



# NEWSLETTER



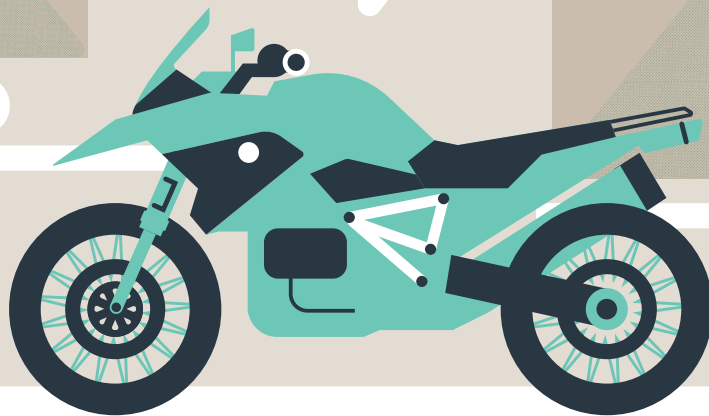
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**EDITORIAL COPY TO:**Colin Gates  
[newsletter@bmwmc.nz](mailto:newsletter@bmwmc.nz)**OTHER CORRESPONDENCE TO**The Secretary  
BMWMCNZ  
PO Box 109-245  
Newmarket  
Auckland 1149  
New Zealand**PRESIDENT**Chris Souness  
021 494 952  
[president@bmwmc.nz](mailto:president@bmwmc.nz)**VICE PRESIDENT**Stephen Parkinson  
021 989 092  
[vicepresident@bmwmc.nz](mailto:vicepresident@bmwmc.nz)**SECRETARY**David Fish  
021 927 901  
[secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)**TREASURER**Colin Gates  
027 9222 350  
[treasurer@bmwmc.nz](mailto:treasurer@bmwmc.nz)**MEMBERSHIP SECRETARY**Barry Petherick  
027 341 6949  
[membership@bmwmc.nz](mailto:membership@bmwmc.nz)**AREA REP LIAISON**Ian Marcartney  
027 281 0242  
[arl@bmwmc.nz](mailto:arl@bmwmc.nz)**BMWMC GEAR**[shop@bmwmc.nz](mailto:shop@bmwmc.nz)**Thank you for your  
feedback and stories**  
[feedback@bmwmc.nz](mailto:feedback@bmwmc.nz)**Contents**

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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 2<sup>nd</sup> day of the month.

**We look forward to your contributions.**

**A Very Warm Welcome to:**

Leo	ALLOM	HAWERA
Bevan	ASPRAY	NELSON
Eugene	BAJEMA	NEW PLYMOUTH
Graeme	BERGH	PORIRUA
Tim	BLAKE	WOODEND
Stu	MURRAY	WAITARA
Colin	PETTERSON	LEVIN
Barry	RODGERS	TAURANGA
Jim	SANCHEZ	AUCKLAND
Steve	SMITH	HADLOW

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 2<sup>nd</sup> day of any month but the earlier the better. 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 and/or usually credited when known, unless requested otherwise.

**Cover picture: BMW M 1000 XR****Photo by: BMW Motorrad****Date: October 2023**



## President's Podium

Chris Souness



BMW Motorcycle Club  
Aotearoa New Zealand



## November 2023

Well, it's been a little over a week since the GS Rallye in Rotorua. I'm disappointed that I couldn't attend but delighted to hear and read such great reports of the event. The weather was perfect and circa 200 riders turned up for the experience. There is always a focus on ride disciplines, with an excellent choice of sealed-road, gravel, and challenging ride options.

I've seen some great videos and photos appearing on social media showcasing the event as well as some of the more testing elements of the riding. Unfortunately, I couldn't attend this year but the feedback has been very positive and I'm very keen to attend next year.

Huge thanks to everyone involved in the organisation of the event. A huge effort goes on in the background to ensure a weekend like this runs smoothly and is fun for all, so a big "PAT ON THE BACK" to the Kiwi Rider Team, the BMWMCNZ Team and all the sponsors involved. Continental Motorrad was a major sponsor this year, providing a broad range of support from event branding to providing motorcycles available for test rides. We look forward to working closely with them at future events.

South Island RAG: Our next event is only weeks away from this year's South Island Rag Rally (SIRR) at the Top 10 Holiday Park in Akaroa, 24th - 26th November. To answer some questions, there are spaces left at the holiday park but please call them to book as the website might show it's full and it is open to any brand of motorcycle. We hope you can attend as it is always a great way to spend your weekend. Booking details are under the Events page on our website and in the newsletter.

Annual National Rally: All the planning is going great guns for the Annual National Rally in January with things coming together nicely. As ever, the team on the ground have been doing an excellent job. Registrations continue to arrive; however, we have more people booked at the resort than we have received Club registrations. Please remember to register if you are coming.

Continued...







## President's Podium

Chris Souness



BMW Motorcycle Club  
Aotearoa New Zealand



## November 2023

To answer some questions, the price of our accommodation includes a continental breakfast. Accommodation is to be booked directly with Methven Resort, at a rate that should ensure we have exclusive use of the Resort for the Rally. This will ensure we have access to all areas of the venue for our club activities such as the Gymkhana and Concours de Elegance without worrying about other guests. Yes, the Beat Girls are booked for Saturday evening with the compliments of Star Insurance - Thank you, Star!

The excitement is building so if you are planning on making the annual pilgrimage to the National Rally and AGM, make sure you follow the links on the events page to book your accommodation and register with us.

All the best and I look forward to catching up with as many of you as I can in Akaroa later this month.

As always, have a wonderful month and enjoy the ride!

Ride safe





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Registration is open!

Join us for the 2024 Annual Rally & AGM in Methven  
Friday 19—Monday 22 January, 2024

Book your place now at [Events - BMWMC](#)



They're back!  
Pack your boogie shoes for the  
Beat Girls - at the Methven Annual Rally!



Please note:

- For those staying at the Resort, the accommodation rate includes a Continental Breakfast
- The rate has been negotiated to try and ensure we have exclusive use of the Resort for the weekend

Be sure to be there 😊





# Area Report: Bay Of Plenty

by Alan Belworthy



Great day for a Ride! October 15th



**B**OP Coromandel Loop.

We had a keen bunch start out from Z Bethlehem and head through Katakati, bypassing Waihi via Golden Valley Road until we came across a massive washout. We made a slight backtrack and carried on to Whangamata for morning tea after retrieving the V Strom 1050 from the other side of the washout. Time now to head to Coromandel for lunch, about 1/2 the group turned off at the 309 Road and the rest went over the hill via the sealed roads. Lunchtime at Coromandel township followed by a fantastic ride down the Thames Coast, through to Te Poi Pub for a debrief. A great day out with a great bunch of riders. See you next time!

