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NEWSLETTER

Official BMW Club

JANUARY 2022

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Aotearoa New Zealand



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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:

Tony
Mathieu
Pascal
Ash
Ross
Rick

**BARRETT
DAY-GILLET
JANSE van VUUREN
WELLS
WILLIAMS
WILLMORE**

MOTUEKA
CAMBRIDGE
AUCKLAND
NELSON
BLENHEIM
TE KUITI

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: HP2 in action
Photo: Visordown.com

Location: unknown
Date: unknown



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President's Podium

Garry Williams



BMW Motorcycle Club
Aotearoa New Zealand



President's Podium December 2021

Happy New Year! I'm sure for most seeing 2021 out the door hasn't come soon enough and, if you're like me, you look forward to the new year being better than the last. If I'm honest though, it is looking like 2022 will bring similar challenges. Living with Covid in 2022 will likely mean assessing local risks and still protecting oneself through vaccination, masking, and social distancing. I think we'll continue to see quite different settings for our people in different regions, and that's going to be the way it is for the foreseeable future. And that's going to mean more local, bespoke events for members to participate in than the larger national gatherings we've been used to in the past. For example, you'll shortly receive details on how to join our first ever virtual Annual General Meeting at 5:00 pm on Sunday 13 February 2022.

If you read my podium piece last month you'd have noted my position as President is up for re-election at the 2022 AGM. Unfortunately, the paragraph concerned had one crucial omission in the wording. I have decided not to stand for a further term, and I advised the Board of my intent not to seek re-election when we met just prior Christmas. It wasn't a particularly hard decision, in the 27 years I've been a member of this Club I've served 18 years on its various Executive teams; three as Secretary, seven as Editor, two as Vice President, and the last six years

as your President.

My simple view of the world sees Boards needing to deliver three key things. First, setting the strategy and monitoring its implementation, being ready to tweak if it's not working. Second, providing prudential oversight over the likes of risk, health and safety, finance, and privacy. And third, one of the things that I think many boards forget, is to take responsibility for not sticking around too long!

So, I feel like I've done my time and have other things I want to devote more of that time to. It has been a genuine privilege to be part of such a great team, but it is the right time for someone new to take the helm and bring a fresh perspective to the Club's future growth. I have nominated Chris Souness to take on the President's role and I hope you'll support him when it comes to the election, but it is a contestable position as always.

If you've been thinking about standing for election 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 with any of the Board Members about their experience over the last few years. Nominations should be with the Secretary no later than 24 January 2022.

Be safe 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, 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: Taranaki

Photos from our ride to the SI RAG November by Ian Gibbon



Taken approx 2/3 of the way up the Maungatapu Track and shows Ian's DR and Dale's Beemer.

Kevin was in front and waiting for us at the top. Dale and I had stopped to let the three bikes behind us regroup.

I do remember the huge sense of relief when I saw good ground on which to rest up and await the others. I don't ever recall the upper body getting a work-out quite like it did as I tried to keep the momentum going and not let the track throw me off. To me, there were sections of the track that resembled a rough dried up riverbed with a 1 in 3 incline.



Kevin Adamson looking out across the Motueka Valley.



Tata Beach, Tarakohe - Kev & Rob setting off.



Ray and Rob, Cobb, Kahurangi National Park



The road to French Pass



It was the 2021 BMW RAG Rally, so there had to be photos of Beemers right?

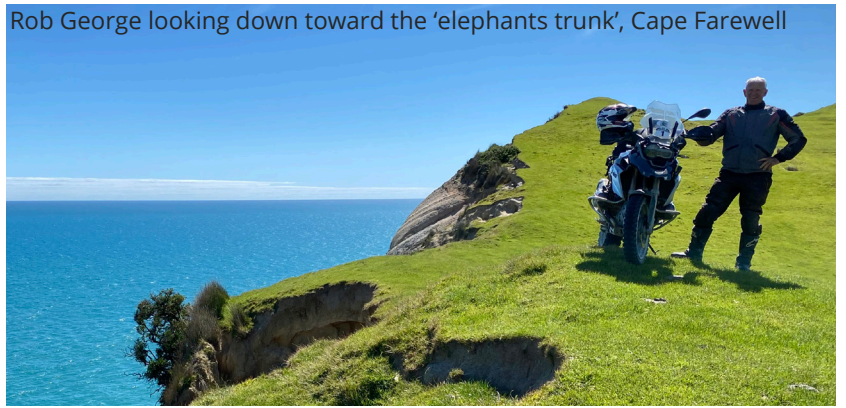


'Dry Road', Rakopi, passing Mangarakau, Anatori and on to the end of Cowin Road for some practice at Riviera crossings.

Cont...



I don't often take portrait shots where I'm pleased with the result. This is Ray Senior, as we headed for Takaka. I was blown away with the result and how good the iPhone is.



Ray Senior walked from the beach and didn't know I was taking a photo. I saw the image and it reminded me of childhood memories; Sea monsters coming out of the sea for a meeting with Dr Who!

...a tale of 3-Beemers, a T7 and a DR

...and what a tale it was!

...6-days of great riding, stunning scenery, awesome company and blessed by the Weather Gods.

...and the RAG rally in the middle. Ian Gibbon #3951

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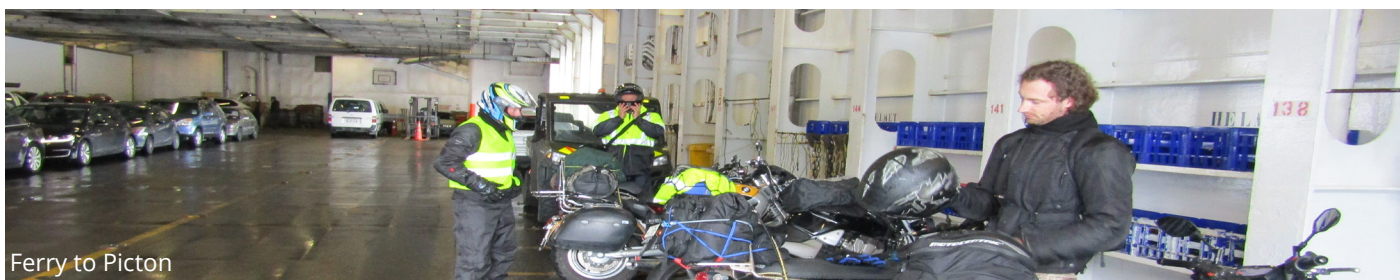
That's right! Present your BMWMCNZ Club membership card at Avon City Motorcycles and you'll receive a 10% discount on all service costs, parts and genuine BMW accessories.

