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NEWSLETTER

Official BMW Club

DECEMBER 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:

Ray	BENSEMANN	PALMERSTON NORTH
Jake	FABER	CHRISTCHURCH
Ann	GALLOWAY	NAPIER
Shagen	GANASON	AUCKLAND
Stace	hema	CHRISTCHURCH
Tane	NATHAN	WELLINGTON
Jeff	PAIRAUDEAU	RAGLAN
Alan	ROBINSON	NAPIER
Brett	SOMMERVILLE	AUCKLAND

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 23rd day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

Cover picture:
Photographer: Colin Gates

Location: Picton

October 2021



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President's Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium November 2021

After more than 100 days of lockdown, today Auckland emerges into a new reality. For some, it will be deeply concerning, the final and definitive surrender to co-existing with a virus that is particularly dangerous to the old and vulnerable. For others, it will be a day of celebration. Now, if you're fully vaccinated, you can get a drink at the local pub, sip coffee in the local café, eat inside a restaurant. You can finally go to the homes of family and friends. You have certainly earned a slice of normality.

Yet today isn't normal. The virus is here, there's already a dozen cases in Nelson! A simple question looms large: when the Auckland border opens, what then? New Zealand had managed, at least until August, to sidestep the awful trade-offs of this pandemic. Those days are over.

My life over the past month has been long days implementing Mandatory Vaccination requirements in the education sector, which includes many of the staff at the Ministry of Education and preparing for our role in assisting schools and early learning services with contact tracing and investigation of positive cases we expect to see with the introduction of the Covid 19 Protection Framework (the traffic light system).

Area Reps got together last weekend (virtually) and part of the discussion was around how local events will work under the traffic light system. I take my hat off to all our Area Reps, they do such a great job, but I do worry that this new system divides the vaccinated and unvaccinated, with people who have been double jabbed enjoying greater access to many events. I'm hopeful there will be plenty going on at a local area

level that will cater for everyone. Do yourself a favour by looking out for the details from your Area Rep, the Club's website, or our Facebook page.

I would like to acknowledge Peter Nash, who has stood down as Wellington Area Rep after 7 years of service. I'm sure all Wellington members and those from adjoining areas will join in congratulating you for a job well done. And a very warm welcome to Denis Hulston who takes on the role.

A big thank you also to Peter and Sasha Brandon. By all accounts, those that attended the November South Island RAG Rally in Collingwood had a fabulous time.

Shortly, preliminary details will be sent out for our 2022 Annual General Meeting. This will be held at as a virtual meeting at 5:00 pm on Sunday 13 February 2022. We're sending out details early, so you have time to consider upcoming elections. My position as President is up for re-election as the 2022 AGM signals the end of my second two-year term. I have decided to stand for a final term (the constitution allows for three consecutive terms), but the position is contestable to those interested. David Ross is retiring as Secretary and that position is also open for nomination. Our current Vice President, Treasurer, Membership and Member Representative were elected for a two-year period at the 2021 AGM, so these positions won't be contested until 2023 unless any retire between now and the AGM.

If you've been thinking about standing or have been approached by someone because they think highly enough of you to ask you to stand, I'd encourage you to have a chat

Continues next page



Presidents Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium November 2021 cont...

with any of the Board Members about their experience over the last few years. It's a real privilege and not at all as scary as it might seem. We'll be looking for nominations to be in no later than 24 January 2022.

For many, it's been a very tough year. I thank all the members of the Board for the way in which each has undertaken their responsibilities over the year. We work well together as a team, bringing our collective strengths to our purpose.

I also want to acknowledge and thank all our Sponsors, our Area Reps, our Editorial team, our Gear Shop administrator and all the other great people who volunteer to help our club operate in the way it does. It is a real privileged to be part of such a great team!

And a big "thank you" to you too. Your commitment to membership of our club is very much appreciated.

No matter how you celebrate it, I wish you all the happiness the Christmas season can bring, and may it follow you throughout the coming year.

Be safe and make good decisions!



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BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

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

Riding Code:

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, Pillion and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.
6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.
7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.
8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.
9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



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Area Report: Canterbury

November



Three of us headed out on Wednesday morning to ride south and to explore some of Otago's remote roads while on route to a weekend rally in Alexandra. The weather forecast for that day and the following days was bad. But sometimes it's better to ignore the forecast and just press ahead with plans which is what we did.

As we headed south down SHW1 the skies got lighter and lighter and by the time we reached Oamaru for lunch at the beautiful Gallery Cafe overlooking the Harbour, we were in brilliant sunshine. We had picked up more friends along the way and now numbered eight bikes. After a pleasant lunch we headed south on roads less travelled starting with the Coast Road down through Kakanui and later through Trotters Gorge. We got to our campsite at Bucklands Crossing still in brilliant sunshine, and once we had pitched our tents, we got down to the serious business of a debrief.

Next morning, we were greeted by more sunshine and we headed west through the Otago Hills to Nenthorne and onto McRaes mine. Lunch was at Middlemarch and then we spent



the afternoon riding the old Dunstan Trail through to our campsite for the night at on the shore of Poolburn reservoir. Still the sun continued to shine despite the forecast bad weather. The following morning it was a short run into Omakau for a cooked breakfast and then up through Drybread and over the Thompson's Gorge track. After lunch at Arrowtown, we ditched most of our luggage at a friend's house and headed up skipper's canyon for an afternoon ride, before returning to pick up our luggage and head down through Bannockburn and Hawkdun Road through to Alexandra. We were all attending the Emergency Services Social Bikers Rally for the weekend. So, the next day was with an even bigger group of riders that we headed up onto the Old Man Range for some spectacular riding. Along the tops here we were at an altitude of around 1650m. Unfortunately, it was only 5° on the tops and by the time we explored the Old Man Range and headed down into Roxburgh for a coffee break, we were into a 23° Day. The following day we headed back home on some more of my favourite roads through the Maniototo, Dansey's Pass, Myers Pass, Back line Road and Hanging Rock.

