

MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

NEWSLETTER

APRIL 2021



BMW Motorcycle Club
Aotearoa New Zealand



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BMW Motorcycle Club
Aotearoa New Zealand



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New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

| | | |
|----------|------------|--------------|
| Wayne | CARMICHAEL | GREYTOWN |
| Philippe | CROTTET | AUCKLAND |
| Corne | FERREIRA | WELLINGTON |
| Ross | ALEXANDER | KAIKOHE |
| Martin | LAFFERTY | AUCKLAND |
| David | MOORS | AUCKLAND |
| Ivan | McLELLAN | AUCKLAND |
| Liam | HEALEY | AUCKLAND |
| Brendon | WHITELOCK | Morrinsville |
| Alfreed | SABOONCHI | AUCKLAND |
| Chris | TOWNSON | MORRINSVILLE |
| Campbell | THOMSON | WELLINGTON |

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 25th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified

Cover:
Dave Morris, outside the
Langford Store
Photographer:
Dave Morris (Yes, a selfie!)



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Presidents Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium March 2021

How time flies! Around this time last year, following the Prime Minister's announcement that New Zealand would move to Alert Level 2 and indoor gatherings would be restricted further to 100 people, the Board prudently made the decision to postpone the North Island RAG Rally until later in the year, and we put all social gatherings and club rides nationally on hold.

The Prime Minister's announcement on 23rd March 2020 certainly justified our move. New Zealand moved to Alert Level 3 then, after 48 hours (the time required to ensure essential services were in place), into lock-down.

Great that we're now, after a bumpy ride, we're all in Alert Level 1 well in time for the North Island RAG Rally at Taylor Memorial Lodge, Pokaka near National Park. It's a two-night format again this year so if you travel some distance you can stay over the whole weekend and allow for a recreational ride Saturday if you want.

Keep in mind though, Alert Level 1 is not Alert Level none! Do the right thing and stay home if you're unwell, use the Tracer app, and wear a face covering if physical distancing is not possible.

The Board met last weekend, and it was great to have three new members sitting around the table bringing a fresh perspective to discussions but with the same enthusiasm and commitment to the club as the rest of us. We got through quite a substantial agenda.

One item related to some concerns around the response to questions at the AGM about the Club's membership with BMW Club's International, specifically the costs associated with membership and participation and the benefits of belonging.

I apologise unreservedly if the response to those questions at the AGM was insufficient so for clarification, in relation to membership, there is no cost to the Club to be a member of Club's International. There is, however, a cost relating to participation, but this is dependent on our level of and the club's status in that participation, that is in the main whether it as a "delegate" or "observer" at International Clubs Council meetings.

New Zealand is unique in that there is only one BMW Car Club and one BMW Motorcycle Club that have been given official umbrella status as BMW Clubs and can be affiliated with Clubs International.

The President of the BMW New Zealand Car Club has undertaken the role of "delegate" for the New Zealand umbrella representation at International Clubs Council meetings since the BMW Motorcycle club joined Clubs International in 2007. BMW AG pay for the New Zealand delegate's travel and all other expenses to attend council meetings and Gerry Hodges has been doing an excellent job of representing our umbrella to date.

In 2008, as a new member to Clubs International, the club was invited to send a representative to the Council meeting in Vancouver as an 'observer'. This was largely a relationship building exercise although a change in the Council structure and the type of support clubs around the world were to receive were high on the agenda. The Executive Committee at the time saw a great deal of merit in sending a representative to the meeting, however, the cost to the club would be a return airfare from NZ to Canada. The club was not at that time in a good financial position to support it so the cost of that trip was covered by me attending on the club's behalf.

In 2019, another invitation was extended to the club for a representative to join delegates in Palm Springs for the Clubs International Council meeting. The Board, after discussion with the BMW Car

Club, felt that the agenda for the meeting, which included significant change to BMW Group oversight, its funding model for Clubs International, and upcoming changes to BMW's Corporate Identity and the implications for clubs worldwide warranted our participation and funds were set aside to reimburse a return ticket for the President to travel for that meeting.