Alan #3269





# Area Report: Bay Of Plenty

by Alan Belworthy



Great day for a Ride! October 15th



Alan #3269



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# A Toast To Our Host

by Dave Morris



A tribute to the accommodation hosts who give us a bed for the night. Some (on request) can/will offer a quiet place to park the bike out of sight and sometimes even in a lock-up under shelter. I am always been extra grateful for this and have never come to expect this as a given. I have often gone back to them for future visits, establishing a friendly rapport. Among other places, I have experienced this is Matawai, Westport, Timaru and Patea, to name but a few. Thank you...

## Here's To Our Host

I've travelled far on the motorcycle, see,  
Beautiful places I've happened to be.  
But one little thing I could not forgo,  
Our accommodation hosts, John & Jane Doe.

They offered me a sheltered locked space,  
To secure the bike while I slept in my place,  
The bike was kept dry and out of sight,  
I slept like a log, dry: - Right through the night.

So, this is a tribute to accommodation hosts,  
Whether heart of the city or around our coasts  
A toast to our managers, their staff, and the like,  
All 'round our fair land who secure our loved bikes.

Here's to, our hosts, they tend to our care,  
Promoting goodwill, Inspiring repairs. \*  
Here's to, -- here's to....  
Here's to our hosts. Cheers.

\*Go frequently.

**Dave #1774**



# Area Report: East Coast

By John Wuts



Our monthly get-together was held on Tuesday 31 October at FIKO's in Havelock North. A total of seventeen people attended - and our South African members Stella and Walter managed not to gloat about the rugby result. Such self-control!

Our next gathering will be our Christmas function, to be held at the residence of Bronwen and Peter in Bay View, date to be confirmed, sometime in late November or early December.

John #1867



Pam, Leonie, Rebecca, Stella, Robyn, Ann, Alan, Maria, Tony, Warren, Les, Walter, Ed, John F, Robert, and Carole

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# Area Report: Taranaki Tales

by Wayne Higgins



## October's Ride



It has been great to see excellent turnouts to our monthly rides and this month was no exception with 12 bikes and 15 riders. We've welcomed some new faces who came along to check out the group, and have since had a couple of new members join the club.

This month's ride was around our majestic mountain, Mount Taranaki. We met in New Plymouth and headed up to the Kaitake Ranges to our first stop at Pukeiti Gardens, always a great ride. Here we had a chat and luckily the weather was playing ball, some of us took our wet weather gear off (silly mistake).

After Pukeiti we headed towards the coast. Coming out of the bush gave us a great view of the coastline.

We took a few nice curvy roads to the main road to Rahotu where a couple of us needed to clip a checkpoint for another ride they were doing.





# Area Report: Taranaki Tales

by Wayne Higgins



After this, we headed around toward Stratford on the upper road and this is when the weather turned unfavourable, but we carried on.

Our ride ended at the Stratford Mountain House for Lunch. How lovely walking in the warmth of this great restaurant. The ladies certainly appreciated it.



A delicious lunch was eaten by all, with choices from soup to whitebait fritters!

Wayne #4097



# Area Report: Rangitikei Roundup

By Murray Petherick



Sunday 8<sup>th</sup> of October



Dukes Roadhouse Cafe

The monthly ride took place on Sunday 8<sup>th</sup> of October following the coffee get-together at the Ginger Bird Café in Colyton. The proposal was to ride up the Pohangina Valley Road, since we hadn't been there for a while, and to lunch at the Dukes Roadhouse Café in Mangaweka.

Eight bods on seven bikes gathered at the Ginger Bird and despite the weather looking a bit marginal towards the hills we decided to go ahead with the ride as planned. Don said he would only go partway with us as he wanted to get back to Feilding reasonably early to watch his grandson race on the track at Manfeild.

Barry led us on a cruisey ride along Valley Road and then up the Pohangina Valley. The

weather stayed fine although there were dark clouds not far ahead at one stage. Towards the head of the Valley, we stopped to check out the railway carriages parked in the paddock, close to the road. They have been there a year or two now and it is unclear what they are to be used for, although some sort of accommodation unit would seem a likely purpose. They are clearly sign-written 'Gatwick Express' so someone presumably paid a substantial amount to get them to a paddock in the 'back of beyond'. From there we headed on up the Valley, towards the dark cloud, but before we reached it the road swung westwards and took us around the rain shower so we carried on, in the dry, towards Mangaweka. Don left us to head down through

Apiti to Feilding and we made our way to the café for lunch. We encountered a few slips on the road, some of which demanded a bit of care to navigate around, as we headed around the bluffs and down to cross the Rangitikei River, crossing on the new bridge.

Following lunch, we split to return home via various routes. Peer and Neville headed to Whanganui via the Turakina Valley Road, Barry and Ian headed home to Levin, and Alan (and Judith) and yours truly headed southwards to Palmy and Levin respectively, via Vinegar Hill.

All in all, a good day out, particularly since we managed to dodge the threatened wet weather.



# Area Report: Rangitikei Roundup

By Murray Petherick



The Gatwick Express

## Monthly Brunch Gathering.

Sunday 22nd saw a group of 16 gather at the Woolshed in Sanson for the monthly brunch session. Another good, convivial social session at a pleasant venue and it was good to welcome new member, Colin Petterson, to the group.

Murray #2690

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# Area Report: Wellington

By Denis Hulston



## Club Social Meet & Eat 2<sup>nd</sup> October

A good evening at the Petone Club, with twelve attending, despite several members being away from Wellington. Denis & Annie, Martyn & Sue, Ian & Lynn, Brian, Cheryl & Dave, Dave O, Alistair, and new member Gill du Toit.

## Club Rides October 2023

### Thursday 5<sup>th</sup> October – Pahiatua Track circuit.

With a great day for riding - fine weather with no wind, five riders (Ian H, Ian M, Geoff H, Martyn W, Denis H) met at BP Mana for a ride through Horowhenua, over the Pahiatua Saddle and returned home via the Wairarapa.

Our first stop was at Shannon, to catch up on the gossip, and then we rode the Pahiatua track

from Aokautere. The ride up the Pahiatua Track was the slowest I've ever done, behind a line-up of trucks and road works, but we had a clear run once we'd reached the saddle and the trucks pulled over. We took the Nikau Road, Tutaekara southern route to SH2, which is a great ride, and on to Eketahuna for a lunch stop. We rode through to Alfredton, joined

Highway 52, Whangaehu Valley, bypassed Masterton and rode south via Te Whiti Road, to Gladstone and Martinborough for a coffee stop. Despite road works and traffic lights on Remutaka Hill, we managed to get ahead of the traffic at the lights and had a fast trip over the hill - 365km of excellent riding and a great day out.