Ralph Moore #3082



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Area Report: Wellington



Impromptu Ride - Gladstone Pub Lunch 18th November 2021



Bob, Peter, Martyn, and Keith saddle up after a meal at The Gladstone Pub.
Photo by Dave (riding the Cruiser).

Ride - I am proposing an Impromptu Sealed Road Ride on Thursday 18 November to the Gladstone Pub for lunch. Wellington Riders link up at Caltex Rimutaka for a 10:00 Departure.

Route – SH2, Featherston, SH53, Martinborough, Hinakura Rd, Longbush Rd, Gladstone, Gladstone Rd, Gladstone Pub.

Weather – Thursdays forecast (Ex MetService App) – for the area – ‘Fine, apart from a few showers inland during the afternoon. Light winds’.

Time to take the ole girl out (R1200C). “Might go for the impromptu ride tomorrow!” The forecasted weather on the Thursday morning stacked up so got dressed in riding gear.

Reply, ‘If I’m out when you get back, I’ll be at the library.’

We got away promptly from the Upper Hutt RV point and had a good run over the ‘hill’. Slowed down to a crawl by a Halls truck trailer unit, but he pulled over when he got the first opportunity. Off the main highway the traffic was light and riding was enjoyable. We were first patrons for the day when we arrived, so had the choice of table.

Banter during and after the table time; nothing achieved in world problems, but reinforcement of bonding and fellowship in the marque.

David Morris #1774

Area Report: Wellington



Impromptu Ride - Ashhurst 24th November 2021



Ride – An email was sent out to all the members in Areas 12 & 13 on 22 November advising an Impromptu Sealed Road Ride on Thursday 24 November to the Backyard Café Ashhurst via the Wairarapa, for lunch, with a coffee stop at the Wild Oats Café in Carterton.

Riders – Seven riders assembled at the Caltex Rimutaka for the 09:00 Hrs departure. They were Keith Thomson, Martin Wright, Michael Cunningham, Jeff Van Wijk, Peter Nash, Denis Hulston and Peter Tibbs (from Carterton)

Route – SH2, Carterton, Wild Oats Café, SH2, Masterton, Masterton Castle Point Rd, Te Ore Ore Bideford Rd, Whangaehu Valley Rd, Route 52, Alfreton, Alfredton Rd, Eketahuna, SH2, Mangamiare Rd, Balance Valley Rd, Gorge Rd, SH3, Saddle Rd, Ashhurst, Backyard Café, (Lunch) SH3, SH57, Kimberly Rd, SH1, Home.

Weather – Forecast (Ex MetService App) – for

the area – ‘Fine with southeasterlies dying out, 20 degrees’

Review – This was a ride in great weather conditions over sealed back roads in the Wairarapa some of which were first time rides for a couple of the riders. Lunch at the Backyard Café (formerly the Fusion Café) was very pleasant sitting outside in the backyard. The group split up for the ride home with 4 of the riders riding back over the Saddle Road and down through the Wairarapa and 3 riders rode down SH57, Kimberly Road and SH1 home.

For Peter Nash it was a 354km ride home to home with a quick refuel stop in Shannon.

No photos were taken.

Peter Nash
#3184

Area Report: Taranaki

SI RAG Rally - Collingwood 2021



Day 1 - New Plymouth to Blenheim

The much-anticipated 2021 BMW RAG Rally was drawing closer; with 'Leave of Absences' granted from our respective 'Financial and Domestic Managers', the fortunate five left Inglewood, Taranaki, 6am, ferry bound.

Time was on our side allowing a scenic diversion via Paekakariki.

The view from the top was stunning, opening our minds to the possibilities in the days ahead.

After a relaxing and sociable ferry trip, we departed Picton and made our way to Blenheim, to be met by Scott who had very thoughtfully, brought some much-needed and well enjoyed beers to our accommodation.



Day 2 - Blenheim to Pohara Beach

Bags packed and bikes loaded; we left Blenheim and headed for the Mangatupu track, stopping at Pelorus Bridge camp site for an awesome breakfast. It is here that we met with Dale for the first time, who would be our guide for the track. It is fair to say that the track was challenging with most of us having aching arms and having lost a litre of fluids during the work out. A welcomed rest awaited us at the top providing opportunity for the photographers amongst us to click away as we soaked up the panorama.

Our descent took us to Maitai campground and on to Nelson where Dale led us to a pretty special coffee shop, serving some of the best coffees in the island. We thanked Dale and left for Mt. Arthur and onto Pohara Beach holiday park.



Sitting at the beach camp picnic table looking over the coast line and out to sea, with cold beers in our hands reminded us of how incredibly fortunate we are to live here in New Zealand, not that we ever need reminding!

Day 3 - Pohara to Collingwood, Fri 19th

After a leisurely start, we made our way to Totaranui to find ourselves in awe at the sheer beauty and tranquillity leading us to Totaranui beach.

Before the day was out, we had taken in Cobb Dam, Te Waikoropupu Springs, met up with our BMW mates at the camp and the pub...and the official RAG rally had commenced, introductions made, the

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conversation was flowing and soon we couldn't distinguish between jugs and handles, singles, doubles and very large ones.