MAKE LIFE A RIDE



To Bealy Spur by Dave Morris

Leave 7th December 2021



Ferry to Picton

A mate of mine and I decided to beat the Christmas and school holidays and do our trip early. He has a Honda 900cc sports tourer. We planned the ride, 1st to 7th. December to avoid the Christmas rush. From home, the first leg of 20 minutes to the ferry was in rain then an hour or so, before departure time. The trip over the strait is about 3 and ½. hours. I am always extra careful moving on to the ferry up the steel ramps. Particularly when wet; I pick my course with discretion and maintain a steady speed, keeping clear of any other motorbikes. They are usually strangers and of unknown riding skills. We got talking to another rider (as you do) from Tauranga. Later, undoing the tie-down straps, we promised to drop in whenever we go to The Mount.

The east coast down to Kaikoura was somewhat a revelation. My last trip on this route was before the Kaikoura earthquake and the change is quite apparent. The

raised seabed is noticeable and the very new looking highway is clean, tidy and in a very good condition.

We did the inland route (70) via Mt Lyell and Waiau. Just a couple of kilometres after turning off SH1 is the rural area of Kowhai. I found an 'art-piece' there of an old ute hulk. The ride included a side trip to Hanmer Springs including a fuel top up. A night at Reefton was quiet, but friendly people really made that stopover worthwhile. We are still looking for a good food spot there.

Traffic was light for the next day heading for Arthurs Pass. I had to stop at the (near) Stillwater Jaguar gateposts. The first found this in 1969. A coffee/brunch at Robert Harris in Greymouth and Countdown supplies for the stay at Bealy Spur. I thought the shops were quite pedantic about sticking to the covid, 'traffic light' regulations. Good on them for that. This was the first time for me to traverse the



Kaikora Coast - Nins Bin

Pass from west to east, and I found that an experience. In a few days were to come back on the return trip and I had another surprise.

We found our accommodation and it was really a house. Water was collected off the roof and a long-drop was outside. There was an indoor W.C. but we didn't know if it was usable. The outhouse was surprisingly not at all offensive. The in-house library was very readable. Books on native wildlife, artist bio's, some classic literature and if you like Bill Bryson; - heaven. It rained the first day there, so the bikes were not used until we went up to 'The Moa', in the evening -

Cont...



North of Stillwater



the local hotel, for a meal.

Part of the Bealy stay was to include a day of rest: which we did. But one thing I wanted to do was to pop down to Sheffield to enjoy a pie. Renowned for their pies it's a must every time I venture to that part of the world. Well, it was a little further than I thought – I hadn't referred to a map or reference for the mileage, but the weather had cleared up and the round trip was something like 140 kilometres. 70k for a pie! Castle Hill was an eye opener. An artificial village has sprung up for the weekend snow-chasers. On the return trip, I noticed two hay bales in white wrapping that were on the side of the road. It was on a bend and I assumed the centrifugal force of cornering had popped the bales off. A time later, I noticed a truck and trailer unit which we were slowly catching up and eventually I flagged him down. He had not lost them but he did mention there was another truck ahead. They were delivering the bales to Gloryvale.

That evening we tried Arthurs Pass for tea. Only one place open - over the road from the fuel outlet. And the meal was ginormous!

Morning comes and we are on the return trip – via Westport. This was where I found the slope from the summit to Otira exceptionally steep. One factor was a wet road. Roy wanted to check out Punakaiki Rocks. When we pulled up there, a local Covid jab centre had been set up. It was an impromptu site as one of the team said they were supposed to be going further up the coast but a huge boulder had come down and blocked the road off. (But maybe a motor cycle could get past.) After a coffee break and chatter with two fellow riders from Hoitika, (as you do) we carried on. Sure enough, we came to the rock and could get past. It was about the size of a (large) Mini. Apparently, above, there were two other large rocks waiting to be coaxed out with a tremor or downpour or rain. There were some cars that could get through, but already there was a queue of trucks and SUV's waiting for the road to

be cleared. We arrived at Westport (Trip Inn) and wet to the bone. I was a returning customer and management offered us secure parking for the bikes. After settling in and a clothing change we walked to the shops. It had cleared up mostly, by then. There's a new marina for pleasure craft since I was last there. I normally go and see if a Sam Rabl Mocking Bird Jnr ketch is there. Alas it had gone. We found a friendly pub and chose pizza for tea.

It is the morrow and we agree to depart by 8.00am. Which we did, on the dot. At Murchison we stopped at a large coffee/eating place just around the corner from the main road. At Renwick, we re-visited The Runway Café. After Annual Rally at Blenheim, we dropped in here and he was not yet open. He offered us a cup anyway. It is a good place to try. Then Roy suggested we go via the Queen Charlotte Sound Road. I'd not done that so said, OK! I was not impressed: Narrow winding road, festered with stop/start roadworks. Hot day, tired-of-riding syndrome. Long wheelbase bike, etc, etc. And it went on and on. Views were restricted with vegetation, and there were no landmarks I could identify. Whatever: Anyway we got to the terminal with plenty of time to spare. A quiet crossing and home around 11.00pm. Great ride, great company.

Dates: 7th - 13th December 2021.(7 days)
Kilometres travelled: Est. about 1,270.

David Morris #1774



Area Report: Wellington



Impromptu Ride - Eketahuna via Pahiatua Track

22 December 2021

Ride – An invitation was sent out to all members in the Wairarapa, Wellington and Rangitikei areas to join an Impromptu Sealed Road Ride on Wednesday 22 December firstly to the Horsemen Café in Shannon to link up with riders from Rangitikei and a quick coffee and then onto the Pahiatua Track to Eketahuna for lunch.