The Board was very deliberate in its decision making to cover the cost of travel choosing to employ club funds in such manner deemed to be in the best interest of the Club.

The Board's view is that the more opportunity we get to participate at the Clubs International Council the better it is for our Club but that must be balanced against cost. We don't need to, and never intended to, be at every Clubs International Council meeting, and we have been discussing with the BMW Car Club to notion of rotating the "delegate" position so neither club bears the entire burden of travel costs associated with observer participation.

Having said that, in the 14 years of membership with Clubs International, the cost of our participation in Council matters (other than the club representative's time) has been \$2,200.

There are several implications should the club choose to withdraw its membership from Clubs International, the most significant being losing the rights to the unfettered use of the BMW logo and other corporate marketing tools. "Official" status means we can legitimately call ourselves a BMW Club, not something every club is able to do.

We would lose some benefits too. Two recent examples demonstrate tangible benefits of belonging to Clubs International. Had it not been for the advocacy of Clubs International, BMW AG would not likely have provided the \$2,000 in financial support to run the 40th GS Anniversary relay. And, without the relationships formed with the BMW Club & Community Management team, the global interface for all official BMW clubs, we'd not be seeing the upcoming GS Rider Training Series in New Zealand at all.

And it goes beyond the tangible benefits. Participating in a Clubs International Council setting not a lot different to one of our Annual Rallies where, on an yearly basis, members can get together nationally to enjoy food and a drink together, talk about our journeys and get some idea about what's going on with others. Clubs International Council meetings provide the same opportunity to get to know others in governance positions across a world-wide net-work of BMW clubs where we can talk about similar challenges, participate in robust debates about the future of clubs, etc. As an aside, the last meeting held in New Zealand was 2010 and we're looking forward to having the Council back sometime soon.

Plans are afoot for this year's South Island RAG, and the 2022 Annual Rally that will be in Methven from Friday 21 – Monday 24 January. Details and registration forms for both events will be posted on the website and in the May edition of this newsletter.

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.

Did you know there are now 533 people subscribed to our group page on Facebook? I know some people don't like Facebook for a variety of reasons but if you have an account and you've not yet joined the BMW Motorcycle Club NZ Group, I'd encourage you to do so. Simply head to our BMWMC Facebook Page, click on the "Join Group" button, answer the really simple question and you'll be able to join in the banter and post photos and anything else you like about your riding experiences. It's a great way to share!

Wherever your travels take you this month; have fun and make good decisions!





BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand is an organisation whose members join together for rides to nominated venues and for other social occasions. The organiser nominates the destination and regrouping stages along the way, but otherwise has no influence upon the way that riders behave on the road. There is no element of organised competition in the rides.

Riding Code:

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, Pillions and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.

4. Club Members are to go to the aid of any others suffering a mishap
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.
6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.
7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.
8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.
9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



Regional BMWMC Events

BMW MOTORRAD

OFF ROAD RIDING SKILLS DAY

01 MAY



BMW Motorrad New Zealand

OFF ROAD RIDING SKILLS DAY

When? Saturday May 1st at 9.00 am - 2.00 pm.

Where? Old Forestry HQ, Ararimu Valley Road, Riverhead, signposts from Allely House on SH16.

What to bring?: Yourself, your bike, wet weather gear, we are training whatever the weather.

What is the cost?: \$50, BBQ lunch included.

Who can attend?: Any rider on a BMW GS.

What is being taught?: Basic skills and exercises to help you get the most out of your BMW GS!