We left the pub, regrouping at the beach camp to await the lunar eclipse; the longest partial lunar eclipse in 580 years.

Day 4 - Collingwood to Anatori and the end of the road, Sat 20th Nov

An Al Fresco group breakfast, set us up for the day before we departed with our mates, blessed again with blue skies and sunshine, for our first destination; the quarry near Ferntown. Unfortunately, the access gate for the track was locked and would remain so despite a few phone calls made and instructions received. Our next destinations: Port Pungong, Farewell Spit and onto Cape Farewell where Rob took the opportunity to pose for a promo shot showing off the GS 1200 capabilities.

Refreshment needed, we left Cape Farewell, and pulled in at a beautiful wood cabin serving great coffee. Bellies refuelled, we followed the gravel road passing the Whanganui inlet, Mangarakau, Anatori and onto the end of the road where Kevin, Scott and Rob showed Chris, Ray and Ian how a river crossing should can be done.

Another great day's riding and it was back to camp, best frocks on and off to the Collingwood arms for the Rally dinner and social drinks.



Day 5 - Collingwood - Nelson, Sun 21st Nov

The weather Gods had decided that we should watch the NZ - France game and then make our way to the next destination: Top 10 Holiday Park, Nelson. Having arrived wet and soggy, rums all round was a much-appreciated pre-cursor to evening meals at the Lone Star.

Day 6 - Nelson to Picton, Mon 22nd Nov

We were back in favour with the weather Gods, bikes packed and into Nelson for breakfast at Lambrettas, (well worth a visit for coffee and a good breakfast menu). We left Nelson and rode to Okiwi bay and onto French Pass (Anaru). Words and photos can't begin to describe the scenery and vistas: landscapes and seascapes to rival the very best the world has to offer.

Having stopped at French Pass, our next destination was Blenheim to meet up with Scott and his family to say our farewells.

We left Blenheim, opting for the scenic route as we journeyed to Picton. Passing through Rurangi, Port Underwood, Waikawa before following the gravel road down into Picton, stopping several times to marvel at Queen Charlotte Sound from high above.

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Day 7- Picton to Taranaki

We said our fond farewells to Chris as we left the ferry, now four in number we made our way home... the long way round via Remutaka. Just outside Featherstone, a car versus power transformer incident resulted in a diversion which allowed us to notch up some more K's via Martinborough and back onto the state highway before heading in the direction of the 'naki and home.

--

Looking back; what a fabulous 7 days we had, covering just over 2,000 kms, seeing some of the best scenery the world has to offer, new friends made, phone numbers exchanged; roll on the next Rally.

A massive thanks goes out to Peter for organising the Rally, Rob our leader, tour guide and accommodation manager, Kevin, Chris, Ray, Scott and Gibbo for being ...well great company and great riding buddies, always looking out for each other.

With best Christmas wishes to all, we look forward to meeting up with everyone next year.

Best regards

Ian (Gibbo) Gibbon #3951

Area Report: Northland



South Island RAG - November 2021

Unsure of whether I'd get across the Northern border I presented at 6:45am to find a lot of Police, Army and Navy personnel.

It turned out to be a smooth process where the Policeman was keen to discuss the relative merits of the GS, took down my details, said you've got 2 hrs 15min to reach the Southern Border, On Your Way Son, ride safe! Not one to question Authority I was outta there singing in my helmet- yippedee doo dah!

A magic 800km to Wellington with refuel & Gourmet Pie stops at Z Putaruru & Z Sanson.

Crossed over the creek on Thursday with Bluebridge to Picton with Chris Souness on his GSA.

High St Motel in Picton where owner Brian is a gem. Dinner at Cortado Café & breakfast at the trusty Seabreeze Cafe.

Nice run across to Nelson meeting up with Peter & Sacha & Martin McArron on the road. Such a good road but several large trucks, a 90km speed limit



and few overtaking options made it somewhat trying.

Takaka Hill for the second time this year was fun and then entered the 60s Valley where it's still cool to wear tie dyed clothing, beads and say groovy. A lot more Club members scattered through town all headed to Collingwood 26km away.

47 turned up.

I Stayed at the Campground & the old Police Station both recommended.

Many rode the gravel out past Whanganui Inlet and south to Anatori River at the end of the road. Lots of Whitebaiters and quadbikes here.

Lunch at the Old Schoolhouse Café & restaurant Pakawau - recommended.

Collingwood Tavern and the Courthouse Café appreciated the new business.

Excellent Sat night Buffet dinner followed by opening Sun morning for breakfast and Live ABs Rugby Test against France.

Laid low Sunday due to a forecast big rain event whereupon some others decided to test the limits of their wet weather gear and found it wanting lol.

Sometimes Discretion is better part of Valour

Monday 7am departure to the Lambretta Café in Nelson for brunch and catch up with the Taranaki Gravel crew heading to French Pass. Another Covid Test for me in Picton to prepare for another Border Crossing in a few days.

From Wellington It was up the highway to Levin, Shannon & Palmerston North. The sunset en route was blistering & vivid - golden champagne in the sky.

Excellent meal at Bangkok Thai, Accom at the

Cont...



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Avenue Motel followed by breakfast at Moxys all recommended.

Tuesday, Backroads to Fordell and the Paloma Sculpture Gardens and fantastic Private Motorcycle collection of Cyril.

We 6 then rode the twisty Turakina Valley Road to Hunterville which is worth a stop and poke around their quirky shops such as Junk & Disorderly and the craft & Bookshop across the road which has one of the best selections of new NZ books I've seen.