### Sunday 8<sup>th</sup> October – Ride to Riversdale and Castlepoint

Just three riders today, Denis, Ian M, and Chester. We'd planned a split group combo ride option returning via Holmwood Road if there had been more riders but canned the gravel option for some good bitumen riding. We rode to Riversdale via Carterton, Gladstone, and via the back roads Te Wharau and Stronvar Roads. With good weather, we continued to Castlepoint via Whareama and Lansdale Roads. This is a beautiful winding hilly route, although there is a lot of evidence of storm damage slips and road slumps out towards Riversdale and

Castlepoint, which will take a long time to repair, but none

of that detracts from the ride. Denis #3184



Ian and Chester geared up against the southerly at Castlepoint

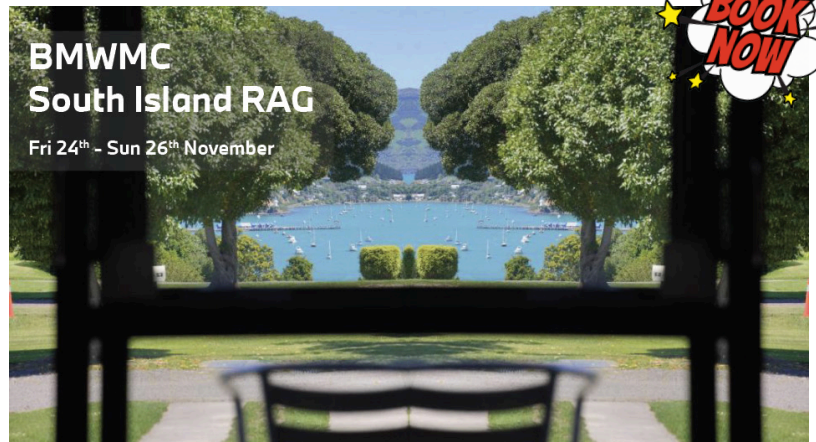
# Events Page -

[Click HERE](#)  
for latest details

## November 2023 South Island RAG

24<sup>th</sup>-26<sup>th</sup> November 2023

Details and Registration on  
our website or [Clicking HERE](#)



## January 2024 - Annual National Rally

South Island 19<sup>th</sup>-21<sup>st</sup> January 2024

Registration and Details on  
our website or [Clicking HERE](#)



*Please, always check our [website](#) for the latest details.*



# Motorcycling in Ireland

By Denis Hulston



some of the places I'd explored and to share Ireland's west coast with my partner Annie, who hadn't been to Ireland.



Annie has a remarkable talent for finding Airbnb in local neighbourhoods anywhere in the world and on this occasion, finding the best motorcycle rental to suit us in Ireland.

down the middle. Despite that, they were mostly bitumen. So riding was slow, and always visually stunning so there was lots to experience.

Thirty years ago, I worked with a good friend, also named Denis, who returned to his hometown, Belfast. That was my excuse for travelling to Ireland to catch up with Denis. That visit was prior to the Good Friday agreement so when Denis lent me his car to drive down the wild west coast it came with his instructions – do not leave the car unoccupied in central Belfast. Empty cars were likely to be blown up under suspicion that they were car bombs. There were still military helicopters hovering over the area near where Denis lived. I recall stopping in Armagh, walking down an alley to turn left into the main street and being confronted by a burnt-out gun shop. My walk down the street was accompanied by two armed British soldiers crouched with guns presented to cover each other as they patrolled the street. Such a contrast to the little old grey-haired lady who was going about her shopping in the same street.

We spent 10 days motorcycling in Ireland, riding an R1250GS, the same bike I ride back home. Celtic Riders, based in Dublin, organised the bike, our route, satnav and accommodation so all we had to do was pack up and ride. Each stop came with two nights of accommodation, which meant we could leave gear in our accommodation and ride local routes for the second day of each location. The distances, about 200km each day, didn't seem to be very great, given some of our riding habits back in NZ, however, we were soon to learn that west coast back roads were narrow, winding, steep and lined with hedgerows of fuchsia and quite frequently with grass

Our first stop was in Donegal, after an easy ride of 225km. The accommodation was comfortable and within walking distance of the centre of town. Our next day's 225km riding took us on a circuit further west into Gleneveagh National Park and Castle, Glengash mountain pass and the Slieve League Cliffs. This is a spectacular Atlantic seacoast, cliff, and mountain landscape.

We did experience rain and buffeting by cross winds for part of our ride. This was the worst weather we experienced over our ten days of riding. There's a saying, that it rains in Ireland, but only for ten minutes. There's a lot of truth

Returning to Ireland in October, I was keen to revisit





# Motorcycling in Ireland

By Denis Hulston



in that, as the sun bursts through soon after a rain shower. However, no one commented on how many multiples of ten minutes there might be in any period.

Back in Donegal, we found good food, Guinness, and live music.

Our next destination was Westport, County Mayo, another 250km ride. Our first stop was at Drumcliff to see the grave of WB Yeats, Ireland's much-loved poet. Our route took us on another loop out west to the Ceide Fields Neolithic site, the oldest walled field and village in the world, Minnaun Cliffs and Ballycroy National Park where we wandered over Europe's largest area of blanket bog and its preservations. Cliff landscapes over the Atlantic and myriads of little islands are magical.

In Westport, we stayed in a rambling comfortable hotel in the middle of town. With the bike safe in the car park under the hotel, we could walk out the front door into the town square for more food and live music.

Our second day 210km riding out of Westport took us into

the most stunning landscapes - Killary Harbour, riding surrounded by mountains to Galway Bay and an incredible Sky Road, Kylemore Abbey, Doo Lough Mountain Pass, a sobering reminder of death in the Irish famine, and back to Westport in the lee of Croagh Patrick.

Our next ride was to Bunratty, 210km, via another western circuit, with the opportunity to explore Dunquaire Castle on Galway Bay, and the Poul nabrone, a Portal Dolmen, and the extensive treeless limestone Burren landscape further west. We rode to the world heritage Cliffs of Moher which was crammed with tourist buses and overloaded carparks charging 12 euro per person for parking. This wasn't the Cliffs I'd visited thirty years ago when you could wander to the edge of the cliffs and watch puffins. We'd been told there was a spot where we could avoid the crowds, so we rode several winding kms to find a car park

on a farm on the southern end of the cliffs. We left the bike and our gear in security at the farmers for 5 euros and walked up onto the cliffs where we exchanged greetings with at most ten other walkers which restored some serenity to the cliffs and the views.