For more information and how to join us, please connect to this link:

<https://tinyurl.com/7v6zkbbe> #MakeLifeARide #SpiritOfGS #bmwmotorrad

Area Report

East Coast BMW Motorcycle Club Aotearoa, New Zealand

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

Rainbow Road

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



Area Report

Taranaki BMW Motorcycle Club Aotearoa, New Zealand

Taranaki Club Ride 14 March 21

Well what a glorious day for a ride. 4 of us set off on a journey to visit some of the South Taranaki and Whanganui beaches that we haven't been to before. We left Inglewood at around 9am and set off to Eltham. We turned inland here to bypass Hawera and took some back roads to visit some country we hadn't been in before. It was a road ride, but I did brief the guys on the fact that there would be 4km of gravel on the route somewhere. I assumed it would be down by one of the beaches, but it is foolish to assume anything. (ass u me) It turns out that the gravel was on the back road inland from Eltham. We stopped and had a chat about our options as one of our crew was on a road bike. Colin is always up for a bit of gravel and said "crack on" so we did. We went maybe a km down the road and we were greeted with a sign that said "no non-essential vehicles" This should have been a warning, but hey, our monthly ride is essential, isn't it? The road got quite rough. Colin handled it like a champ and would have put a lot of GS riders to shame. Good on you Colin!

From here, we regained the main road just south of Hawera and made our way down to Waiinu Beach at Waitotara.

It's a really lovely spot. A nice rustic campground and some very nice bachs. I've decided, when the opportunity arises, to take my family there for a camping holiday.



We left here just before lunch and Ray was grumbling about having an empty tummy. So we set off to the Pukeko's Nest Café on the outskirts of Whanganui.



After getting some yummy food and nice coffee in our tums, we headed off down to Kai Iwi Beach with a stop at the Mason Botanical Gardens on route. These gardens are only a short distance down the road from the Pukeko's Nest and are well worth a visit if you're down/up/across that way. No photos sorry, you'll just have to take my word for it. I'm no gardener, but I very much enjoyed these gardens.

Kai Iwi Beach is lovely. Once again, a nice little campsite and some lovely bachs. Quite a bit busier than Waiinu due to its proximity to Whanganui. Lots of people out enjoying a lovely sunny day. The water was calm and the beach, playground and stream were all being well utilised.



Area Report



On our way home, we decided to detour from our planned route to take a look at the Wind Farm at Waverly. I ventured off onto a side road that intersected with Waverly Beach Road. Found a little bit more gravel (whoops) and some lovely little lakes that we didn't know existed. Waverly Beach was nowhere near as busy as either of the other two beaches but they were still being enjoyed by a couple of the locals.

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We toured around a bit trying to find a link road to take us through to the wind farm. They don't make it easy, so I'm guessing they don't want too many visitors. The upside of this is we managed to find some more gravel.... And another lovely little beach. This one had waterfalls and murals painted on the water tank toilets. We're keeping this spot secret, so if you want to know where it is, you'll have to join us on one of our rides.



Once again, Team Taranaki had an awesome day out. Can't wait for next month's ride! Scott

Area Report

Rangitikei Roundup

Somehow I find I have only a small window of time to pen this report between a family visit to Marlborough for our grand daughter's 5th birthday (coupled with few days for us tootling around Nelson, Mapua, Kaiteriteri and Marahau on the GS) and heading north for the NI RAG next weekend. Tasman/Marlborough is a lovely part of NZ and the jaunt was made even better by the fact that while we were there Team NZ dealt the coup de gras to Luna Rosa.

A good turnout for our February brunch gathering at the Woolshed, including pending members Brent and Debra, from Fielding, on their big 'K'.

Our scheduled monthly ride saw the Manawatu participants meet at Sanson where we were joined by Brent and Debra and new member Owen (Scotty) Scott. Scotty is on loan from the Aussie army for a couple of years, is based at Ohakea and rides around in the NZ Air Force NH 90 choppers. Nice work if you can get it!