Desert Rd, Taupo, Rotorua and

Papamoa to see my sister then back through the travel corridor with my 2nd negative Covid test in hand.

2,500km ride. The GS was brilliant, road or gravel. 4.9 litres/100km fuel economy.

Great to get out and about again!

Thanks to Peter, Sacha and all club members who contributed to a successful SIRAG.



Ian Macartney
Northland Area Rep
#3190

Photos by
Ian Macartney



Cont...



Some additional photos
from Ian supplied but not
used

Thank you



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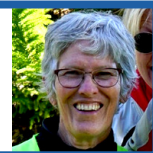


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Area Report: TOTS/Te Tau Ihu



Pelorus Cafe - 14th November 2021

Pelorus Cafe - This little local ride replacing the planned, all day ride to Berlins Cafe (Lower Buller Gorge) cancelled because of the terrible weather forecast for the day. There had been much agonising over this.

While meeting at our usual spot on SH6 we heard (and watched) a large contingent of Harleys and their Police escort head in the direction we were about to go.

Several people reported seeing a lot of Police cars on their way in. Because of this one of our lot (who shall remain nameless) decided to



head for home (for reasons that shall remain nameless.....)

It seems it was an annual bikie gathering over the weekend and as they usually accompany an accident (sometimes fatality) on the Whangamoas we wondered if we'd come across anything before we got to Pelorus. Sure enough, on the north side of the Rai Saddle there was a queue of cars, lots of bikes on the road side. We heard all the other emergency services going to the scene as we dined. Turns out one of them went into a bank on the left side of the road.

The weather was OK enough for us all to sit outside and it only started drizzling on our way home.

Those who braved the conditions – Hilary, Revti, Ross, Trudi, Rick, Tony, Gretchen, Peter & Sacha, Murray, Peter F, Lew.
Scribe – **Gretchen** #949 (no photos)



Area Report: East Coast



First Christmas Lunch Reported.



In the picture, from the left; Tony, Peter, Robert, Bronwen, Carole, Walter, Wendy, Joe, Pam, Stella, Maria, Alan, Anne, Danny, Rosemary, Leonie, Les and John. Kneeling is John W.

Our last get-together of the year was our Christmas function, this time kindly hosted by Stella and Walter Wilde. A total of 19 members and ex-members gathered at lunchtime on Sunday 5 December to celebrate with good food, wine and fellowship. As Walter and Stella had left their South African homeland behind, we got a taste of that through the wonderful barbeque skills of Walter who had managed to obtain some 'boerewors' from a Hawke's Bay source. All participants contributed to the luncheon, with pre-drink nibbles, salads and other goodies to make sure no one left hungry. Before we started lunch we had a quick group photograph in front of Walter's well-manicured hedge.

We hope that the New Year will give us more opportunities to get together in a relaxed fashion, provided we can keep Covid at bay.

Wishing everyone a wonderful Christmas and New Year!

John Wuts #1867

* Please send your gathering in for the next Newsletter



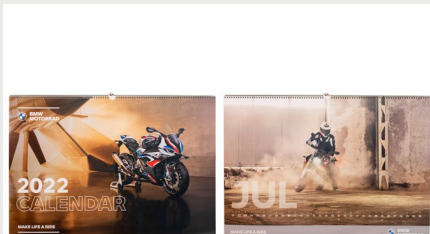


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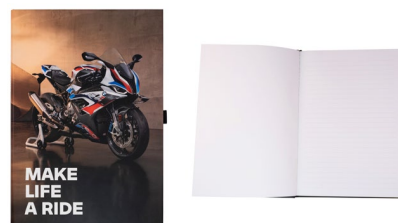
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NEW FOR 2022 - BMW Motorrad Rider Collection in Full Click [HERE](#)

#SpiritofGS

GS Rallye GTX suit | Women and men

The classic BMW Motorrad Rallye suit is now also available for women for the first time. The GS Rallye GTX suit in new, modern look is a real globetrotter made of abrasion-resistant polyamide-cotton material. Due to the newly developed special fabric, it is also extremely well ventilated. The watertight outsert of jacket and trousers is made with a GORE-TEX® membrane and provides optimum protection from wind, weather and dirt. The suit is suitable for hot to medium temperatures. It has a picture mark on both sleeves and a word mark on the back as a reflective print. The NP 3 joint protectors and the NP Pro long back protector provide protection.

The jacket with collar closing mechanism and two press studs has four front pockets, one rear large pocket, one small pocket on the sleeve and two inside pockets with zip. An additional pocket for the Hydra drink pack is on the back and accessible from the outside. The perforated mesh lining in the jacket is breathable and elastic. The 3D spacer fabric on the back is for ventilating the back protector. The sleeves and back have a practical ventilation zip. The sleeve width can be easily adjusted with the BMW quick adjustment option.

The trousers have two zipped pockets on both thighs, stretch inserts and a hook adjustment system. The trouser leg width is easy to adjust and enables a wide opening. An integrated zip can be used to adjust the width at the GS Pro boot. There is a stretch zone above the buttocks for a pleasant fit. The leather trim on the inside of the knees makes the trousers even more hard-wearing and optimises the connection between pilot and machine. The jacket and trousers can be joined at the waist by a 40 cm zip and a circumferential zip.



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The GS Rallye GTX suit is available in night blue and khaki.
Available in women's sizes: 34-48
Available in men's sizes: 24-32, 46-66, 98-118

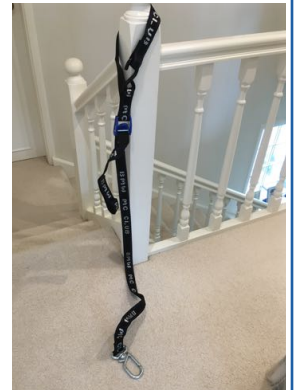


Something New



BMWMC are delighted to offer members Aerofast products.