Riders – Three Wellington riders assembled at the BP Mana for the 09:00 Hrs departure. They were Keith Thomson, Peter Nash, Denis Hulston. We were joined by Robin Wood and Murray Petherick in Shannon and Peter Tibbs in Eketahuna

Route – BP Mana, SH1, Kimberly Rd, SH57, Shannon, SH57, Pahiatua Track, Nikau Rd, Mangamiare Rd, SH2, Eketahuna (Lunch), Alfredton, Route 52, Whangaehu Valley Rd, Masterton - Castle Point Rd, Masterton Stronvar Rd, Lees Pakaraka Rd, Te Whiti Rd, Longbush Rd, Millars Rd, Ponatahi Rd, Martinborough, SH53, Featherston, SH2, Caltrex Rimutaka, Home.

Weather – Wednesday's forecast (Ex Met Service App) – for the area – Shannon – 'Cloudy at times. A few showers clearing'. Eketahuna – 'Fine. North westerlies, strong in exposed places.'

Review – This was a ride in mainly overcast skies and a very strong north westerly wind using main roads and then involving mostly back roads in the Wairarapa as noted above. Lunch at the Lazy Graze Café, a place often used as it provides good food, coffee, and

service all reasonably priced.

The group split up for the ride home, the two Rangitikei Riders went back home and Wellington riders and Peter T rode back roads to Masterton where Peter T went home. The 3 riders from Wellington, continued along back roads turning right onto SH53 in Martinborough and then onto SH2 in Featherston and the Rimutaka Hill which was a tad interesting given the strong wind conditions. Fortunately, we were able to get



Peter Tibbs, Robin Wood, Murray Petherick, Keith Thomson and Peter Nash

past the slow cars and were able to maintain good momentum for the crossing. The wind conditions were worse on the Wellington side of the hill.

Peter N rode home on SH58 where the new dual carriageway at the Hutt Valley end of SH58 is now open which was a surprise. Another great ride in excellent company and in warm dry windy conditions 26.5 degrees in Featherston. For Peter N it was a 350 km home to home enjoyable ride.

Photo by Denis Hulston (the new Wairarapa and Wellington Area Rep from February)

Peter Nash
#3184

Area Report: Wellington



Impromptu Ride - Waikanae via Akatarawa Road

30th December 2021

Ride - An invitation was emailed to all Wairarapa & Wellington members and phone contact with Robin Wood from Rangitikei inviting them to join an Impromptu Sealed Road Ride on Thursday 30 December to the Long Beach Café at Waikanae via the Akatarawa Road for brunch and coffee. The 5 Wellington riders linked up at the Caltex Rimutaka for a 10:00 hrs departure.

Riders – Denis Hulston, Peter Nash, Bob Cumming, Phil Yearly and Michael McKeon. Rangitikei Riders Barry Petherick and wife Barbara, Murray Petherick and wife Jeanette, Robin Wood and wife Joy and Don Cross. We caught up with them at the Long Beach Café.

Report – The weather was sunny and breezy, the Akatarawa Road is narrow and winds through native bush, it is home to Stagglands, a wildlife park popular with families. We encountered traffic going both ways and as you get closer to Waikanae the road is very narrow and more winding, in some places it is narrower than the driveway to our home. It was in this area that I encountered a Toyota Ute on a blind corner being driven by someone who thought he had an entitlement to all the road I nearly had a close meeting with a small ditch and bank. Apart from this experience it was a great ride.

When we got to the popular Long Beach Café it was very busy. So unfortunately we weren't able to sit with the Rangitikei riders. However, we were able to catch up with them which was great as they are good, guys to ride with.

As lunchtime approached there were people waiting for vacant tables so as we had finished our coffee and brunch we decided to move and let other people have the table. The ride home included a ride over the Paekakariki Hill which provided clear views of the South Island and was in light traffic on a dry road, perfect!



The bikes at Caltex Rimutaka by Peter Nash

In terms of distance this was a shorter ride the Akatarawa Road ensured the side walls of the tyres got a bit of a workout and the ride included a couple of riders we had not seen for a while, Phil and Michael and it was good riding and talking to them.

Peter Nash
#3184

Area Report: Wellington



End of an era - February 2022

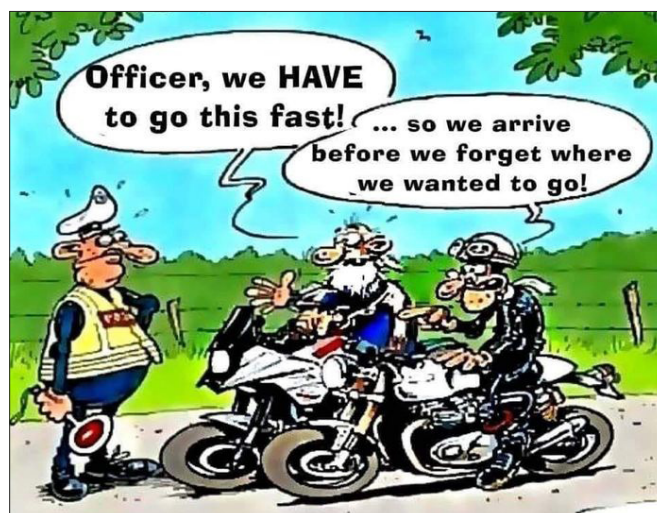
This year see Wellington Area Rep Peter Nash standing down after seven years. Our thanks to Peter for doing the role so well and consistently arranging rides for members of the Wellington and Wairarapa regions. They will be big shoes to fill!

However, we are grateful that Denis Hulston has offered to take the challenge and fill the role from February. Peter has extended a warm handover and is there to help if and when needed.

Who is Denis Hulston I hear some ask, as some will of course know him from joining the runs and impromptu rides organised mainly by Peter.