From Sanson we headed to the Yellow House café in Whanganui and met up with the local crew. Lance N was there to show off his new Benelli (for which he has been waiting about 6 months) although he couldn't join us for the ride because he had already burned up his allocation of kms prior to the, pending, 1000km service check for the bike. Poor management you might say. After coffee and a lengthy chat the group headed for Ohakune, via the Parapara Road (always a good ride), and lunch. Arrived in carrot town to find the place was inundated with bikers but had a very acceptable lunch at the Blind Finch bakery that Barry and Barbara had "discovered" when they stayed in the town last Christmas. After lunch a quick buzz up the Turoa Ski Field Road was a 'must do' and proved to be a good choice. The road was in good nick and good views were enjoyed from the car park area. From there it was back to Ohakune and a parting of the ways. The Whanganui team headed off back down the Parapara Road (mutterings of 'lawns to mow' etc.) and the rest of us headed for Waiouru and a comfort stop and leg stretch at the Army Museum. From there it was homeward bound, via a variety of routes, to round off a good day out in the sun.



Area Report

Wellington Impromptu Ride – to Herbertville

03.03.2021

Wednesday dawned warm and overcast with the threat of showers on the Western side of the Tararua Range but clear on the Eastern side which is where this ride was taking us.

This ride will be remembered by the number of roadwork sites on the backroads and some poor sweeping of resealed roads, which in some places was overdue.

Three Wellington Members (Denis H, Bob C and Peter N) assembled at the BP Mana for the 08:00 departure up SH1 to Kimberly Rd South of Levin. We struck a traffic tail back going through Otaki travelling North, can't wait for the Otaki bypass to be completed.

The plan was to ride up SH57 to the tee junction North of Palmerston North then ride to Ashhurst and over the Saddle Road to Woodville. There was a Stop/Go Man about 4 kms from the end of SH57 and we had about a 10minute wait there for South bound traffic to traverse the up to 2kms of work being done on the road surface. The Saddle Road was also being worked on which seems to be a continuing task given that it is used by heavy trucks travelling to and from Hawkes Bay and the Northern Wairarapa.

We stopped at the Caltex Woodville to top up the fuel tanks, have a comfort and coffee break while we waited on the off chance of members from Rangitikei and Wairarapa joining us. None did, so we went on to Dannevirke and then onto the Weber Rd that joins Route 52 for the ride to Herbertville. Soon after joining Route 52 we met a Stop/Go Lady controlling traffic that had to go past a logging operation on a steep hillside site. Route 52 for the rest of the ride to Herbertville had numerous signs warning of uneven road surface which pretty well describes the complete state of this road.

The Pub at Herbertville changed hands in June of last year and the new owners have kept up the range of Pub food and service. A pleasant hour was spent talking to another couple sitting at an adjacent table who were also travelling the back roads from their home in the Waikato. The lady is a keen motorcyclist having been brought up riding farm bikes.

After lunch we decided to ride down Route 52 then onto Whangaehu Valley Rd ultimately into Masterton and onto SH2 and home. The original plan was to ride Route 52 to Pongaroa and then onto the Pahiatua – Pongaroa Rd, Pahiatua Track and down SH57 but decided to give the usual tailback at Otaki a miss.

Route 52 had, had quite a lot of continuing resurfacing work done much of which has been swept poorly so extra care was taken. A lot of these little slowing distractions made for a long day riding Peter N left home at 07:30 and arrived back after a home to home ride of 480kms in hot temperatures at 17:45. The first cold beer hardly touched the sides!!

Peter Nash

Wairarapa & Wellington March Area Report

The March social evening was held at the Petone Workingman's Club on Monday 8 March with 13 members attending. Discussion included the upcoming North Island RAG Rally with several members intending to attend. Some of those who normally attend these monthly get togethers were on rides in different parts of the country so the April meeting will be interesting to get the feedback on these rides.

The March monthly ride saw 3 members participate and was planned around a ride to the Apiti Pub for lunch but on arrival there were around 40 to 50 Harleys parked outside. The chances of having to wait for a long time to get lunch were considered so the riders chose to ride through the scenic Ruahine Road to a café in Mangaweke for lunch. The return ride involved long traffic tailbacks getting through Otaki and again at Paekakariki and the flow onto Pukerua Bay. No doubt the completion of the Transmission Gully and the Otaki Bypass roading projects will hopefully alleviate most of these problems.

