much was damaged, just a few things to add to the insurance claim. Our dogs came home Saturday, and the cat Sunday. It feels a lot more like home with them back, almost normal again. Only a few meters of fencing left to do over spring and the paddocks we drilled in September have come away nicely. We need a bit of rain but should have good cover by Christmas.

I've been looking forward to a holiday up north, but Covid is still messing up thoughts of a trip any time soon. The government appears to have abandoned its elimination strategy in favour of fewer restrictions as the population heads towards 90 percent plus vaccination rates. I feel for those of you still at Alert Level 3 as the number of confirmed cases rockets upwards. We've not had a confirmed case in the South Island but it's only a matter of time. New Zealand's highest altitude vaccination clinic was held in Arthur's Pass last week as Canterbury inches ever closer to our 90 percent first doses target. The conversation about privileges for those vaccinated as opposed to those who aren't is setting us up for divisiveness we've not experienced in New Zealand since the waterfront strikes in the 50s and the Springbok tour in the 80s. It really is unpleasant.

On top of the re-build, I'm back at work full time and spent two 1:00 am - 4:00 am sessions representing the Club at this year's virtual BMW Clubs International Council meeting. I've also been formally appointed as the Deputy Chair of the Motorcycle Safety Advisory Council for a period of three years by the Associate Minister for ACC, Hon Willie Jackson. Part of this role is about ensuring ACC is effectively investing your contribution to the Motorcycle Safety Levy and making sure your voice is being integrated into the Motorcycle Safety Strategy. Please feel free to get in touch with me if you have thoughts you'd like to share about this.

Unless Delta crosses the ditch and Alert Levels subsequently increase beforehand, the Top of the South team is still hosting the South Island RAG Rally on the weekend of the 20th and 21st of November. Alert Level 2 guidelines can be accommodated for those lucky enough to be able to travel to the event.

Regretfully, the Board made the difficult decision to cancel the Methven Rally due to be held in January 2022. This was a tough call to make, our Annual Rally is an incredibly important event for the Club and one of our favourite ways to celebrate its *raison d'être*. We're hugely disappointed but it's important to us to host a safe and enjoyable event for participants and it didn't feel right, given the uncertainty around alert levels restricting travel in Auckland and parts of the Waikato and King Country, that not all members may have the opportunity to participate. There's no indication when the South Island will come out of alert level 2 and we cannot take the risk of hoping for a drop to alert level 1 conditions. Hope is not a great strategy when organisation costs and costs to members

Continues next page





## Presidents Podium

Garry Williams



BMW Motorcycle Club  
Aotearoa New Zealand



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

travelling materialise in the two months prior to the Rally. We'll aim to host a national event like the Rally when restrictions ease across the country. Our AGM will need to be reconfigured as a virtual event in January, I will let you know how we're going to run it if you're keen to participate.

Justin and I had been thinking about running an adventure around the coast of NZ over a couple of weeks for classic airheads sometime next year based on a similar format to the 30th GS Anniversary ride in 2010. We think that would be better suited to celebrating the 100th anniversary of BMW Motorrad in 2023. BMW Club & Community Management is keen to support this and link it with other international events planned for the anniversary. 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 the details of how the event will run to those who are keen closer to the time.

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's 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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# Martin Thomas Bootten

1951 - 2021

Sad to hear that Life Member Martin Bootten, and one of the founding members of our Club, passed away, age 70, due to cancer, on Thursday, September 23, 2021 at Nurse Maude Hospice. It was while riding his 500 cc BMW 5/5 overland from the UK that Martin had the idea of getting a bunch of like-minded riders together. He wrote to those he knew, organised a meeting and things started to grow from there. The Club wouldn't be in the position it is today without people like Martin, his passion for BMW Motorcycles and the people who ride them was always first and foremost in conversations, and some of us have been fortunate enough to see his amazing collection of bikes. Our thoughts are with Martin's family and friends.

*Martin*

held in the Ferry Park Chapel  
on Thursday, September 30, 2021,  
at 2:00pm

Celebrant: Aaron McLoughlin





# Area Report: Rangitikei Roundup



## The Monthly Ride



Once again the weather pattern for the proposed ride area, inland from Manawatu and Whanganui, looked a bit dubious so on Saturday afternoon, the day before the ride on Sunday 10th, it was decided to head up the coast to better looking weather in 'The Naki'.