So, in Denis's own words:

"I've been a member of the BMWOR/MC Club since 2014. During which time I've owned five BMW bikes. I've had an R850R, a K1200S and a 1200C and currently have an F700GS and R1250GS. I retired from paid employment in 2019, so have been able to take an active part in mid week impromptu riding and weekend rides since then. I've travelled extensively, including motorcycling in Mississippi, Louisiana, Poland several times, Sweden, Denmark, Spain and England. I'm a keen bitumen and gravel rider, with two trips to the South Island in 2021, including my first South Island RAG, which was a great opportunity to meet riders from most of New Zealand.



borrowed from Denis's FB page

I'd like to pay tribute to Peter Nash, who has done a great job for Wellington Wairarapa BMW members, organising regular rides and meetings - road, gravel and gravel riding training, along with monthly club meetings and of course, the Christmas barbecues. I'm very keen to encourage an active riding membership and network of riding friends and to work closely alongside our neighbouring Wairarapa and Rangitikei area riders."

Denis Hulston # 3131



BMW Motorrad presents the Lego Technic BMW M 1000 RR

LEGO To Sell A 2022 BMW M 1000 RR

A premium but more affordable RR (and no servicing or tyres!)



BMW Motorrad and the LEGO Group reveal the LEGO® Technic BMW M 1000 RR, which is set to go on sale from January 2022 from [LEGO Stores](#) (March from other retailers). This intricate set brings the supreme racing technology of the 156 kW (212 hp) superbike, which is designed to meet the highest performance demands in motorsport and road use, to a living room near you.

The record number of 1,920 individual pieces and the impressive 1:5 scale indicate that the 45.5 cm long LEGO Technic BMW M 1000 RR is a model motorcycle in a class of its own. As well as meticulous attention to technical details, the model version of the M RR offers a number of features that will appeal to model building and motorcycle enthusiasts alike.

These include fully functional components such as the three-speed gearbox, upside-down forks, rear swingarm with suspension, gold-coloured drive chain and dashboard with three different display options. The included paddock stand and pit board also provide authentic racing flair.

Ralf Rodepeter, BMW Motorrad said: *"When the management of BMW Motorrad announced the first M model on two wheels, the BMW M 1000 RR, everyone knew that it would be something special. In the same way, the LEGO Technic team realised they needed to come up with something unprecedented to pay tribute to the M RR. The result is a motorcycle and a technical model that each represent the state of the art in their respective fields."*

BMW Motorrad and LEGO continue their successful partnership offering fans the opportunity to build the first model M motorcycle of BMW Motorrad that, like its real-life counterpart, stands for technical excellence and attention to detail. - Approx. \$340 NZD



LEGO Technic BMW M 1000 RR Highlights:

- Model dimensions: H 27.7cm / L 45.5cm / W 17cm.
- 1,920 individual parts.
- Fully functional gearbox (three gears + neutral).
- Front and rear suspension.
- Gold-coloured drive chain.
- Three different dashboard options.
- Supplied with paddock stand and display plate.



BMW X-Series Elegy Revisiting the BMW G450x, G650x, and HP2

by Colin Fogarty

From time to time, BMW Motorrad is bold and creative. There is no shortage of examples of BMW developing a new bike or adding life-changing technology to existing platforms. Oftentimes, it achieves great success (read that with Borat's voice) as is seen with their first G/S back in 1980, arguably the first big-bore adventure bike, or the addition of ABS in 1988. Other times, the company's "creativity" doesn't work out as hoped—for example, the servo-powered brakes found on the R1150 oilheads.

One of those projects that received skepticism initially, but deserves revisiting, is the BMW X-series line up, built from the late 2000s through the early 2010s: G450X, G650X, and HP2.



Photo: BMW

The X series was BMW's attempt to create dirt-oriented enduros like KTM's machines, to attract a new set of younger, more adventurous riders. The worm on the hook was this: BMW would bring its reputation for reliable, less maintenance-intensive platforms and meet the same performance level as their Austrian counterparts.

Now, a decade after production ended, those who owned X-series machines love(d) them and wish BMW would have stuck with the line and continued to refine the platform. Non-owners know mostly of their shortcomings and short-lived production. This elegy seeks to admit the problems, but also provide some missing praise for these still-capable platforms.



Photo: BMW

G650X

Addressing the bikes out of order in terms of size and release date, I'll first speak to the G650X.

The G650X was a collection of three bikes that were based on BMW's 652 cc platform. The engine, originally developed in 1992 (released in '93), represented the first Bavarian foray in the single cylinder game since 1966 (that thumper, the R27, was only a 250 cc).

The 650 engine was well-received and routinely revised over time; 2007 represented the last changes in the platform when BMW dropped a gear and a high-power charging system for less weight and more power.

The Xchallenge was the flagship for this series. Billed as a "hard enduro" it wasn't groundbreaking, but was impressive for a 15-year-old platform: 52 horsepower, 44 pound-feet of torque, 270 millimeters of front fork travel, and 344 pounds wet weight. The engine was predictable, smooth, and torquey, easily pulling a wheelie using the throttle alone. When it was released, it was praised in the press. The machines required limited maintenance and they were easy for a shade-tree mechanic to wrench on. On paper, a worthy adversary for the KTM 640 and KTM 690. In practice, an undisputed runner-up.



Extract from advrider.com December 2021

Cont...

BMW X-Series Elegy Revisiting the BMW G450x, G650x, and HP2

by Colin Fogarty

While not bearing the "X" moniker, the HP2 is undoubtedly part of the X family. Its air-shock and forks are shared by the X-Challenge, its headlight with the X-Country, the trellis tube frame with the G450 X, and it carries the same anemic gas tank as every other X-series bike. Most importantly, it shares the same spirit of a lighter, more powerful BMW off-road platform.

Relying on BMW's tried and true oilhead platform, the HP2 shed weight and comfort in the name of power. At 387 pounds wet with 105 horsepower, this bike is an offroad monster and has developed a notable cult

following. As demonstrated by the bike's retaining high-resale value despite being 15+ years old. It initially sold at \$20k from 2005 to 2008, but BMW scrapped the bike a year before switching to the camhead line. BMW didn't anticipate these bikes to sell given the high price tag and the niche market. And they weren't wrong; eventually, BMW had to include an additional wheel set to help would-be buyers fork over the dough.