Peter Nash



Area Report

Top of the South (Te Tauihu) Ride – 14 March 2021

The first ride of our newly named Top of the South area was to Kekerengu for lunch at the infamous The Store. It was a gorgeous day and the east coast scenery was stunning. Nine of us (Tony, William, James, Richard, Matthias, Anja, Murray, Darren and Gretchen) left Nelson and had a quick coffee stop at Havelock to pick up local Ant (and to briefly see late arrivals Revti and his granddaughter who only came this far). On to Blenheim where we split up - six gravelers went over Taylor Pass Road (James said 'It was weird turning left at the Awatere Valley Rd back to SH1 instead of turning right to Molesworth') and four roadies. The Grassmere salt ponds were a lovely pinky mauve colour – according to some tourist blurb 'The pink to purple colour of the crystallisation ponds is caused by natural microscopic green algae that change to pink in the high salt concentration. The same phenomena gives the Red Sea its name. There are also small pink shrimps in the water that thrive in this salty environment.'

I'd been liaising with Julie and four Canterbury members (Julie, Grant, Bob and Geoff S) came north and arrived at the cafe just before us and our Kaikoura member (Paul) was allowed off work to come out to play so we had 15 around a large table out in the garden.

On our way home the gravelers went over Redwood Pass so while it wasn't much they did get two small fixes in their day. Then, for most, it was a dash home to watch the Americas Cup – but both races were cancelled due to lack of wind!

Scribe – Gretchen



Photo – Matthias Otto

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The Anchor Inn is owned & run by member # 3311 Paul Meilke

Other Stories

Club Clothing

As a result of a recent incident, our supplier of Club Clothing has asked that the current information and statement on our website is reiterated to our members.

If you're purchasing Club Clothing via our Website Shop, the following appears:

Description

IMPORTANT INFORMATION - READ THIS FIRST - CLICK [HERE](#)

When you click there, the following statement appears.

In particular the 3rd Paragraph which plainly says there are "no returns".



Club Clothing is now available. They are in the current Club Colours and have our current Logo.

The Club has partnered with NZ Uniforms to create this line of clothing.

Please remember when ordering these items that they are being made for you personally. There is no stock of items held by the club. Each item is hand picked then embroidered with our current club Logo. Therefore there are no returns if you get it wrong. Please read the sizing charts prior to making your order.

If you think that there should be other items that club members may also be interested in, please contact the Club Secretary.

To access the site, Click [HERE](#)



I don't think that the statement can be made much simpler.

Webmaster.

Other Stories

BMW CE 04 - Made for the city

The CE 04 definition is seamlessly integrated into urban life

Quickly get from A to B. From work to your friend's place, from a café to the city. Flexible, spontaneous, always networked: driver, smartphone and the Definition CE 04. Its drive is completely emissions-free, the design completely rethought. With the BMW Motorrad Definition CE 04, we are consistently continuing what we started in our first electric maxi-scooter BMW C evolution and the concept bike Concept Link – maximizing mobility and pleasure. Electric and emissions-free, networked, #PluggedToLife.



Definition CE 04 is not a production series model and not available for sale.

Riding in a new urban aesthetic

Fast from A to B, fully electrically: The CE 04 definition glides purposefully through the city. Designed for rapid commuting. From home to work and out afterwards. Dynamic and efficient – and 100% emission-free. Thanks to its low centre of gravity, riding the bike allows you to effortlessly reach your destination in the city.