Plan was for the Palmy and Horowhenua riders to meet at Sanson and then head up to meet Wanganui riders for coffee at the Pukeko's Nest Café; from there we would head up to Hawera and perhaps the Tawhiti museum.

Plans are great things but we rode into dark clouds and then rain at Kaitoke, south of Whanganui, and it was raining quite steadily when we got to the Café. Met up with Nev at the Café and then Lance arrived in his tin top. In the event the boys chose to head on to Hawera (in the rain) Lance offered to take the two pillions/girls on a sightseeing jaunt around Whanganui and then meet back up with the boys on their return. A nice offer, but after talking to travellers who had just come south through Hawera it looked like proceeding with the ride would be a wet affair so we decided to change the route plan (again).

The revised plan saw us head back to Turakina for a re-group and weather review. By the time we got there the weather had improved to largely blue skies and a bit of puffy, white cloud, which appeared to extend over most of the Manawatu. A brief discussion resulted in a revised plan to head up the Turakina Valley Road towards Hunterville and then down to the Moomaa Café on SH1 for lunch. A cruisey ride following Nev through some good twisties saw us arrive at the café, in the sunshine, with much improved senses of humour. The Café was having a busy day but they looked after us well and we enjoyed a good meal sitting out in the sunshine.

After lunch it was time for some more route

related decisions. Three bikes decided to head homewards to attend to other commitments and the remaining four elected to head to Hunterville, with John leading us through the back road from Rata, and then heading generally homewards via Vinegar Hill. More good riding and a brief leg stretch at Windy Point Lookout before heading to the Williamson's Road turnoff for the leg out to Ohakea. However, at this point John decided his fuel reserve was a bit marginal so we waved goodbye to Nev, who headed back to Whanganui, and the remaining three of us headed down to Feilding for John to fuel up. From there it was homewards via our preferred routes.

Not at all the day we planned, but despite virtually making it up as we went along we enjoyed some good riding and good weather. Incidentally it was mentioned to me during our lunch stop that, as the weather turned out, we may well have enjoyed good weather, instead of the forecast rain and showers, if we had taken the originally planned route towards Taihape. C'est la vie!

## The Brunch Gathering

The monthly brunch gathering was held on Sunday 24th and was attended by only 5 couples; transport provided by 4 Beemers and a couple of tin tops. (None of the usual Triumph, Honda or Benelli interlopers turned up). Weather started off mainly fine for most of us but had turned drizzly by the time we reached The Woolshed around 11.00am. While we enjoyed a convivial get-together inside the café the weather outside progressively turned from a light drizzle to heavy drizzle/light rain. Although those of us on the bikes had a damp ride home the rain was little more than nuisance value and I doubt anyone got really wet, at least not wet enough to put a dampener on the gathering or to make us wish we had stayed home!

Murray Petherick - Area Rep. #2690





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# Area Report: Canterbury

## Sunday 3rd October



Today our group of seven keen riders headed out to make the most of promised warm temperatures. We planned to ride through some of the more remote bays on the peninsula. Starting at Birdlings Flat with the intention of riding up Bossu Road, but first, we had to negotiate 200m of very soft gravel across the mouth of Lake Forsyth. This proved rather tricky with most bikes sinking up to the rear axle and soft pea gravel.



"but first, we had to negotiate 200m of very soft gravel"

Once we had this obstacle behind us it was brilliant riding up the spur and around the southern side of Banks Peninsula. A quick ride around Akaroa harbour and over the tops to LeBons Bay on the very eastern edge of Banks Peninsula. Then it was onto the narrow Lavericks Track over to Okains Bay for our lunch stop. Back on the bikes and beautiful winding roads through Chorlton and Little Akaloa. Then more narrow stock routes through to Purau and Diamond Harbour, where we stopped for afternoon tea and a debrief of the day's ride, heading around Lyttleton Harbour and Home.

Ralph Moore #3082





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# Area Report: Waikato

## Waikato Ride – Sunday 3rd October 2021



It was a fine day when members of the Waikato group and friends gathered at the BP station in Cambridge for a ride to the Geographical centre of the North Island.

I had planned to take my G310GS, but an un-cooperative battery meant that I had to take the K1200RS.