Our route into Bunratty was a circuitous one, and we arrived just as every kitchen providing food was closing. Durthy Nelly's which was renowned, didn't turn on any charm and we experienced the worst service we'd had in Ireland while we drank our Guinness at a designated spot at the bar as the staff cleaned up and packed up around us.

We chilled out on our second day in Bunratty and explored the castle, having covered some of the scheduled satnav route the previous day.

Our next destination was Killarney, via Conors Pass, the highest pass in Ireland, out on the Dingle Peninsula. Our route included a ferry ride into County Kerry, Tralee, and an interesting stop in Anascaul Village at Tom Crean's Pub, commemorating Tom Crean who was a member of Scott's expedition to the South Pole. We arrived in Killarney after a





# Motorcycling in Ireland

By Denis Hulston



235km ride.

The next day, 230km, we rode through the Gap of Dunloe and around the Ring of Kerry. Despite misty weather, the Gap was moody and beautiful. It's a very narrow winding road, which could be crowded with tourists, but our early start and the weather kept them at bay. The Ring of Kerry ride is beautiful, but tourism in Ireland is both a blessing and curse. Pre-Covid, Pete, at Pete's place one of our coffee and food stops told us the peninsula was over-run with 300 daily tourist buses.

Our final 320km day took us back to Dublin where we returned the bike and spent a night in Dublin before leaving Ireland for Newcastle.

The West Coast trip was a magical one. The West Wild Atlantic coast is stunning and offers great motorcycling. Celtic Tours was well organised and well equipped, and the routes they offered were well researched. Good Satnav routes meant we found our way down winding narrow roads to the remote and spectacular places we'd have struggled to find on our own.

Motorcycling is a great way to explore this beautiful Irish landscape. Denis #3184





# Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



## Collingwood picnic lunch – 8<sup>th</sup> October 2023

Ride organiser & scribe – Gretchen

Riders – Tony, Peter W, William, Trudi, Shep, Gretchen, Peter B. Visitor - Terry

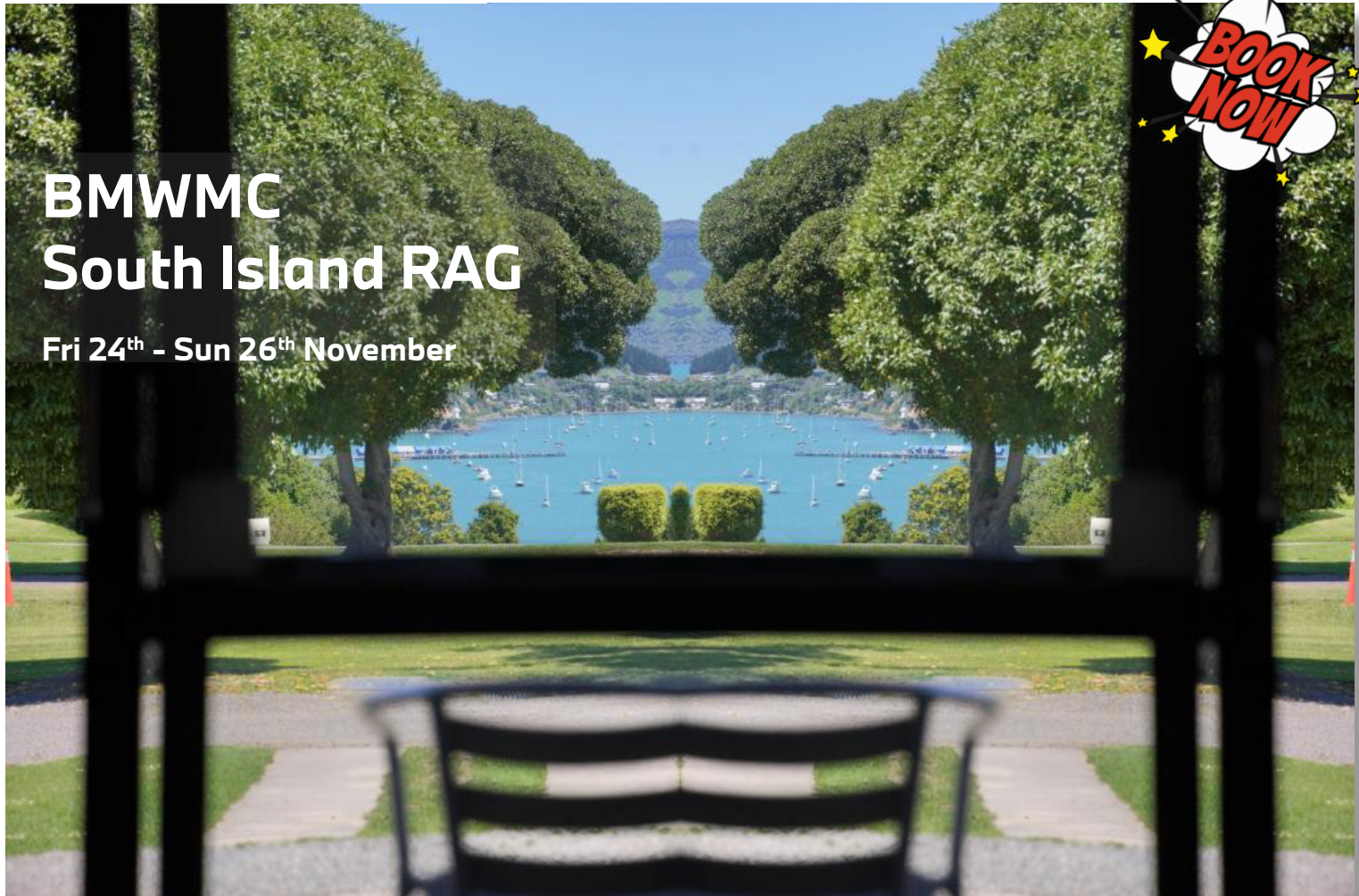
**P**eter B (sole Marlborough person today) 'flew' into the meeting place with time to spare! Andy was at the Riwaka café in his cycling gear. Our coffees arrived at our table before we did! We regrouped in Takaka after everyone did their own thing over the hill. It must be October because there were outcrops of clematis in patches of bush on parts of that hill.

We rode along Beach Road at Collingwood and found a nice spot

with picnic tables overlooking the beach and sea (the tide was out so no swimming today.....).

Everyone went their separate ways after lunch - Peter W and Tony headed off on their Kawasaki KLX250s to explore a gnarly bit of old goldfields road nearby, Trudi and I stopped for an ice cream at Upper Moutere. I found it quite satisfying coming home when I passed a car, which had previously tailgated us for quite some time, parked on the side of the road going down Takaka Hill – for a car-sick passenger.....?