Photo: BMW



Photos: @jackflash



The complaints about the bike surrounded the suspension and the gas tank (familiar?). The HP2 relied on the exact same air-shock and Marzocchi forks as the X-Challenge (proof? Stroll over to Max BMW and check out the part fiche). The suspension should have been better and would have been improvable had drop-in cartridges been available in 2008. Also, the HP2 suffered from a fairly soft front brake.

Unlike her little siblings, the HP2 was well-received by those who could afford it (and journos, who got to ride it for free). Despite having the same shortcomings as the G450 X and G650 X, people loved this undersprung, overpowered, dry-clutched machine. As evidence, companies still make and adapt aftermarket parts to fit the bike despite being out of production for more than 13 years. Remember when I just lamented about cartridges? Guess what, there are multiple companies

that make drop-ins now. (X-Challenge riders, take note, those will fit in your forks!)

Summary

The X-series bikes had drawbacks, all of which were self-inflicted wounds by our beloved Bayerische Motoren Werke. Had BMW invested in better suspension and a bigger gas tank, I suspect we'd be reading Bill Roberson's article on the 2022 G450 X EICMA release. Despite the untimely death, all these bikes have proven to be reliable and capable bikes. With ADVrider ingenuity, the shortcomings are easily overcome and these bikes have accomplished the same trails and RTW rides as any of their counterparts. If you're in the market for a bike and see one of these torque monsters for sale, don't pass it by without a second look.

[Click for full article:](#)

Dakar legend Simon Pavey's tips for riding in the rain and through deep water

If you've been out riding recently and come face-to-face with a treacherous looking stream across the road, what do you do? Bennetts spoke to Off-road hero and Dakar legend, Simon Pavey, who gave his guidance on how to ride and tackle deep or murky water.

Over the year large areas of the country were hit with a deluge of wind and rain leaving acres of land under water and many road networks disrupted. So if it's absolutely necessary to ride your bike in those conditions or you simply chose to do so then read on for Simon's advice.



The 49-year old Australian has entered the Dakar Rally on eleven occasions since 1998, including 2006 when he also tutored TV star and adventurer Charley Boorman. Simon now runs the BMW Off-Road School in Wales which includes one lesson dedicated to draining the bike's engine of water.

He said, "Flooding and deep water can definitely be incredibly dangerous, it doesn't take much side current to unbalance a bike. From my experience, if the water is above knee height then avoid riding through it."

His top tips for riding in wet conditions or when faced with water flowing across your path are:

- Start with good kit. You can still enjoy riding in all types weather so long as you've got good kit, I think the phrase is "there's no such thing as bad weather, only bad gear"
- Wear plenty of layers, it's imperative that you stay dry
- Be respectful of the water, there's no shame in testing the water you're about to cross first,

especially if it's murky

- Get off the bike and have a walk through (if you've got waterproof boots!) or get your pillion to do so
- Examine the depth of the water; it could be 6 inches, it could be 2 feet. If you can't see then you don't know
- Check where the edges are, you don't want any unexpected drops or kerbs that are unsighted
- Be sure that there aren't potholes or debris underneath which could affect your balance of damage the bike or yourself
- If it's necessary and you decide to walk the bike through then do so with the engine off and make sure you are positioned upstream of the bike. It's a safety thing, you don't want to be downstream and lose control of the bike.



After all, he speaks from experience but of course blames a photographer! On the launch of the BMW 1150 GS Adventure in Spain, the photographer asked him to ride through some deep water again and again but the bike washed away from under him and they floated off down-stream.

Article edited from Bennetts Bike Insurance UK.

Area Report: Rangitikei Roundup



'Season's Best' to all our members as we head into another year of uncertainties!

The November ride for the Rangitikei group was called off due to an un-favourable weather forecast but a few members attended an unscheduled brunch gathering at the Woolshed late in November. The late November date would normally have been our 'Christmas gathering' date but at that time the hosts for the event were unavailable so the gathering was deferred to December 12th.



Sue Cross made a professional quality Christmas Cake for all to enjoy. Thanks again, Sue!

Twenty people attended the gathering and Robert J provided vaccination badges he had produced, from his 3D printer, for those who chose to wear them. Clever stuff.

The weather for the day was fine, everyone appeared to enjoy the occasion, and no complaints were received by the management. A good way to end the year's activities.

Looking forward to some good riding and socialising through 2022, with our first ride scheduled for January 9th.



The Christmas gathering took the form of a pot-luck lunch hosted by Murray and Jeanette at their home in Ohau. Through the last two or three years these informal gatherings have proven popular since they allow people to mix and mingle easily in a totally informal situation and there is the added bonus of being able to partake of a variety of food dishes. Basics, such as ham and potatoes, were provided and other attendees provide either salads or deserts, depending on whether their membership number was an odd or even number. This distinction avoided the risk of everyone bringing the same style of food dish! In addition to the food dishes,



Murray Petherick
Area Rep #2690

Area Report: Wellington



Wairarapa & Wellington BBQ

Sunday 19 December 2021



Seventeen attended the Sour BBQ at Kaitoke and all had a good time.

Thanks go to our 2 cooks Dave Thomson and Dave Oldershaw and Julie Oldershaw for making a rice salad and Cheryl Morris a Chocolate cake and Jenny Nash for the shopping, booking the venue, making

salads and for a Christmas cake.

The weather was sunny, warm, and windy.

Peter Nash
#3184

Photos by Peter Nash





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Area Report: TOTS/Te Tau Ihu



End of Year Function (Christmas Dec 2021)

The chosen destination for our usual monthly ride was Rivers Café Murchison. Being December it also was the usual time to have our End of Year gathering (Christmas 2021). For those that came along the BMWMC subsidised lunch as a gift from the club as it has done for a number of years.