The ride was organized by Graeme Duncan who gave the pre-ride briefing to the 10 riders plus a couple of pillioners. Another rider, Graeme Sutherland would join us en-route near Whakamaru.



One of our members didn't feel too good and so left the group early into the ride. He got home safely and we are glad to report that he is well.

The rest of us navigated the many potholes, some of the navigation seeming to be - find the biggest pothole or trench and hit it at the worst angle and speed. I certainly found the limits of the K1200RS front suspension on a couple of sharp holes!

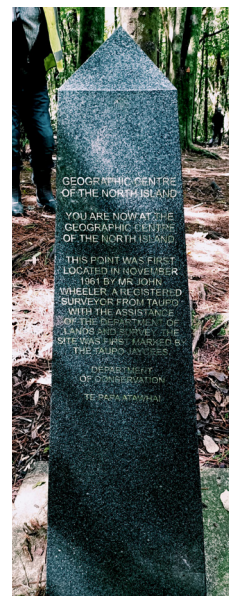
At the centre of the island, we stopped to take the short walk to the exact spot marked by the sign and obelisk. After a good natter and introductions of those that we did not know, we were off to Whakamaru for lunch.

It was here that we discovered that the Waikato was going into lockdown later that night, so we were all pleased that we had had this chance to get this ride in before our wings were clipped.



Thanks to Graeme and Sue Duncan for arranging this ride. I think the turnout was the best we have ever had! Well done everyone. Our next ride is being planned for when we are able to gain our freedom again...

Paul Quilter #3711



The exact centre of the Nth Island



# Area Report: East Coast



## October (& September! - Ed: Oops, sorry all)

On a lovely sunny Sunday morning our Ride Master Joe Booyens had arranged a luncheon date at the Puketapu Hotel, a venue well known in Hawke's Bay for a destination for both motorcycle and pushbike riders. So it was as Carole, Robert, Pam and I arrived at this spot, seeing several BMW's already parked up outside the Puketapu. We donned our masks and went inside to find the owner's already sitting



around the table discussing what tasty item on the menu to go for. Before it arrived I managed to take their picture, . When we left to resume our cycle ride they were still in animated discussion so we hope they all got home safely,

John Wuts #1867

From left, Jamie, Wendy, Joe, Walter, Stella and prospective members Alan and Anne

Our monthly dinner in October was attended by nine members, and the new starting time of 7 pm was well received by all. It makes it a bit easier for the working people to get home and changed before joining the meal.

Ride-master Joe indicated that he had planned a lunch ride to the Black Dog Tavern at Ormondville for Sunday 14 November and a ride to Tiniroto on Sunday 12 December.



As Christmas is not that far away, our kind members Stella and Walter Wilde have offered to use their place for our annual Christmas luncheon get-together. We decided on Sunday 5 December as the most suitable.

John Wuts #1867

From left: Les, Robert, Joe, Pam, Stella, Walter, Alan and Anne.



# The new BMW K 1600 GT, GTL, B and K 1600 Grand America.

The new K 1600 models: Six-cylinder fascination for dynamic and luxurious riding, touring and cruising.

The new K 1600 models: Six-cylinder fascination for dynamic and luxurious riding, touring and cruising.

Six-cylinder in-line engines have always belonged to the showcase drives at BMW. Since 2010, BMW Motorrad offers fascinating high-performance and luxurious six-cylinder equipment at the highest level with the K 1600 models. The K 1600 GT represents the particularly agile, dynamic variant of the six-cylinder design, while the K 1600 GTL with its more comfortable ergonomics and standard topcase is more for pleasurable riding.

Derived from the K 1600 B, the **K 1600 Grand America** finally combines the superior performance of the six-cylinder in-line engine with exclusive equipment features that make long-distance rides in American highway cruising style an experience that is as comfortable as it is fascinating, both alone or with a partner.

Revised six-cylinder in-line engine according to EU-5 regulations with new engine control, knock sensor system and revised emission concept as well as engine drag torque control.

Dynamic ESA "Next Generation" electronic suspension with fully automatic load compensation.

Highly modern LED light units and new full LED adaptive headlight.

New, 10.25 inch TFT colour display with integrated map navigation, easy-to-use route planning and comprehensive connectivity as standard.