Gretchen #949



**BMWMC  
South Island RAG**

**Fri 24<sup>th</sup> - Sun 26<sup>th</sup> November**







# RAG RALLY

REGISTRATION FORM  
(South Island)  
Top 10 Holiday Park  
Akaroa  
Fri 24<sup>th</sup> – Sun 26<sup>th</sup> Nov 2023



BMW Motorcycle Club  
Aotearoa New Zealand



## SOUTH ISLAND RAG

Name/s	
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BMWMC Mem #		Area	
Mobile No.		Home No.	

Registration & Badge fees - Saturday's BBQ Dinner inc.	NUMBER	COST / PP	TOTAL
• BMWMC Member		\$30.00	
• NON BMWMC Member		\$60.00	
• RAG RALLY Badge		\$20.00	
This is a BMW Motorcycle Club Qualifying Event		<b>TOTAL \$</b>	

**Note:** Registration fees are non-refundable (although, special applications may be considered).

Have you already booked you accommodation?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
--	------------------------------	-----------------------------

Please click this link to the Akaroa Top 10 Holiday Park to secure your accomodation. [Akaroa Top 10](#)

To help us, please list the names of all persons you have registered in the same cabin with you, thank you.

**All attendees are required to complete a Registration form.**

**DISCLAIMER:** This Rally will be run under our BMWMCNZ Risk Management Plan as in the club's official Newsletter


<p>Please email a scan/photo of all <a href="#">Registration Forms</a> to: <a href="mailto:sirag@bmwmc.nz">sirag@bmwmc.nz</a></p> <p>Registrations close: <b>Friday 30<sup>th</sup> October 2023</b></p>	<p><u>Payment by Internet Banking</u> or by Card online – under Events</p> <p>BMWMC Account <b>03-1519-0034447-00</b></p> <p>Particulars: SURNAME Code: <b>SIRAG 2023</b> Reference: Mobile OR Member #</p>	<p><u>General enquiries to:</u></p> <p>Rally Coordinator Stephen Parkinson 021 989 092</p> <p><a href="mailto:sirag@bmwmc.nz">sirag@bmwmc.nz</a></p>
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# Area Report: Canterbury

by Ralph Moore



## Windy Ride

When I left home on Saturday morning, it was a nice calm, sunny morning. Looking like a perfect day. By the time we had met up in Woodend, a raging nor-wester had set in. Everyone was still keen to go riding! So, we headed up SH1, getting pushed around a bit by the breezy conditions. Once we turned off SH1 onto the quieter road leading out to Motunau, our ride became quite pleasant with the shelter offered by the hills. Soon we were onto gravel and not really noticing the wind very much. We took a detour through a farm for a taste of some grassy tracks over the hills. The higher open parts of this track exposed us to some strong gusts.



Jeff Louwman on the farm track



By the time we stopped at Cheviot for lunch, we were receiving text messages from the Met Service, warning Severe NW gale force winds. Once again, we discussed what was our best option given the conditions. We decided to avoid the main road and stick to the quieter back roads. By chance, the quietest back roads were all lovely gravel!! So, we headed through the Kaiwara Road enjoying the valleys.

Kaiwara Road



# Area Report: Canterbury

by Ralph Moore



Our first view across the Amuri Plains revealed a very ugly NW storm front pushing over distant mountains towards us. When we dropped down into the Amuri, we stopped in a calm spot for a breather.



Taking a break



Blocking our way

Then we took a fair battering as we rode across the Amuri Plains to Masons Flat and into the Waipara Gorge. The wind seemed to be increasing and now we were seeing trees blown down and found a couple blocking our way.

Fortunately, we were able to ride around them. It was noticeable how much the smaller bikes got pushed around by the wind, while Jeff on the GS1200 had an easy time. There was pine needle debris flying around us as we made our way through

the Gorge. We planned on stopping in Amberley for a pizza and debrief. But Amberley was enjoying a power cut, and everything was closed. We finally found a cafe open in Kaiapoi to sit down and talk over the day's adventure.

Ralph #3082



# Member's Story - Travels, continues...

Grame & Sue Duncan



We arrived back in Denmark from our Iceland leg on the 1<sup>st</sup> of July 2023, and within 2 hrs were on the ferry again, this time to Norway. We had allowed 2 months to travel through Norway, Finland, and Sweden but the route was not planned other than we would head north through Norway and south through the other two. We ended up with a real mix of accommodations; Bunk a Biker, camping in the tent, camping in cabins, a couple of Home exchanges and some hotels. Our first 3 nights were with 2 different Bunk A Biker hosts which was great because we got quite wet, and we were able to get some good travel information.

We learnt very quickly that there is a lot to see, and the roads are not very fast. On the first day, we visited the first of several German WW2 forts we would explore and visited the southernmost point of Norway, Landsnes. Only 2,518km to the "accepted"

northernmost at Nordkapp.

We visited Hellenen, houses under a rock outcrop..there have been humans living here for over 6000 years. Heading north we visited Lysebotn and Trollstigen, two of the well-known

Trollstigen was ridiculously busy with buses, campervans, cars, cyclists and motorcyclists all trying to go round the hairpins in opposite directions at the same time. In my opinion, buses at least, should be banned or restricted to a couple of set hours a day.



Loads of waterfalls, tunnels, glaciers, fjords and ferries.



mountain roads full of hairpins. Lysebotn even has a hairpin inside a tunnel at the bottom.

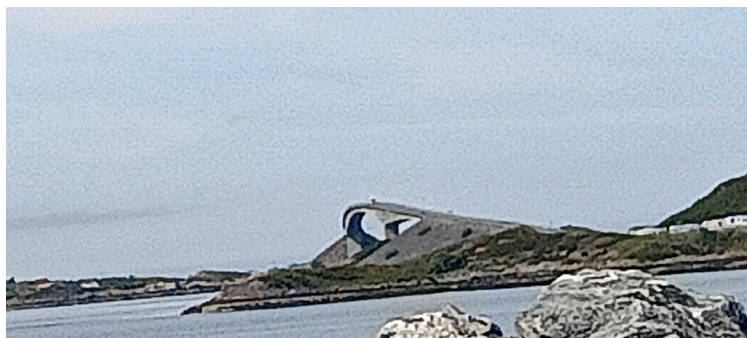




We signed up to a Ferrypay app which meant they just photograph your number plate and charge it to your assigned credit card. Which, half the time they didn't even bother with it.



We headed back out to the coast to do the Atlantic Ocean Road, an 8.5km stretch of road that island hops. The bridge at the beginning is often photographed and is well known for



its apparent steepness, however, the reality is quite different. It was a lovely bit of road but very underwhelming, especially the bridge. We even found some gravel as we followed the coast up.