- 25 or 37mm
- Carabiner or SwivelCarabiner
- Clam Lock (for ease and speed)
- Labeled: BMW MC Club
- Made in New Zealand



And, for a quick and safe deterrent (*avoiding possible mishaps with disc-locks*) the Grip-Lock from Aerofast

- Heavy Duty Deterrent
- Easy Storage
- NZ Made
- Pagoda Lock System
- Uv Resistant
- 10 Year Warranty
- Adjustable To Suit
- Patented Design



Please email promotions@bmwmc.nz for prices, orders or any questions you have.
Perhaps you have a suggestion or details of other items you would like to see offered.
More details in next months Newsletter.
Contact us on promotions@bmwmc.nz

PIN BOARD

BMW Motorcyle Clubs
AGM 13th February 2022
Sunday 5pm
Online (Zoom) only

GS Off Road Skills Day
9th October 2021
Email: [redacted]


Happy Holidays
everyone -
Have a wonderful
Christmas and New
Year!



Send the Newsletter pics of
our BMW members
Christmas gathering 😊

Buy Christmas Tree



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

The 1951 250cc R25 - BMW's first postwar single-cylinder motorcycle...

The 1951 250cc R25 single, (below left) was BMW's first postwar single-cylinder motorcycle with rear suspension. Notice the small rubber gaiters above the front axle and the tool box on top of the tank



1951 single R25



1954 single R25/3

The R25 series proved very popular BMW motorcycles. With 47,700 sold over three years, compared to 12,020 R24s, 23,400 R25s, and 38,651 R25/2s (above right)

With the 1953-to-1956 R25/3 (above right), BMW updated the 250cc OHV single with a new hydraulic fork, a flatter and longer gas tank, moving the tool box to the side, and different wheels and hubs. Rims were changed from steel to alloy, and shrank to 18" from 19". Engine configuration specifications changed slightly. The compression ratio went from 6.5:1 to 7.0:1, and power was increased from 12 HP to 13 HP.

Photos right and below is a 1954 R25/3, the last year of the R25 series of motorcycles. Note the full-width brakes, front fork sliders, air pump, chromed front fender basket, and longer gasoline tank, under which resides the air cleaner. Also, the seat suspension spring has changed. Click [here](#) to read the R25/3 specifications.

Clearly, BMW AG were proud of the changes from the R25/2 to the R25/3, as noted on page 7 of the 1955 owner's manual:

"The R25/3 has been developed from the well-proven R25/2 design. Its engine unit, being now rubber-mounted in the frame, provides increased output and in spite of this the exhaust noise could be reduced in a still more efficient way, such as it is required for modern traffic conditions. This improvement will be highly appreciated by all road users, particularly when accompanied by gentle driving manners, which mark the true motorcyclist. Riding qualities are improved through smoother wheel suspensions including double-acting oil dampers in the front forks. The 18-inch wheels have light-alloy [aluminum] rims and enlarged braking



areas. The tail lamp body incorporates a stop light connected to the foot brake, which is mostly used in town traffic.

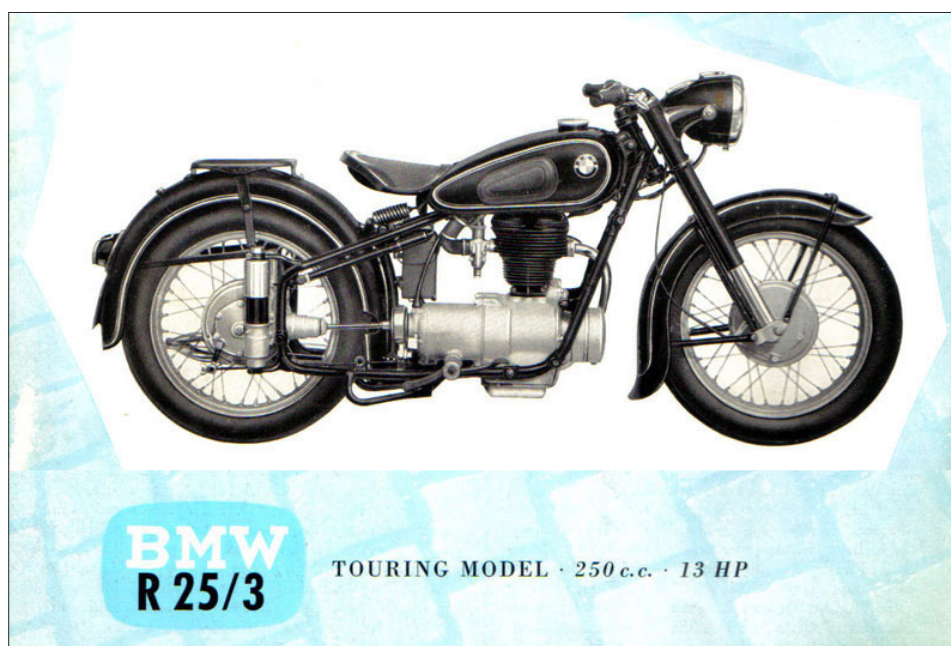
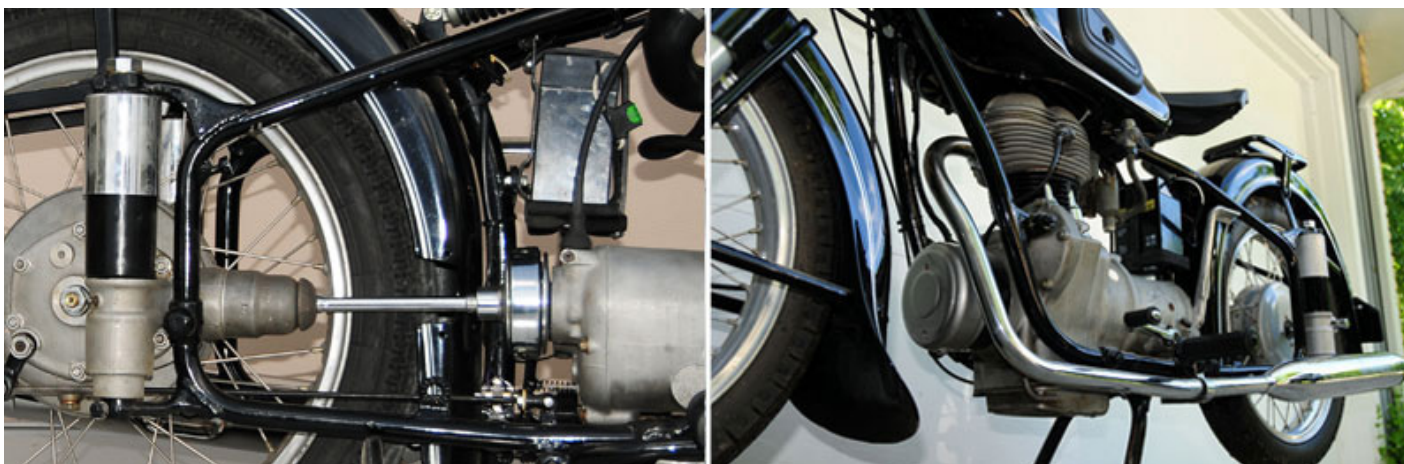
"In order to obtain sleeker tank contours, the tool box has been transferred to the left-hand side, where it forms a recess behind the rubber knee pad, which arrangement permits a luggage carrier to be mounted upon the petrol [gasoline] tank."