From the previous weeks observations of the weather it looked unlikely that the weekend ride would actually eventuate. Waking up on Sunday and immediately looking out the window at home brought fears of a very wet and cold ride to Murchison. I was looking out my Blenheim window while Tony and Gretchen were looking out their Nelson window with similar thoughts.

Luckily by 9.00am both regions were starting to look brighter. We really were guessing that the weather was better in the Murchison Valley. And so it proved to be. One just never knows quite what's in store as far as the weather goes.

First Stop was meeting up at the St Arnold Alpine Lodge for a Cuppa with the rest of the crew from Nelson. 14 bikes and 1 pillion made the head count. The Nelson Crew rode up the Golden Downs, an awesome piece of road for some spirited riding. The Alpine Lodge is a pleasant stop and place to have a coffee and a bite to eat. The Staff were organised and seemed to make short work of 15 people dropping in.



The ride to Murchison just got better with warmer air and brighter skies. I think the Rivers Café in Murchison is the best stop for Motorbikers, plenty of parking and benches outside under cover. We had reserved tables so were able to sit together, enjoy lunch and the camaraderie of our club. Again, we were looked after by a group of competent staff with little fuss and good service.

Photo:

Lake Rotoroa after all the rain during the week. As can be seen the lake level was very high. Front: Peter Brandon, Murray Poulter, Gretchen Holland, Tony Haddon, Sacha Brandon, Peter Wood, and Darren Murdoch. BACK: Matthias Otto, and Rick Zawodny.



Afterwards, some took the direct route home while a group of us decided to include some gravel on our return. The Braeburn Track, Glenhope Tadmores Road, and finally Oliver's Road which exits at the top of the Spooners Range. From here it was a straightforward ride home to Nelson for most. Sacha and I popped in for a break at the Hadden's and then returning to Blenheim arriving home in the evening. - **Peter Brandon** Area Rep #

Area Report: East Coast



Christmas Lunch.



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.

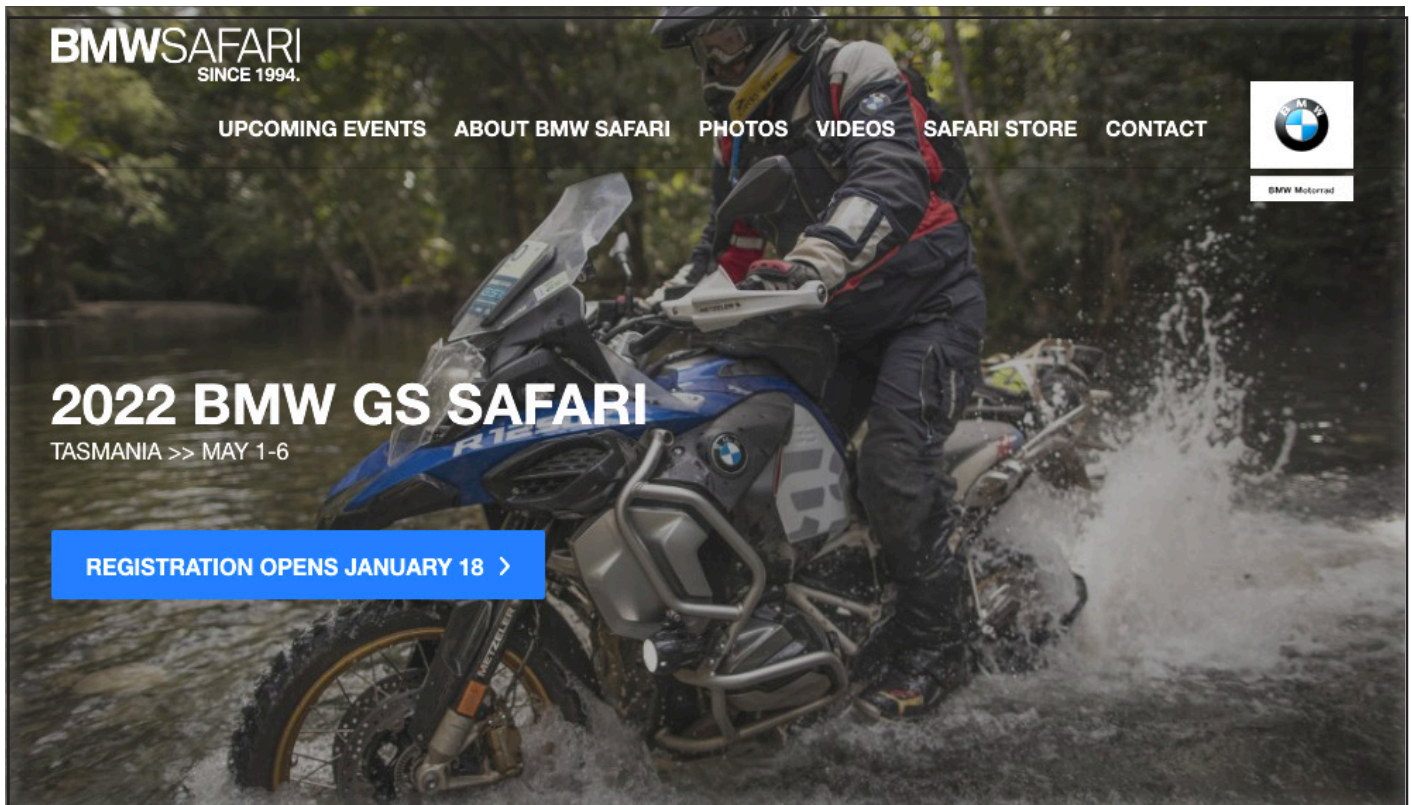
Our last get-together of the year was our Christmas function, this time kindly hosted by Stella and Walter Wilde. A total of 19 members and ex-members gathered at lunchtime on Sunday 5 December to celebrate with good food, wine and fellowship. As Walter and Stella had left their South African homeland 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

BMW Safari in Australia...



Click picture above to go to their website

2022 BMW GS SAFARI TASMANIA >> MAY 1-6

For 2022 the BMW GS Safari is heading south, 240 odd kilometers across Bass Strait and to the adventure riding mecca of Tasmania. It has been 8 long years since the GS Safari has visited Tassie and this time we will be kicking off from the states capital of Hobart.