The **K 1600 B** is of a completely different breed. It provides characteristic "streamlining" with a low rear section in bagger style. Its motto is "The Spirit of the Open Road". It represents elegance, power and luxury on two wheels and allows the rider to experience every road, every tour and every moment particularly intensively.

Audio system 2.0 – a new digital sound dimension as standard or as optional equipment ex works.





# PIN BOARD

South Island RAG Rally  
19-21 November 2021!

Check FaceBook for latest  
news and updates or email  
Take pictures and send to  
Newsletter!

GS Off Road Hills Day  
9th October 2021  
Email: [redacted]  
Hmmm...

**Motorcyclists in Indiana only have to  
stop for 120 seconds (2 minutes) at a  
red stop light.**

They can treat the stop light as if it were  
a stop sign, then proceed through the  
intersection cautiously. The law was  
nicknamed "The Dead Red" law, but  
officially is designated IC 9-21-3-7b-3  
signed in 2015.



**W Club Annual Rally 2022**

Methve... have advised us that no one will  
be on site... for the phone until Level 2  
and are dealing with enquiries only until  
then. They thank you for your understanding and  
patience during this time.

**CANCELLED**

Refund Details  
Page. 26

**Movember!**

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[nz.movember.com](http://nz.movember.com)



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

## The BMW R51/2 Motorcycle - the 494cc Traverse Twin 1950-1951



A quality German machine with appeal: BMW R51/2 494cc Transverse Twin

The 494cc BMW R51/2 was the first postwar boxer engine motorcycle produced by BMW after World War II. Five thousand were manufactured from 1950 into 1951. It was preceded only by the single-cylinder, hard-tail 250cc R24 of 1948-1950.

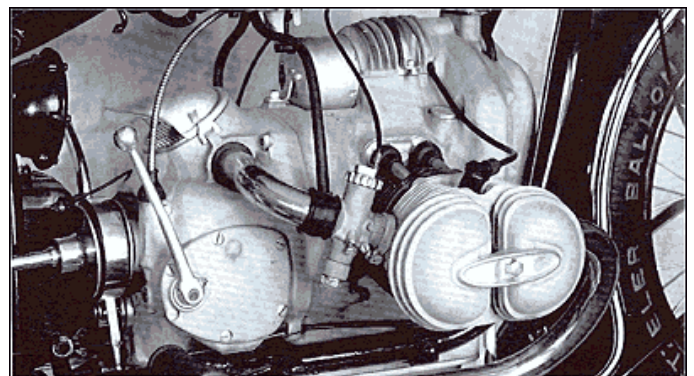
Article by the staff of "Motorcycle" magazine November 30, 1950 on the R51/2 follows:

*"When the production of civilian motorcycles restarted after the war years, no machine emerged in its post-war guise with higher goodwill based on earlier products than the BMW R51/2. The pre-war production machines had earned praise throughout the world, and BMW had won the 1939 Senior T.T. with a speed record that still holds.*

*"Nowadays, only one horizontally opposed BMW twin is in production. The machine is basically similar to the R51 of 1939, but it incorporates a few modifications, the most interesting of which is the redesigned cylinder heads and overhead rocker gear. The pre-war 500cc was marketed as a sports model, but no such claim is made for the current machine; indeed, it has a general appearance which suggests a touring roadster of demure performance. Therein lies one of its attractions, because while the BMW R51/2 is well-mannered and pleasurable to ride at medium speeds, it has a top-end performance that puts it in the sports category and encourages the appellation "Jekyll and Hyde."*

*Coil ignition is employed and it is switched on by depressing the body of the lighting switch fitted in the head-lamp shell. Each cylinder has its own carburettor fed through intake pipes connected to a single air filter sink in the top of the crankcase/cam gear box casing. The carburettors have no air slides; instead, there is an intake shutter at the mouth of the filter.*

*For cold starting it was found that an adequately rich mixture was given by flooding the carburettors; the shutter was not employed. The kick-starter crank is on the left side and has its axis in line with the machine; the most convenient way to depress the pedal is with the right foot while the machine is on its central stand. By British habits this might seem to be an inconvenient necessity, but two factors lessen any criticism that might be applied to this*