Cont...

Cont...



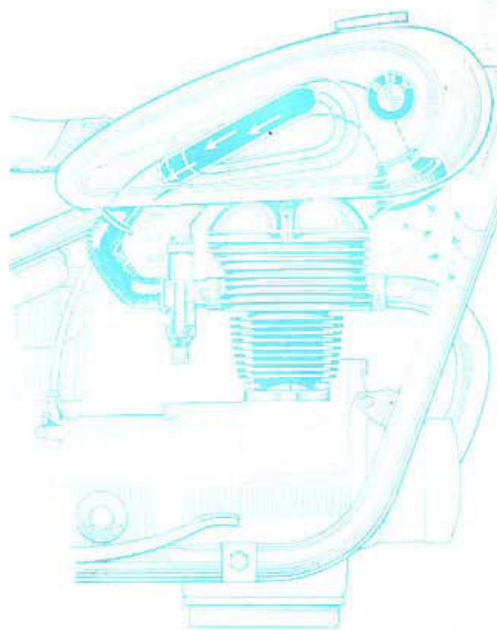
In late 2011/early 2012 Craig Vechorik and his crew at Bench Mark Works went through the engine, electrics, transmission, fuel tank, rear drive (replaced the sidecar ratio rear drive with a solo version), and front end to restore everything to as-new condition. These photos show the R25/3, albeit a little dust covered, after it was returned. Now it runs beautifully and has a side stand, mirrors, and horn it did not have before.



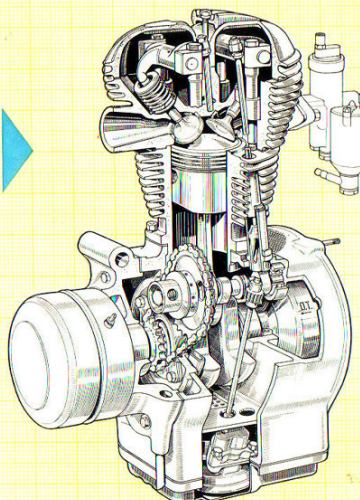
This and the next images are scanned from a BMW's 1954 sales brochure.

The BMW R 25/3 represents a considerable progress in the development of the single cylinder models and is the equal of its great prototype in its total finish and riding capacities. The rubber-suspended engine has now a performance of 13 HP, with an improved cylinder head and wider cooling rib surfaces as well as a carburettor with a larger passage. In order to increase the elasticity of the engine, the aspiration system was lead towards the front side of the fuel tank, on which the air filter has been given a favorable place in front of the cylinder head. In this way a cool, pure and regularly flowing duct of air is guaranteed. The top speed with an increased accelerating power manoeuvrability is 119 km/h. (74 miles). The enlarged noise absorber provides for a considerable reduction of noise. The clutch has been refined. The four speed gear box in unit construction has a gearshift pedal, rubber-cushioned drive shaft and shock absorption. The reliable universal joint shaft drive with spiral bevel gears requires no maintenance and is reduced to a minimum of noise.