Five days of unforgettable riding awaits, the route taking you to both the east and west coasts via a selection of Tasmania's amazing landmarks and terrain. You will find twisty bitumen roads that rival the best in Australia, these will link up the

off road riding that is as good as it gets with the added bonus of delivering scenery like no other in Australia.

In Tassie, on a GS, you can't go wrong.

Detailed information is available by clicking on this guide.



Preparing for an adventure trip?

A BMW is a great choice for adventure out on your bike but planning and logistics are essential. However, there are some things that you can do to ensure you have the best possible time.

Having your trusty bike prepared and fitted with the right luggage and accessories will help. You can ask your authorised BMW Motorrad Dealer to carry out a technical check to ensure that your bike is ready for the trip. You don't want a wheel bearing issue or to run out of brake pads during your trip, especially in the more remote parts! This and having the right riding gear can make the difference between enjoying a day on the bike or sitting stationary on your buttocks! Being comfortable in all conditions is important, and having gear that provides a high level of protection is also very important.

For many riders, some rider training may be just what's needed to give that extra control and confidence. Never underestimate how much benefit you may gain from taking part in quality rider training.

Always, let someone know your route and progress/deviations of it and expected times of arrival. Have a means of charging your mobile on the move (power from the bike or portable power unit).

Carry and know how to use a puncture and first aid kit (recommend you add an Israeli tourniquet).

BMW BIKE INSPECTION

Take advantage of a BMW bike inspection to make sure everything is in top shape for the ensuing ride. Bike inspections can be booked through your local BMW Dealer and should be done in plenty of time before but no earlier than 60 days prior to your trip.

Aside from trip preparations your bike should be inside the scheduled service intervals allowing for the long kms you are about to embark on. Tyres should be in good condition for the duration of the planned ride.

LUGGAGE

Make sure you are able to easily carry your gear, whether it be in panniers or soft luggage on the back of your bike. Tank bags are a great way to carry the items you may need throughout the day, like camera, phone, route sheets/maps, water bottle, sunglasses etc. You can even store a charging hub powered by your bikes 12v outlet port to keep items fully charged. Ensure any soft luggage is securely attached your bike. When packing your bike only take the essentials. A list of recommended items will be supplied to all participants after registration. Overloading a bike will decrease performance, increase fuel consumption and over all make the bike more difficult to handle.

HIGH QUALITY RIDING GEAR

You want to wear good riding gear, because weather conditions can vary drastically and unfortunately things don't always go to plan. As with everything, you get what you pay for, good riding gear is an investment, it should last you many years and having it should give you good peace of mind.

JACKET AND PANTS

Should be comfortable, weatherproof, abrasion resistant and ideally have CE Approved soft armour inserts fitted in key areas (knee, hip, elbow, shoulder and back). Multiple ventilation zips helps for when conditions are warmer.

BOOTS

Should be purpose built providing good shin and ankle protection.

GLOVES

You should always travel with two sets of gloves, one pair for colder or wet conditions, waterproof and with a built in squeegee on the left index finger to easily wipe your helmet visor in the rain. Another set of lighter gloves is very handy for when conditions are warmer, these should still be strong and abrasion resistant, they just don't need to be as insulated and bulky.

HELMET

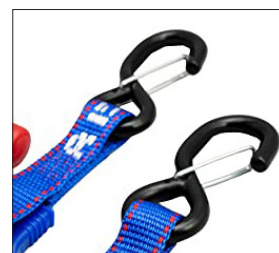
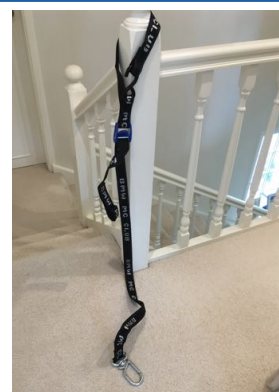
Your helmet should fit well, snug but not so tight it causes discomfort when worn for longer periods. You should have a tinted and clear visor, or the new flip down tinted visor is a good solution for varying light conditions. An anti fog insert or treatment is a great idea also.

Something New



BMWMC are delighted to offer members Aerofast products.

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- Carabiner or Swivel Carabiner
- 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

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- Uv Resistant
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- 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 Motorcycle Club
AGM 13th February 2022
Sunday 5pm
Online (Zoom) only

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

HAPPY NEW YEAR!
Let's hope it's a good one!