We decided to replace our tyres in Trondheim which was a little early but further north seemed to carry issues in supply. From Trondheim to Bodo we rode the coastal route which was absolutely superb. The Kystriksveien is 650km with 6 ferry crossings. On the way to Bodo, we crossed the Arctic Circle and took a climb to an arm of Svartisen glacier, the 2nd



largest in Norway.

The weather is now getting cool and averaging 8-10C each day. Rode the Lofoten islands in dubious weather. Made it to Nordkapp in 3C! Then across the top toward the Russian border and Finland. We visited ancient rock drawings in Alta



Loads of Reindeer everywhere....on the road they do not scatter like sheep, but just walk past or stand and stare. None are wild, they are all owned and rounded up for tagging and culling twice a year, but in between they wander the forests.



Finland was forests and lakes and ongoing bad weather.

In Tampere, Finland we stayed with Jouni and Sari who lived in Pirongia for many years. We did not realise that between Finland and Sweden are a mass of small islands and you can cross halfway by road. The last section is a 5hr ferry trip. On the Swedish end once again



it is a mass of small islands. We popped into the Swedish Royal Palace then carried on across country to stay with friends for a few days. We decided to head back to Norway as we were ahead of schedule and ride some more of their fabulous roads. We got as far as a little place called Grimsbu when storm system Hans hit Scandinavia, turned out to be the worst system in 50yrs. Our overnight turned into 3

Cont...





Llatefossen, Norway



Reindeer at Santa Claus Village, Finland

nights and when we finally left most roads were closed. We could really only head south to Oslo because of flooding and slips. From there it was back to the southern coast of Sweden and across the bridge to Denmark.

Fun facts:

Norway, has approximately 1,255 road tunnels covering over 750km.

Finland has approx. 188,000 lakes!

Sue Duncan

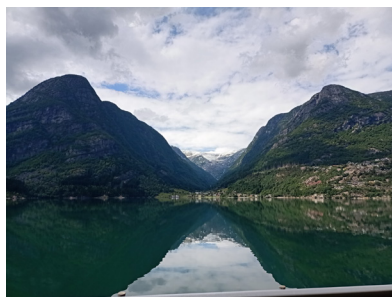


Svartisen Glacier



Made it to Nordkapp

Follow their travels on FaceBook. [2wheels2panniers2up](https://www.facebook.com/2wheels2panniers2up)



Tree Tower, Denmark





Must check the expiry date  
on my membership card  
with BMWMC

Expiry date looms and don't  
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BMWMC

Remember to write a note  
about my travels and  
email it to  
[editor@bmwmc.nz](mailto:editor@bmwmc.nz)

Time	Class	Date	Comment
48.775	Bears	24/10/2022	
57.687	Bucket	21/10/2018	by [54] Jonny Lewis
1:00.436	Classic Pre 63	21/10/2018	by [16] Dan Jenkins
48.138	F Grey	21/10/2018	by [62] Bruce Verdon
47.476	F1	21/10/2018	#38 - Jay Lawrence
49.564	F2	21/10/2018	by [37] Jay Lawrence
50.307	F3	23/10/2023	by [11] Seth Devereux
50.582	Post Classic Pre	24/10/2022	by [54] Jonny Lewis
53.057	Post Classic Pre	24/10/2022	by [167] Heath Botica
51.294	Post Classic Pre	23/10/2023	by [24] Chris McMeeken
1:24.365	SM Open	24/10/2022	by [723] Jordan Burley
			by [999] Andrew Rudd

## Greymouth Results

## Motorcycle Rego Cashback programme

Great news! We have extended the programme until 30 June 2025. We offer experienced riders, who are eligible, \$200 Cashback on their motorcycle rego.

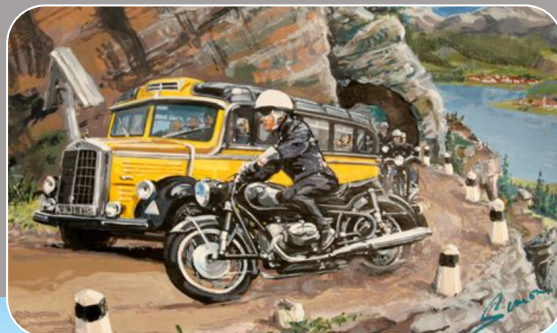


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**"The M XR is the third M model from BMW Motorrad. Based on the current S 1000 XR and S 1000 RR, the product substance of the M 1000 XR - M XR for short - has been tuned to meet the specific requirements of a long-distance sports bike. The riding dynamics speak for themselves, both on the country roads as well as on the race track and on long-distance journeys".**

Dominik Blass, M 1000 XR Product Manager.

**The new BMW M 1000 XR: the long-distance sports bike designed to meet the highest demands, from dynamic riding on country roads to long-distance touring and racing.**

At the end of 2018, BMW Motorrad already introduced the successful M model range strategy for motorcycles and has been offering M special equipment and M performance parts ever since. The new BMW M 1000 XR is the third M model from BMW Motorrad to celebrate its world premiere, following the M 1000 RR superbike and the dynamic M 1000 R roadster: The long-distance sports bike M 1000 XR.

In the centenary year of BMW Motorrad, the dynamic philosophy of the world's most powerful letter is also applied to the new M XR:

M is synonymous worldwide with racing success and the fascination of high-performance BMW models and is aimed at customers with particularly high demands for performance, exclusivity and individuality.

With an engine output of 148 kW (201 hp), a DIN empty



Cont...





weight of only 223 kg and suspension technology and aerodynamics designed equally for high-performance country road use, extended long-distance trips and fast laps on the race track, the new M XR, as the lightest representative of this crossover segment, opens up dynamic driving dimensions previously reserved for thoroughbred superbikes.

**Powerful M XR 4-cylinder based on the RR engine. Even more peak power, higher torque and increased thrust and traction thanks to shorter secondary and gear ratios for maximum riding pleasure on country roads and race tracks.**

The new M XR features a modified water-cooled 4-cylinder in-line engine based on the power unit of the S 1000 RR. Its peak power is 148 kW (201 hp) at 12,750 rpm, 23 kW (31 hp) more than in the new S 1000 XR. The maximum torque of 113 Nm is reached at 11,000 rpm. The maximum engine speed of the M XR is 14,600 rpm. Increased rear wheel pulling power in all gears is also provided by a shorter secondary gear ratio through the use of a sprocket with now 47 teeth (S 1000 XR: 45 teeth). In addition, the gear ratios of the 4th, 5th and 6th gear are now shorter compared to the S 1000 XR, which also benefits traction at the rear wheel, acceleration and pulling power.