The frame consists of a distortion-proof double steel tubular frame of all-welded design and is reinforced by gussets and provided with ball-and-socket joints for sidecar connection. An amenity is the plug socket for a suspension lamp and the sidecar illumination. The large and comfortable rubber floating type saddle has a new silent-block cushioning which requires no maintenance. The newly designed telescope front fork has an extended springing system and an especially effective hydraulic shock absorption with large-dimensioned rubber abutments. The thief-proof steering lock fitted to the side of the steering head does no longer have to be drawn off; the comfortable and small handle bar with steering damper is rubber cushioned and provided with non-slip controls. The tank has been redesigned with a lateral tool-box that can be locked. A very practical luggage carrier can be supplied and fitted, if desired; the special fuel tap permits a regular gas feed of the carburettor. The 18" wheels with highly polished light metal rims and straight spokes are equipped with large and extremely efficient light metal full hub brakes. Front and rear wheel with knock-out hub spindles are interchangeable. The telescope rear suspension has been adapted to the extended front fork springing system. The efficient headlamp has a better arrangement of electric neutral indicator and of charge control lamp. The horn is fitted below the headlamp and the tail lamp is provided with a stop light.



The crosscut shows the technically interesting interior of the new BMW R 25/3 single cylinder engine housing. Its features are: a 13 HP performance, extreme riding quietness, utmost elasticity surprising capacities for mountain riding.



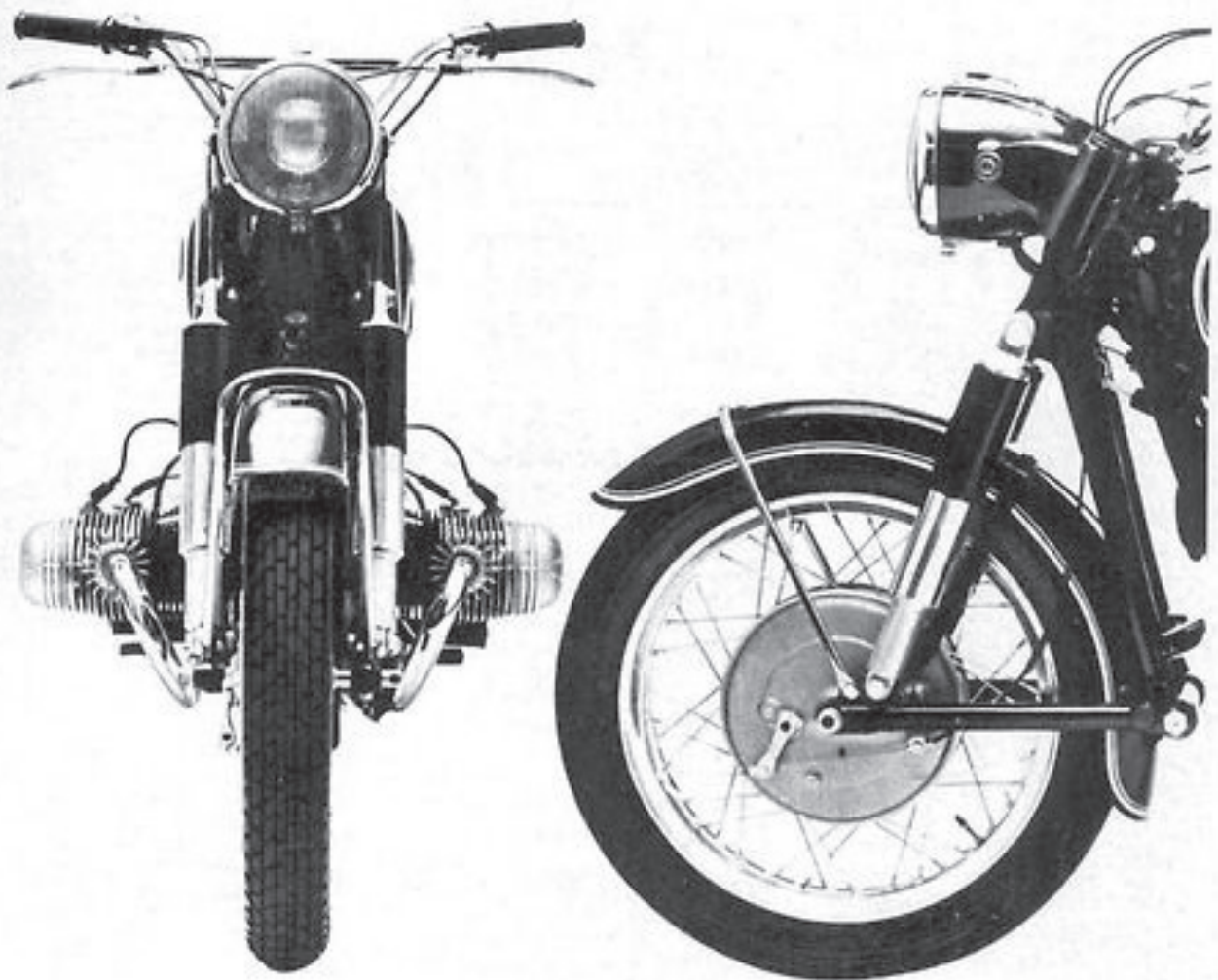
* Article (words and pictures) copied from bmwdean.com (Unfortunately his website was not populating fully, November 2021)

BMW Adverts from the past

**If you want to be happy
for a day, drink.**

**If you want to be happy
for a year, marry.**

**If you want to be happy
for a lifetime, ride a BMW.**



SEE YOUR NEAREST AUTHORIZED BMW DEALER, OR FOR INFORMATION WRITE TO:
EAST: BUTLER & SMITH, INC., 160 WEST 83RD STREET, NEW YORK, N.Y. 10024
WEST: FLANDERS COMPANY, 200 WEST WALNUT STREET, PASADENA, CALIF. 91103
CANADA: NORTHWEST MOTORS LTD., 2321 KEELE STREET, TORONTO 15, ONTARIO





**BMW
MOTORRAD**



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Experience our new store, 7 days a week with:

- Home to over nine motorcycle brands
- The biggest accessories store in NZ
- State of the art service centre
- Customer café serving great coffee and food
- Over fifty customer carparks
- Designated bike parking
- All week opening



Interior photography by:
Max Kenny #3415



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The motorcycle insurance revolution began here.