Other Stories

A design that combines the need for functionality and clear aesthetics with digital reality.
Alexander Buckan - Head of Vehicle Design BMW Motorrad



Function meets design

The features of the definition CE 04 concept suit future riders. Ensuring every ride is a pleasure. The seat will float and can be individually adjusted by pushing it back and forth – even tall riders can sit comfortably. There is plenty of room for a bag or helmet in the storage compartment, which can be opened at the side. And of course it's what's on the outside that counts too. The bike boasts paint finish in metallic mineral white, grain parts in matte black, tapes with orange-red colour gradient and



Digital and analog world seamlessly connected

In the city, you're mobile and networked – this is how your journey from A to B should be too. The rider is connected to their surroundings with their smartphone via the Definition CE 04. The clear display becomes the interface between digital and analog life – showing all important information. The Definition model knows the next destination, navigates purposefully along the route, while your favorite playlist is playing in the background. Connected, life on the move continues: intelligent, integrated and completely intuitive.

Other Stories

Highly functional – and stylish

Functional, safe and good looking at the same time: The casually cut parka looks just as good when you're riding around as when you're having a relaxed get-together with friends. Non-visible protectors are functional without attracting attention while the robust and breathable high-tech material keeps you warm and dry. Lights in the sleeves and hood significantly increase visibility on the road. You can switch them on or change their colour using sensors on the sleeve. And thanks to the inductive charging function in the pocket, the smartphone has enough power too. Black riding jeans, sneakers



and a white open-face helmet complete the look.



Other Stories



Over The Line Magazine

4 March

The BMW D-05T

The conceptual BMW D-05T electric motorcycle has been designed by Neerja Jawale as an off-road exploration vehicle for riders in search of a way to reconnect with themselves and the natural environment. The bike is focused on the deep-rooted emotional connection that is often observed with riders and their equipment, and maintains a safety focused design for users to appreciate. This includes making use of a drone that will provide updates to loved ones on demand, while also keeping an eye out for predators when camping in the woods.

The conceptual BMW D-05T electric motorcycle is finished with a magnetic storage system on the front and rear for storage along with swappable batteries to increase riding range with ease.

BMW Motorcycle Club
Aotearoa New Zealand



All things have a beginning... Jean Hayes

History of the Register – Part 11

(Re printed from the April 1993 Newsletter)

... from "With Thoughts on Classics", to fast-moving excitement at Te Kaha

Paul Hayes, now at Burnham Military Camp, would personally present Erm McBryde with the Literary Award Trophy.

The Christmas barbecue at the Whangarata School suffered from a lack of pre-holiday enthusiasm but for those who attended the old school was housed in a peaceful setting with barbecue area and swimming pool. A happy evening was enjoyed by all.

The January '81 newsletter covered many Christmas holiday activities. The "runs" for the following month would be to the Pukekohe Classic Rally 14/15 February and the Dunedin Vintage Rally on the 28th for South Island riders. The Easter rally would be held at New Plymouth.

38 members and 6 visitors attended the February meeting. Register Calendar/Calling cards had been printed and enclosed in newsletter posting. Clair Kirkman contacted the Register during the month and it was her intention to present a Trophy to the group for Annual competition. Claire felt this award would relate to a Gymkhana as Rick had so enjoyed his win in this activity at the Waimate North Rally. The Register later accepted a Silver Tray suitably engraved in memory of Rick.

During the month a social evening was held at the Foresters Arms, Riverhead where a barbecue dinner was followed by a great sing-song with Dave Rogers on piano. The Italian Owners Club was also invited along to this get-together.

The Owners Register was well represented at the N.Z. Classic Motorcycle Racing Register event at Pukekohe and the line-up of BMWs in the parking area created much interest. Many members also competed in the Road Rally section around the back roads of Pukekohe. Jean's newsletter article "With Thoughts on Classics" took a look at identifying "classics"

"BMW's have featured little in overseas events and it would appear that only in recent years has the worth of the older model BMW been appreciated. Not a product of mass production the ball and roller motor was known for its superb workmanship and unlike many of the 'popular' classics was built to last. Perhaps this was its downfall as far as 'classics' are concerned. Only the Rennsport has joined the illustrious group and this outstanding machine after all achieved every sidecar championship since 1953. Its reliability was renowned".