**M winglets and wind deflectors: Brake later, reduce wheelies and accelerate earlier thanks to aerodynamic downforce.**

In addition to drive and suspension technology, aerodynamics was also a key item in the specifications for developing the M XR. The new M XR was given winglets in the area of the front side panels with the aim of achieving even faster lap times on the race track and the best possible riding stability at high speeds, From a speed of about 100 km/h, they provide an increase in front wheel load thanks to the aerodynamic downforce generated. It increases by approx. 12 kg at 220 km/h.



Cont...



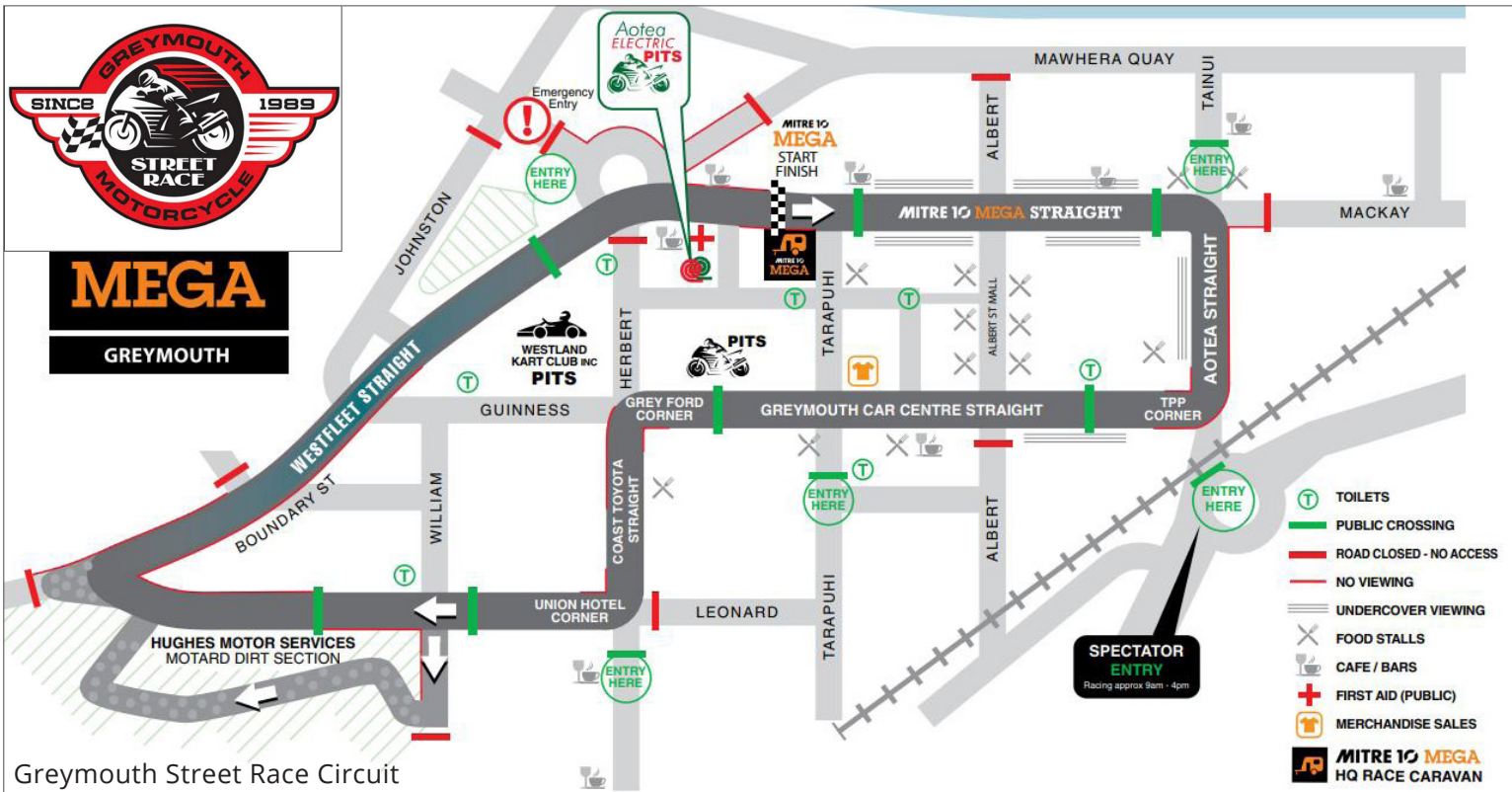
## Some highlights of the new BMW M 1000 XR.

- Shift cam engine of the S RR, output 148 kW (201 hp) at 12,750 rpm, 23 kW (31 hp) more than in the new S 1000 XR. Max. torque of 113 Nm at 11,000 rpm.
- Shorter secondary gear ratio (sprocket with 47 teeth instead of 45).
- Shorter gear ratios of 4th, 5th and 6th gear.
- Optimised intake system with variable intake funnels for improved charge exchange at high engine speeds.
- Steeply angled titanium rear silencer with Carbon end cap. • M Endurance chain.
- Riding modes "Rain", "Road", "Dynamic", "Race" and "Race Pro1-3" as well as the latest generation of Dynamic Traction Control DTC and DTC wheelie function with 6-axis sensor box.
- Four adjustable throttle characteristics available now for optimum response. "Engine Brake" with triple adjustability of engine drag torque in "Race Pro" mode.
- Brake Slide Assist assists the rider when brake drifting.
- Shift Assistant Pro for fast upshifts and downshifts without using the clutch.
- Launch Control for perfect race starts and Pit Lane Limiter for keeping to the given speed precisely in the pit lane.
- Hill Start Control Pro for comfortably starting off on inclines.
- M winglets: Brake later and accelerate earlier, plus more high-speed stability thanks to aerodynamic downforce.
- Upside-down forks with adjustable spring base in conjunction with standard DDC.
- M brakes on a long-distance sports bike from BMW Motorrad for the first time: The M XR offers maximum braking performance for riding on country roads and race tracks.
- Aluminium forged wheels.
- M Carbon wheels with M- tapes and M- lettering on the rim: High-grade, light, high-tech components deliver maximum performance as part of the optional M Competition Package.

Much more to read in the full article  
(clicking the download button)







A group of us clocked some k's in the South Island recently, primarily to watch the Greymouth Street Races this year. Great fun and such gorgeous scenery the South Island has, not to mention the lovely tight twisties. Discovering lots of gravel roads to liven things up too. The whole trip went extremely well, aligning perfectly with warm, dry weather throughout.

Greymouth Races never disappoints and it was a bonus to see, among all the wonderful bikes a 1971 BMW R100, ridden by Heath Botica, in the Pre 72's Class.