IT TAKES
37
MUSCLES TO FROWN
17
TO SMILE
7
TO TWIST THE THROTTLE



Classic Bike



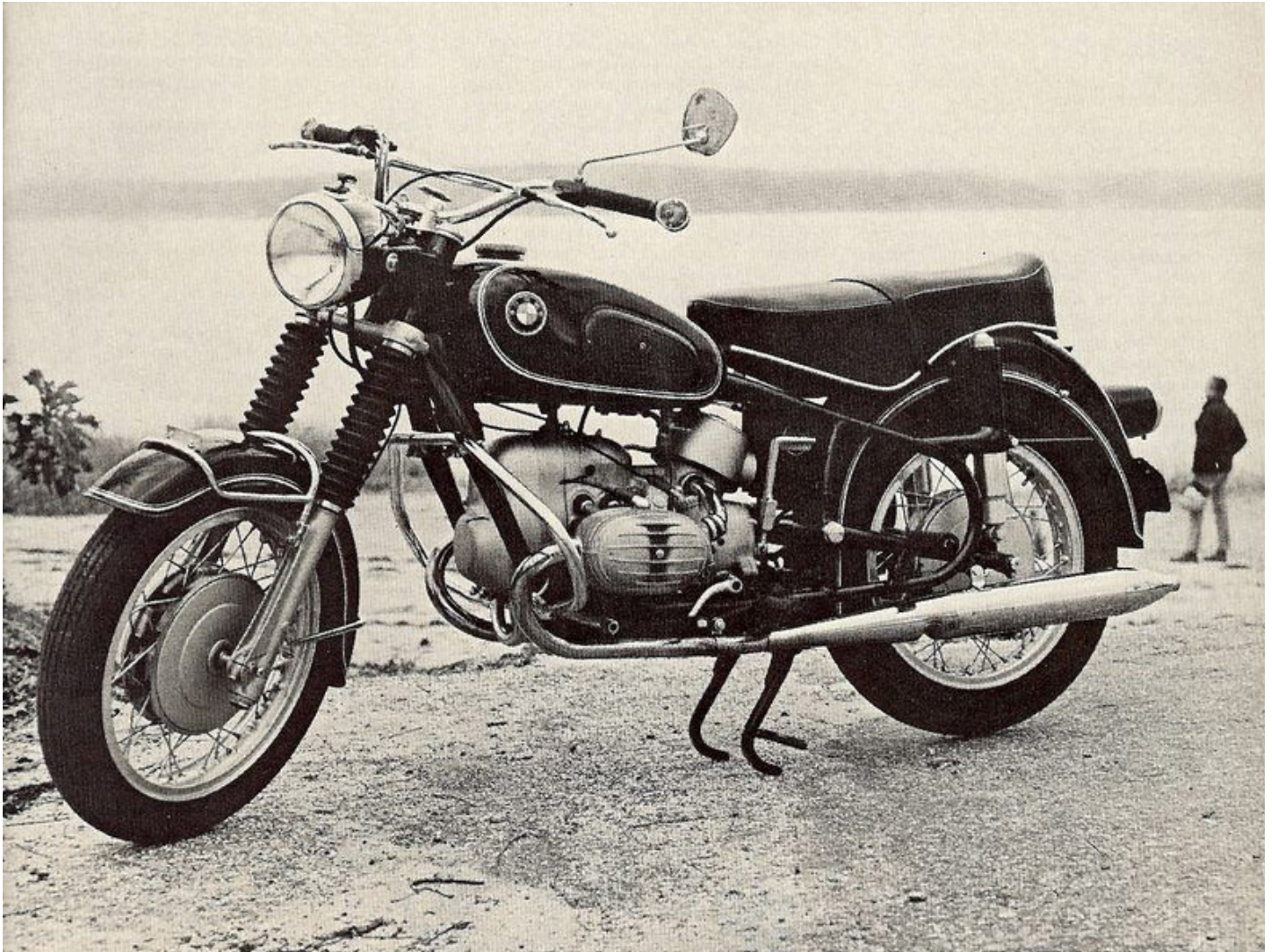
BMWMC RAG Rally

North Island

Taylor Lodge

Friday 1st - Sunday 3rd April 2022

BMW Adverts from the past



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way for 45 years. And the result has been more world championships and more world speed records than have been won and set by any other make.

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See your nearest authorized BMW dealer, or for information write to: East: Butler & Smith, Inc., 160 W. 83rd St., New York, N.Y. 10024. West: The Flanders Co., 200 W. Walnut St., Pasadena, Calif. 91103. Canada: BMW Motorcycle Distributors, 3335 Yonge St., Toronto 12, Ontario.

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Aotearoa New Zealand



REGISTRATION FORM - RAG RALLY (North Island)

Taylor Lodge, Pokaka
Fri 1st – Sun 3rd April 2022

Name/s	
Address	
Email	

BMWMC Member #		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (included, non-refundable per registration form/payment)	1	\$20	Inc.
• BMWMC Member - (Vaccine Pass Required)		\$30.00	
• NON BMWMC Member - (Vaccine Pass Required)		\$60.00	
• RAG RALLY Badge		\$15-00	
TOTAL			\$
Cancellations: Registration fee is non-refundable, although special applications will be considered.			

<p><u>Scan & Email Registration Forms to:</u></p> <p>ragnorth@bmwmc.nz</p> <p>or post to: BMWMC - NI RAG RALLY Post Box 109-245 Newmarket AUCKLAND 1149</p>	<p><u>Payment by Internet Banking</u></p> <p>BMWMC Event Account 03-1519-0034447-01</p> <p>NB – This is NOT the subscription account</p> <p>Please reference with: SURNAME, BMWMC Member # NI RAG</p>	<p><u>General enquiries to:</u></p> <p>Rally Coordinator Chris Souness 04 234 8444 021 494 952 ragnorth@bmwmc.nz</p> <p>Registrations close: Friday 25 March 2022</p>
<p>DISCLAIMER: This Rally will be run under the BMW Motorcycle Club's Risk Management Plan as in the club's official Newsletter. By registering for this event participants agree to abide by all the conditions of the said Management Plan and by any Government Covid-19 restrictions/protocols in place at the time. Current Vaccine Passes Required</p>		



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Photography Tips

Left for a second month as it might be useful for the holidays

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

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

A logo for the Green Award, featuring a circular emblem with the text "GREEN AWARD" and "WARM WELCOME".

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 Second 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 at as a virtual meeting at **5:00 pm on Sunday 13th February 2022**. Details of the Virtual Meeting will be sent out to your listed email address closer to the event.

REMIT/S:

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 on or prior to 5.00pm on Monday 24th 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 Monday 24th January 2022 will not be accepted.

AGENDA:

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 fourteen days prior to the meeting.

ELECTIONS:

There may not be a need to vote for Board Positions. Currently there are three vacant positions and three individual nominations (one for each of those positions). In the event that there are no other contenders, those vacant positions may be filled without a need for a vote.

Positions open for nomination are now **President, Vice President and Secretary**. The Nomination Form is available by clicking [HERE](#), or, on our website bmwmc.nz or, 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 early on Tuesday 25th 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 Monday 24th January 2022 (twenty days before the AGM)

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	Tuesday 25 January 2022
Annual General Meeting:	Sunday 13 February 2022

David Ross

National Secretary secretary@bmwmc.nz



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eastcoast@bmwmc.nz

Ride Master: Joe Booyens
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eastcoast@bmwmc.nz

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westcoast@bmwmc.nz

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canterbury@bmwmc.nz

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southern@bmwmc.nz