Nevertheless in R. Renstrom's famous list of ten, the BMW (1936-40) featured 4th after Brough Superior SS100 (1928-39), Vincent 1000 (1935-55) and Norton International (1930-57).

The February newsletter also carried on the correspondence regarding the BMW "wobble". This included the Krauser view of frame design and an article from member John Vreede who had researched a variety of views on frames, forks and front wheels.

Mid March saw "The Tokoroa Weekend". Well organised by Mike Shaw aided by the "Tokoroa boys" this delightful weekend included a boat trip to the Huka Falls and a visit to a Vintage Museum.

Twenty folk rode off to Orton Bradley Estate giving the South Islanders a great day of motorcycling followed by a barbecue.

The April '81 meeting outlined the results of a questionnaire sent out to members to obtain feedback on the idea of permanent North/South Island rallies. It was disappointing to have only one return (from Barry Stephens), from a N.Z. wide group.

Although the response did not lead towards the idea it was decided anyway to alternate venues for the good of a N.Z. wide group.

Meryl and Walter each riding a BeEm, wrote of their journey around the South Island completing a round trip of some 4,700km. The average fuel consumption was 63mpg (60/7) and 58mpg (75/6). Forthcoming runs would take riders to the Puhoi Pub for a social afternoon and a June weekend run to Te Kaha on the East Cape organised by Lyall Black and Ray Holmes.

May covered the popular Easter Rally at New Plymouth. Hosted by the Downey's 65 members thoroughly enjoyed the Mountain Run Treasure Hunt, the Vintage Car display at Pukekura Park, superb food and great organisation. The newsletter included a great variety of photographs from Camp Huinga covering much of the gymkhana eventually won by Ross Glenny with Barry Stephens a close second.

The newsletter also included much information on the newly formed MRF (Motorcycle Riders Federation). A public meeting at Eden Terrace attracted over 200 riders of all ages with publicity man Philip Smith of Te Atatu acting spokesman. The Herald carried the headline "New Cycle Group promotes safety", — which rather missed the point as the main aim was:

to provide a body to speak in the interests of motorcyclists throughout N.Z., to be an instrument by which motorcyclists could speak responsibly and effectively to Government and Local Bodies.

to seek to improve participation by Members in charitable and community projects and social activities.

The first community project was the Telethon Run from St. Heliers to Western Springs on 27 June. Three members of the Owners Register attended this run.

The July write-up of the Te Kaha weekend left all those who had not gone wishing they had. The Te Kaha pub was the nucleus of the locals and despite the somewhat "wild" appearance of some of the clientele, we were assured that good behaviour was guaranteed after the "banning" for 3 months of individuals instigating "scraps".

The glorious views from our accommodation (and the crayfish) left many happy memories. The ride to Te Kaha had not been without excitement. It so happened that one bright red Dino Ferrari (in the hands of John Samson) at Whakatane had met up with a 90S piloted by Ray Holmes. What eventuated was little short of the Te Kaha Tourist Trophy race and many witnessed this classic Italian masterpiece arrive in the pub carpark, sideways, wheels locked and John, impishly grinning at Ray sitting astride the 90S — waiting for him!

The July meeting was to be the last at our "headquarters" at Kay Drive. The growth of the Register had left the downstairs room literally bulging at the seams. That plus 20 odd BeEm's taking off in a residential street at 11pm was becoming a problem. The Southern's house like the Scott's had been halfway home to many and a social centre for the Register during the past 6 years. It was decided to recognize this contribution with the awarding of Life Membership.

The August get-together was held at the Veteran Car Club rooms at Penrose. Stu Marshall and Finn Morenseen gave a talk on their recent trip to California and their respective BMWs. Articles included the run to the Miranda Hot Pools, Dave Blackwell fitting a sidecar and a further viewpoint on "classics".