*"The BMW R51/2 had a hand shift as well as a foot shift. It is easily recognized by the split valve covers. The power unit is of attractively neat design and is beautifully finished. Throughout the test no oil leaks occurred.*

*kick-starter layout. First, the engine started readily whether it was hot or cold; secondly, the tick-over was absolutely reliable, so that the chance of the engine stalling was remote. Moreover, the engine idled so quietly and with the ignition retarded so slowly that one felt almost encouraged to keep the engine running for lengthy periods, when in similar circumstances with many machines there would have been the inclination to stop the engine and to restart it when ready to move off.*

*"Mixture strength to each cylinder, as supplied by the separate carburettors, was correctly balanced for idling and low speeds and indeed, as far as could be judged, for all*

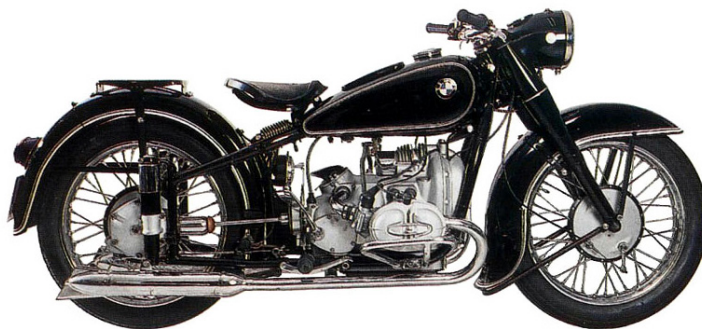


Cont...

speeds. Pick-up of the engine as the twist grip was turned was clean throughout the range. The twist grip has a longer travel--a slower action--than usual on British machines and was perhaps slightly heavy in operation. The operation of all controls was inclined to be heavy and the foot-change pedal sufficiently stiff in movement to become tiring at the end of a long day's run. With the machine stationary and the engine idling, the clutch freed satisfactorily so that bottom gear could be engaged without noise; one could not feel the operation of the gear-change mechanism through the pedal, which sometimes resulted in doubt as to whether the gear had been selected. The clutch took up the drive smoothly, though rather quickly.

"The machine as a whole is nicely balanced and could be ridden at very low speeds and maneuvered slowly in confined spaces feet-up without any special skill. In such circumstances the steering was light and entirely free from roll--as it was throughout the speed range. The transverse disposition of the cylinders makes it necessary for the footrests to be slightly farther back than on the majority of machines. Handlebar width is above average--thirty inches direct from tip to tip. At first, the riding position felt slightly unconventional, but after a few miles' experience was considered to have its merits, especially for the ease with which the footrests could be used for support. This is not to imply that the saddle was not up to its work--it was, in fact, commendably comfortable. Foot rests, saddle and handlebar are adjustable.

"The BMW is quiet mechanically and the silencers give an admirably subdued exhaust note. There is something more than absence of mechanical clatter. What noise does emanate from the engine is dull as if insulated by say, very heavy oil. At town speeds, the BMW is pleasurable to ride. It encourages one to be in gentlemanly mood by reason of its quietness and easy acceleration. The engine pulls well and incites ambling in a highest gear in relation



Craig Bielat's beautifully restored 1950 R51/2

to road speed though there was the objection that there is a hardness in power delivery that can, indeed, be felt at speeds as high as nearly 40 mph when accelerating in top gear. Each power stroke can be felt.

"The 'Jekyll and Hyde' characteristic of the machine is soon apparent when open roads are encountered. There is a complete absence of high-frequency vibration, and as the revolutions mount the engine has the smooth, noiseless power flow of a turbine. Performance is zestful and because of the smoothness, quietness and effortlessness of the engine, speeds achieved can be deceptive. When driven as hard as open road conditions permitted, the engine proved tireless and remained unusually cool, as might be expected with the light-alloy cylinder heads so fully exposed to the air stream. Any top-gear speed above 40 mph to the maximum could be regarded as a comfortable cruising speed so far as the engine was concerned.

"To avoid clashing, gear changes had to be leisurely. When obtaining the quarter-mile acceleration figures, it was found that third gear, if engaged as rapidly as possible irrespective of the clashing of pinions, slipped out of mesh. Perforce, therefore, gear changing had to be slow for this



Photo by Craig Bielat





Photo by Craig Vechorik

A restored R51/2 owned by Craig Vechorik at Bench Mark Works, Sturgis, Mississippi

type of performance data, and the hindrance is reflected in the time and speed figures recorded.