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Before we launched in the 80s, specialised motorcycle insurance didn't exist. Today, we provide the most highly tuned, customised motorcycle insurance available. If you're not with us, you have everything to gain by visiting our website anytime for a no-pressure, online quote. We'll then personally customise it with options you can choose. The only harm in not getting a quote from Star could be when you make a claim.

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Photography Tips

Photography has come a long way. Digital and optical focusing on mobile phones, makes taking quality pictures cheap and convenient.



Since getting involved with the Newsletter, I have had and heard of many conversations regarding photography.

Not surprisingly, it was mentioned at the recent Area Reps Zoom meeting. As such, both Barry Petherick and Ian Macartney have kindly taken the time to submit a guide and tips on the topic, - thank you, gents.

With more time, we might condense/collate their thoughts/images/layout but for this month, I am putting links to both submissions

Please click [Barry Petherick Thoughts on Photos](#) to download Barry's guide in full.

Please click [Ian Macartney Thoughts on Photos](#) to download Ian's guide, in full, (images grouped into contact sheets for ease).

Thank you to both Barry and Ian for each making time to share their thoughts and images with us..



If anyone else has any useful advice to share, please email it in to editor@bmwmc.nz. It doesn't have to be on photography, anything at all... The next front cover shot, a 'how to' story, a recommendation etc.

Please try to share taking the pictures or better still, get someone outside the group to take it. It is always good to see everyone at some point in trip included in the images.

Thank you to everyone that send their pictures in. .

ANCHOR INN MOTEL
KAIKOURA

A photograph of the Anchor Inn Motel building, a two-story structure with a yellow facade and a dark roof. The building has large windows and a covered entrance area.

BOOKINGS ESSENTIAL
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www.anchorinn.co.nz

A logo for Qualmark Silver, featuring a stylized fern leaf and the text "QUAL MARK SILVER".

A logo for Light Footprint, featuring a circular design with the text "LIGHT FOOTPRINT".

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

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

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

BMW F700GS original low seat in great condition
BMW F700GS centre stand for low suspension model (brand new in unopened box)

For more information or to make an offer.
Contact Shagen on 021 126 8101
#4053

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

BMW Motorcycle Club Aotearoa New Zealand Preliminary Notice of 2022 AGM



BMW Motorcycle Club
Aotearoa New Zealand



The 2022 Annual General Meeting of BMW Motorcycle Club of Aotearoa New Zealand (Inc.) will be held as a virtual meeting at **5:00pm on Sunday the 13th February 2022**. Details of the Virtual Meeting will be sent out to your listed email address closer to the event.

Any Member of BMWMC intending to bring forward a subject for discussion or to move a resolution at the AGM must give notice in writing to the Secretary prior to 5.00pm on Monday 24 January 2022.

Notices must specify the subject or set out the resolution to be moved in accordance with clause 9.1.5 of the club's constitution. It must be dated and signed by the mover and seconder, both of whom must be current members of BMWMC. Any notices of resolution submitted after 17:00 Monday 24 January 2022 will not be accepted.

The final agenda for the Annual General Meeting, including any notices of motion received from any Members, will be sent electronically or by post to all members at their last known place of address and posted on the Club website at least fourteen days prior to the meeting.

The President started his second 2-year-period at the 2020 AGM and is eligible for re-election in 2022 for his final of 3 terms. This position can be contested.

In accordance with the BMWMC Constitution, the Vice President, Treasurer, Membership and Member Representative were elected for a two-year period at the 2021 AGM. These positions cannot be contested until 2023.

The Secretary is standing down and his position is also open for nomination. Copies of The Nomination Form are available by clicking [HERE](#), link on our website bmwmc.nz or, if those fail, by emailing secretary@bmwmc.nz. **Nominations made after Monday 24th January 2022 can only be presented at the Annual General Meeting.**

A final Notice of the AGM will be sent out on Sunday 31 January 2022 and will include details of the business at hand that includes:

- Minutes of the previous meeting,
- Annual report from the Board,
- Financial statements for the financial year, including income and expenditure, balance sheet for the past year and the estimate of income and expenditure for the current year,
- Election of Officers
- any remits, notice of motion or anything to be included as business beyond that prescribed above that the Secretary has received prior to the 20th day before the AGM (which is Monday 31st January 2022)

Important Dates:

Nominations for Board Members	Monday 24 January 2022
Final Date for publication	Monday 24 January 2022
Subject for Discussion / Remit	5.00pm Monday 24 January 2022
Final Agenda for AGM	Sunday 31 January 2022
Annual General Meeting:	Sunday 13 February 2022

David Ross
National Secretary secretary@bmwmc.nz



BMW Motorrad

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Kent: 021 445 787 ☒

Gareth: 022 333 6473 ☒

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northland@bmwmc.nz

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auckland@bmwmc.nz

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rangitikei@bmwmc.nz

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eastcoast@bmwmc.nz

Ride Master: Joe Booyens
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TOP OF THE SOUTH

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tasman@bmwmc.nz

WEST COAST

VACANT
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CANTERBURY

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canterbury@bmwmc.nz

SOUTHERN

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southern@bmwmc.nz