The Woburn Rally would again be held on 14/15 November and the South Island event would be at picturesque Lake Rotoiti on January 9/10th.

With nominations called for at the September meeting and none received, general discussion took place on the “seeking out” of suitable people in future and in this way make sure the aims and objects of Register activity was in good hands. Any committee positions called for much time and commitment and the Register had been fortunate in its Officers and was in good heart after 6 years. Nevertheless the stimulation of new ideas and activities would keep the Register afloat and buoyant in the years ahead.

The November newsletter listed the incoming Officers of the Register:
Simon Ganley — President, Stu Marshall — Secretary, Meryl de Beurs — Treasurer, Bob Pinker — Editor.

Simon had been in the Register since 1975 and he had put back much into motorcycling and motorcyclists in his part-time position of riding instructor at the Western Springs Riding School. He also owned a 1936 750 BMW, awaiting restoration.

Stu Marshall had well earned his reputation as a Trials rider and was a participant in the Scottish Six Day event on his Greeves. Stu arrived in N.Z. in 1972 and later after a 6 week tour of the USA, shipped home his R75/6.

Part twelve of Jean’s original writings will be in next month’s Newsletter.



Rally Information

REMINDER

The 40th GS Anniversary Baton has been repurposed into a Trophy for the best GS Photo submitted for the year. It will be presented at each Annual Rally, therefore entries end on 31 December.

There is currently no entry form, but your photo/s including your name, Member Number and Bike details should be sent to editor@bmwmc.nz under the subject of GS Baton Trophy.

Entries have already been recorded.

Annual Rally & AGM - Early Notice

Booked for The Lodge, Methven 21 – 24 January 2022.

Pricing deal worked out that includes breakfast

Three GS Rides planned. Road Rides and self-led rides also planned.

Working on the Registration Forms and information will be available shortly via the Website and Newsletter.

South Island RAG Rally – Early Notice

The 'Top of the South' (Peter Brandon) has accepted the organisation of the SI RAG.

Date TBA but either side of Labour Weekend.

Location being investigated.

Information will be available soon.

Marketplace

- Offer it to members first: email. marketplace@bmwmc.nz



FOR SALE

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

Only done 56,212Kms.

BMW Panniers and Givi Top Box Included.

\$5,500 for quick sale. Owner is moving and will not be able to take the bike.

Tel. Bruce Frost on 04 971 6654 or email: br.vi.frost@gmail.com

FOR SALE

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

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

All reasonable offers considered.

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

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





FOR SALE

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

Whilst clearing out the garage I found this brand new (never been fitted or used) aftermarket suspension lowering kit I imported from the UK. Cost me \$460NZ. Price \$350-00 ono



A Givi Airflow screen (height adjustable) with mounting kit for a F750GS. \$120-00 ono



Contact Gordon Hartley #3116
Phone 027 437 7821 – Email ghartley55@gmail.com

WANTED TO BUY

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

The adapter plate is no longer listed as a part

Thank you

Paul MEILKE # 3311
Phone 027 600 1957 or email pdmeikle57@gmail.com

Hi,

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

I am interested in buying a damaged fairing to fit an early (1995) R1100 RT or RS to play with a customisation idea which I have. I would actually prefer if it is badly damaged or broken. I have no wish to destroy an easily repairable fairing and also don't want to be paying top dollar for it.

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

Cheers

Leigh Jennings email 258leighj@gmail.com
KAITAIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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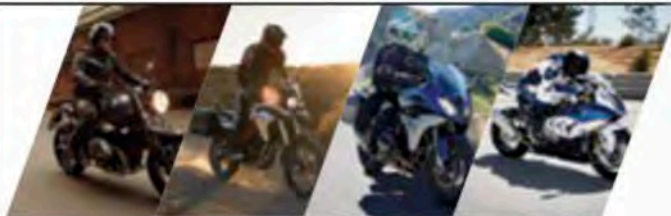
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