Both front and rear suspensions are inclined to be hard by modern British standards. For example, at dawdling speeds--say, 10 mph, over cobbles and tran-track inspection covers, the amount of front fork and rear lunger movement was negligible so that suspension was largely provided by the tires. Under average conditions, the suspensions, have a well-controlled movement, the slight hardness perhaps contributing to the marked degree of stability of the machine especially apparent during high-speed cornering. The steering was pluperfect (the damper was never brought into use) and the machine handled in the most confidence-inspiring manner without the lightest signs of drift or chopping-out when cornering fast on indifferent surfaces. Stability was also of a high order under wet road conditions; skidding was never experienced. The brakes of the machine tested did not match the performance, largely because the front brake lacked real power, no matter how much effort was given to applying the lever.

Throughout the test the engine remained free from oil leaks; the degree of cleanliness was outstanding, with the crankcase retaining a "just-from-the-showroom" appearance. Mud guarding was above average in effectiveness. The beam from the head lamp gave a wide spread of light of higher-than-average intensity, and the dipped beam, while adequate for the rider; had a clean cut-off that ensured oncoming drivers were not dazzled. Many detail features of the BMW appeal to the experienced rider. Both wheels are quickly detachable; the tools are carried in a tank recess provided with a lock; a locking bar is supplied which fits into mating fork and frame lugs and, when in position, ensures that it would be impracticable for the machine to be wheeled or ridden away. It is understood that modifications which are

being introduced for the R51/2 will include the fitting of a prop-stand, and a narrower handlebar; on the new bar the clutch and brake levers will require a smaller hand span, and the operation of horn and dipper controls will be more convenient. Engine: 494cc (68x68mm) o.h.v. horizontally opposed twin. Fully enclosed valve-gear operated by pushrods and twin chain-driven camshafts. Light-alloy cylinder heads and cast iron barrels. Light alloy pistons. Crankshaft supported by two ball bearings. Oil pump in crankcase reservoirs driven by skew gear and shaft from offside camshaft; reservoirs capacity, 3.5 pints. Compression ratio: 6.3 to 1. Fuel capacity: 3 gallons. Tires: Metzeler 3.50x19 inch studded front and rear. Brakes 7.87 inch diameter front and rear. Suspension BMW telescopic front fork with hydraulic damping; plunger type rear spring with coil compression springs and rubber deflection stops. Wheelbase: 55 inches. Saddle: Pagusa rubber pan type with tension spring anchored to nose pivot. Unladen height 29 inches. Ignition and Lighting: Bosch coil with manual advance by the handlebar lever. Gear ratios: Bottom 11.8 to 1. Second: 8.87 to 1. Third: 6.61 to 1. Top: 4.85 to 1. Single plate clutch in flywheel. Shaft secondary drive with flexible coupling at front and universal joint at rear. Spiral bevel final drive gears in oil bath; reduction ratio: 3.89 to 1. RPM at 30 mph in top gear approximately 1,900. Weight: 396 pounds. Braking from 30 mph to rest on damp surface 31 feet Turning circle 16 feet Minimum non-snatch speed: 16 mph in top gear. Weight per cc: .89 pounds. Petrol consumption: At 50 mph 61 mpg. Carburettor: Bing Spezial 1/22/29 and 1/22/30; twist grip throttle. Air shutter on intake cleaner in upper gear box cover" In July 1951 "Cycle" published a test of the R51/2 by Keenan Wynn, a famous actor.

\* Article (words and pictures) copied from bmwdean.com (Unfortunately his website was not populating fully in October 2021) Article from "Motorcycle" magazine 1950





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## FOR SALE

I am having a bit of a clean out following bike changes, etc and have the following items for sale.

- Touratech additional Pannier Top Bags (Fit BMW Vario panniers)
- ION Tank Bag (Fits F700/800 GS)
- Passenger footrest lowering brackets (used on 2010 BMW R1200 GS) but fits other models
- SW Motech Quick Lock Evo Tank Ring (Used on 2010 BMW R1200 GS)
- Kryponite New York Bike Lock
- Givi X Stream 20LT Tank Bag with tank Ring (used on F850GS)
- Spot Gen3 GPS Messenger

Contact Stuart Burns #1703  
e: stuart.burns@xtra.co.nz or  
M: 021-972535 for further information

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

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

## 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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# BMW Motorrad celebrates world premieres at Milipol 19-22 October 2021 in Paris.