- Engine Raised approx. 50mm and narrowed a tad
- 40mm Dellorto carbs
- Total loss ignition system
- Crank, rods and pistons by Motoren-Israel, Germany
- Heath recorded the fastest lap in this class, 54.582







Heath Botica with his  
BMW R100 1971  
Post Classic Pre 72



*weight mania photography*



# BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

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

## Riding Code:

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

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



The advertisement for Arcadia Motel Christchurch features a large photo of the motel building with a sign that reads "ARCADIA MOTEL CHRISTCHURCH Comfortable, spacious affordable accommodation". To the right, there are three smaller inset photos showing the interior of a room, including a bed with a red coverlet, a living area with a blue sofa, and an outdoor view of the motel.

**FREEPHONE 0800 272 23 42**

564 Ferry Road, Woolston, [www.arcadiamotel.co.nz](http://www.arcadiamotel.co.nz)

Geoff Lester 027 285 1293



# Marketplace

To advertise, please email  
newsletter@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.

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**Phone Dion on 027 240 3543 or email [digitdion@yahoo.com](mailto:digitdion@yahoo.com).**

Cheers, Dion Dunlop



# Notice of AGM 2024

The 2024 Annual General Meeting of BMW Motorcycle Club of Aotearoa New Zealand (Inc.) will be held at **5:00 pm on Saturday 20th January 2024** at the Methven Resort, situated at 51 Main Street, Methven

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 1st January 2024. The Secretary will accept notices as a document attached to email at [secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)

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 and must be dated and signed by the mover and seconder, both of whom must be members of BMWMC. Any subject of discussion or notice of resolution submitted after Monday the 1st of January 2024 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 fourteen days prior to the meeting.

The positions of Vice President, Treasurer, Membership and Area Rep Liaison were re-elected for a two-year period at the 2023 AGM.

The following positions are open for election at this AGM

- President - incumbent Chris Souness, who is willing to serve another term
- Secretary - incumbent David Fish, who is willing to serve another term

These positions are open for any other member to be nominated if they so wish.

The Board would encourage anyone who wishes to be involved, to have themselves submitted for nomination to any of the available positions.

In accordance with the BMWMC Constitution, each elected position is for a two-year period. The Nomination Form is available by clicking [HERE](#)

Nominations must be by a current financial member and endorsed by the nominee. Nominations must be published in the final Newsletter before the AGM, and as such must be received by the Secretary no later than 5:00pm on 15th December 2023.



# Notice of AGM 2024

Nominations may be received at the annual general meeting provided that no member can be elected who has not consented to be nominated.

Final Notice of our AGM will be sent out on Saturday 6th January and will include details of the business at hand that includes:

- o Minutes of the previous meeting,
- o Annual report from the Board,
- o 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,
- o Election of Officers
- o 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 Sunday 31st December 2023)

## Important Dates:

<b>Nominations for Board Members</b>	<b>Friday 15th December 2023</b>
<b>Final Date for Newsletter publication</b>	<b>Thursday 22nd December 2023</b>
<b>Subject for Discussion / Remit</b>	<b>5.00pm Sunday 31st December 2023</b>
<b>Final Agenda for AGM</b>	<b>Saturday 6th January 2024</b>
<b>Annual General Meeting:</b>	<b>Saturday 20th January 2024</b>



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**BMW Motorcycle Club**  
Aotearoa New Zealand





# AGM 2024 - NOMINATION FOR ELECTION TO OFFICE

## 1. Details of the Member making the nomination

Name: ..... Membership Number: .....

Address: .....

Signature .....Date: .....

## 2. Details of persons nominated

Name: ..... Membership Number: .....

Address: .....

I nominate the above Nominee for the Board Position of:

( Write the Board Position in the box below )

## 3. Nominee Acceptance

I acknowledge and accept the nomination shown above.

Signature .....Date: .....

## 4. Constitutional Requirement

7.2.1 Each year the members of the Club eligible to vote shall, by ballot, elect the President, the Vice-President, the Secretary, the Treasurer, the Membership Secretary and the Members' Representative. Nominations shall be by way of written nomination signed by a current financial member and endorsed with the consent of the nominee. Nominations must be received by the secretary to enable publication in the last newsletter distributed before the day fixed for the Annual General Meeting. Nominations may be received at the annual general meeting provided that no member can be elected who has not consented to be nominated.

## 5. Nomination Delivery Options

Either

- **Post the physical form** to The Secretary, BMWMC, Post Box 109-245, Newmarket, AUCKLAND 1149, (Allow 10 working days from posting for mail to be received by the Secretary). **Or, preferably**
- **Scan and email** the completed form to [secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)

Nomination forms **MUST** be received by **Friday 15 December 2023** so that all candidate details can be sent out to all members with the formal notification of the Annual General Meeting. Nominations made after 15th December 2023 can only be presented prior to the start of the AGM and will NOT be published.





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## Area Representatives



**NORTHLAND**

Ian Macartney  
027 281 0242  
[northland@bmwmc.nz](mailto:northland@bmwmc.nz)

**TARANAKI**

Wayne Higgins  
027 506 6488  
[taranaki@bmwmc.nz](mailto:taranaki@bmwmc.nz)

**WELLINGTON**

Denis Hulston  
027 443 3604  
[wellington@bmwmc.nz](mailto:wellington@bmwmc.nz)

**AUCKLAND**

Stephen Parkinson  
021 989 092  
[auckland@bmwmc.nz](mailto:auckland@bmwmc.nz)

**RANGITIKEI**

Murray Petherick  
027 433 6657  
[rangitikei@bmwmc.nz](mailto:rangitikei@bmwmc.nz)

**TOP OF THE SOUTH**

Peter Brandon  
021 842 291  
[topofthesouth@bmwmc.nz](mailto:topofthesouth@bmwmc.nz)

**WAIKATO**

Paul Quilter  
07 859 2512  
[waikato@bmwmc.nz](mailto:waikato@bmwmc.nz)

**EAST COAST**

please contact  
027 281 0242  
[eastcoast@bmwmc.nz](mailto:eastcoast@bmwmc.nz)

**CANTERBURY**

Ralph Moore  
027 284 7508  
[canterbury@bmwmc.nz](mailto:canterbury@bmwmc.nz)

**BAY OF PLENTY**

Alan Belworthy  
027 496 0748  
[bayofplenty@bmwmc.nz](mailto:bayofplenty@bmwmc.nz)

**WAIRARAPA**

Peter Tibbs (Aka Tibsy)  
027 335 6843  
[wairarapa@bmwmc.nz](mailto:wairarapa@bmwmc.nz)

**SOUTHERN**

Tharon Knoetze  
021 034 1760  
[southern@bmwmc.nz](mailto:southern@bmwmc.nz)