The new BMW CE 04 as an environmentally friendly authorities vehicle for the city and urban areas.



**Paris.** With the new BMW CE 04 and the BMW F 900 XR in an official version for the police - a cooperation with BMW Motorrad Netherlands - BMW Motorrad will be celebrating two world premieres at Milipol 2021 from 19 to 22 October 2021 in Paris. This adds two superior and forward-looking vehicles to the range alongside the current police version R 1250 RT, F 750 GS and F 850 GS.

## The new BMW CE 04 in police version: Future-oriented, sustainable e-mobility for the city and urban areas.

The new CE 04, which was presented a few months ago, plays a particularly important role, since the dynamic, environmentally friendly electric scooter not only offers a concept tailored to special authorities requirements by offering flexible options and a high level of operational expertise in urban and metropolitan areas. The new CE 04 is also a forward-looking component of the sustainability strategy anchored in the BMW Group, in which riding pleasure goes far beyond simply getting from A to B. Over the past years and decades, significant standards have already been set in the BMW vehicle eco balance - starting with the resources used, through energy consumption, to the share of recycled components.

## Powerful drive and ample range for authority-suitable use.

With a maximum output of 30 kW (41 hp), the new BMW CE 04 features a powerful motor and offers the best prerequisites for police work in the city and urban areas. The top speed is 120 km/h - enabling fast riding not only in the city, but also on motorways and motorway sections.

With 60.6 Ah (8.9 kWh), the new BMW CE 04 has an ample battery cell capacity and provides a range of around 130 kilometres. This ensures everyday, reliable and emission-free riding in the city as well as in urban environments.



Cont...

## BMW Motorrad - the leading manufacturer in the authorities business.



For more than 90 years, the authorities business has been an important and successful field of activity for BMW Motorrad. BMW Motorrad is the only manufacturer that, in addition to production, also develops authorities components and carries out the homologation of the vehicles and authorities equipment itself.

Since 1970, more than 160,000 BMW official motorcycles have been delivered to relevant institutions in over 150 countries around the world. A figure that impressively underlines the reliability and versatility of this BMW Motorrad division. In 2019, customers included public authorities from 31 countries. With more than 2,400 vehicles delivered worldwide - 235 of them in Germany alone - BMW Motorrad was again the leading international manufacturer in the authorities business last year."

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The Anchor Inn Motel is owned and run BMW Club member, Paul Meilke #3311





BMW Motorcycle Club  
Aotearoa New Zealand



## South Island RAG Rally Registration

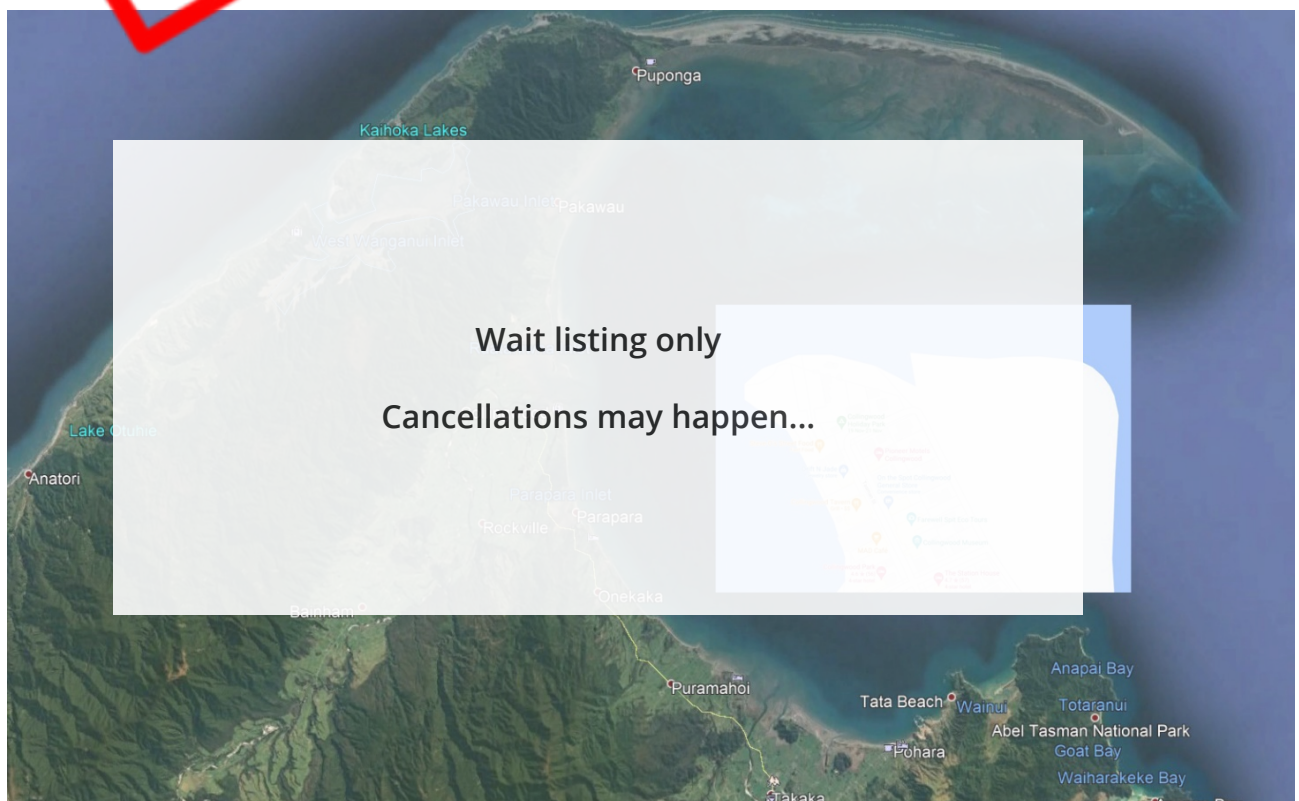
**Collingwood Holiday Park**

William Street, Collingwood 7573

Friday 19 – Sunday 21 NOVEMBER 2021

<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># people</b>	<b>Cost/PP</b>	<b>Total</b>
<b>Name 2:</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>	
<b>Rally Participation</b> (including Breakfast & Dinner (as above) - Accommodation)			<b>\$60</b>	
<b>Camp Site / per head</b>			<b>\$30</b>	
<b>Surcharge for Non-Club members</b>			<b>\$40</b>	
<b>TOTAL</b>				<b>\$</b>

**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](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





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](mailto:reservations@methvenresort.com)

Name 1		Membership Number	
Name 2		Membership Number	
Address			
Contact Phone			
Email			
		Cost pp	Number of people
Registration		\$40.00	
Surcharge for Non Club Members – per person		\$20.00	
Friday Night 'Meet & Greet' – per person			
		Total	

As per the email 19/10/2021

Regretfully, the Board has made the difficult decision to cancel the Methven Rally due to be held in January 2022. This was a tough call to make, the Annual Rally is an incredibly important event for the Club and one of our favourite ways to celebrate its raison d'être.

We're hugely disappointed but it's important to us to host a safe and enjoyable event for participants and it didn't feel right, given the uncertainty around alert levels restricting travel in Auckland and parts of the Waikato and King Country, that not all members may have the opportunity to participate.

There's no indication when the South Island will come out of alert level 2 and we cannot take the risk of hoping for a drop to alert level 1 conditions. Hope is not a great strategy when organisation costs and costs to members travelling actually materialise in the two months prior to the Rally.

A full refund will be made for those who have registered and paid for the Annual Rally. However, for ease and reconciliation, please email [treasurer@bmwmc.nz](mailto:treasurer@bmwmc.nz) supplying the amount you paid, the payment date and the bank account number you want the payment refunded to. This will expedite the process, but please allow a few working days.

Methven Resort will be contacting those of you that have booked accommodation, but if you have paid for accommodation please contact the Resort to arrange a refund.

The Board hopes to host a national event similar to the Rally sometime in 2022 as restrictions ease across the country. The AGM will be reconfigured as a virtual event in January, more detail on how that will work will be sent in due course.

Ngā mihi





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