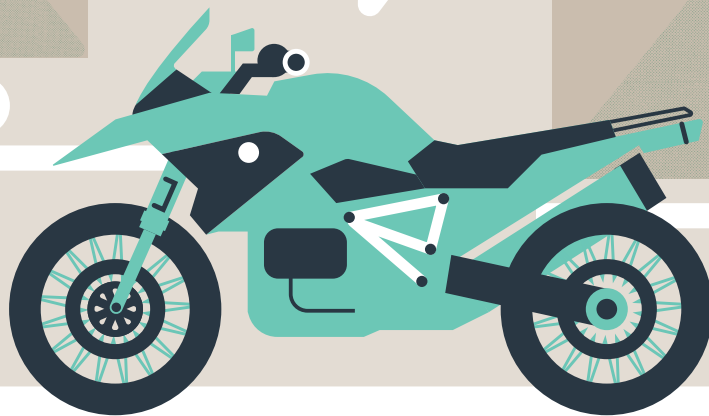




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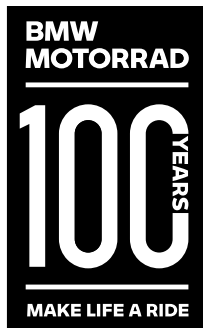


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**W**elcome to our New Members

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:**

BAKER-SLATER	Alan	AUCKLAND
CLAYTON	Andy	QUEENSTOWN
DANIEL	Colin	LOWER HUTT
DOMANSKI	Peter	MASTERTON
DRUMMOND	Richard	TAURANGA
GUINAN	John	PALMERSTON NORTH
HUTCHINSON	Deborah	LEESTON
LIU	Mingxuan	AUCKLAND
MILLAR	Brian	WHANGAREI
SANDS	Milton	AUCKLAND
STOTT	Geoff	CHRISTCHURCH
WILDE	Stella	MAREWA

**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.

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**Photo by:** C Gates

**Date:** January 2024



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## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



## February 2024

It's been a couple of weeks since our National Rally and AGM in Methven and I have to say, what an excellent weekend.

For me, there is always a level of anticipation and nervousness ahead of these events but that all melts away once I catch up with everyone and things start falling into place.

We had a great ride south with an overnight stop in Kaikoura which broke up the trip and we eventually arrived in Methven mid-afternoon on Thursday. We were at the venue a day earlier than normal as we had scheduled to meet with the Area Reps on Friday.

Not having the opportunity to gather the team together mid-year as we have done in the past, we decided to hold the meeting before the rally which worked out well. It was a very productive day with the key focus being on Member communications and the platforms that we use to facilitate this.

We have a great group of individuals both on the board as well as those based in the regions and I want to acknowledge and thank them for all the hard work they do to keep our club wheels turning.

The Concours d' elegance was held on Sat morning before the riding commenced and whilst there were not many bikes entered the standard was very high. Henry Plowright our judge was unable to find a clear front-runner so he decided to award joint winners. Justin Ryan #3439 for his beautifully restored 1964 R60/2 and Barry Richardson # 911 for his 2002 R1200C.

Garry and the Rally organising committee had an excellent weekend of riding planned with both GS and road riders well accommodated. Unfortunately, the weather on Saturday didn't play ball and due to excessively high winds, the GS riders were not able to venture onto the Glenfalloch Station which was to be the highlight of the days ride. After some hurried phone calls, the team were able to defer





## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



## February 2024

that section to Sunday as the winds were forecast to drop by then, which they did.

A successful AGM was held late Sat afternoon with all members of the Board in attendance. It was a great opportunity to present to the members how the club had performed in 2023 and what our plans for the future looked like. David Fish and I were re-elected into our respective roles, so you are going to have to put up with us for another 2 years! At the close of the meeting, we all adjourned for dinner and the evening entertainment which was dancing away the evening to the fabulous voices of the Beat Girls trio who were kindly sponsored by Star Insurance. A great evening was had by all.

Back up again early Sunday morning to help prepare the Gymkhana course which kicked off first thing before the Adventure and GS Riders headed off to Glenfalloch. Garry had engaged the services of the local constabulary who travelled from Christchurch that morning to run the event. One in a car and the other riding the only active Police motorcycle in the South Island. They did a fantastic job setting out the cones, testing the course to ensure it was suitable and judging the riders. Congratulations to Colin Gates who was the eventual winner.

The riders then departed under the guiding hand of Grant Hyde leading the ride to Glenfalloch Station, whilst I led a smaller group of riders on the road to Cave Stream Scenic Reserve located on the eastern side of SH73 on route to Arthurs Pass. The mountain vistas were excellent and many of the tourists there were hiking down the track with towel in hand to walk/swim in the creek. Phil from CMG Motorcycles rode with us on the recently launched GS 1300 and we all had an opportunity to take a closer look at the bike and grab some photos when we stopped at the reserve.

After stopping for lunch in Springfield, we made it back to the hotel mid-afternoon and welcomed the much larger GS group back from their adventures on the station. Everyone returning had huge smiles





## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



## February 2024

on their faces and loved the experience despite the terrain being quite challenging in parts. From the photos I have seen posted on our FB page, the scenery was fantastic and the hospitality from the team at the station who provided lunch to the riders was top-notch. A big thank you to all involved.

After freshening up we assembled for dinner and the awards evening with Garry as our MC. It was an excellent night with lots of fun and light-hearted banter. We worked our way through the service awards and then onto the individual trophies for the myriad of deserving recipients. I was fortunate to be able to announce our clubs 22nd Life membership to David Ross #3161. His contribution during his tenure as Club Secretary was significant, particularly in leading the upgrade of the club's software and implementation of digital platforms. His dedication to reviewing and updating club documentation has also made a significant impact. The Life Membership is a prestigious award, and David's outstanding service to the club truly deserves this recognition.

After a wonderful evening, we all retired to catch up on some much-needed rest and charge the batteries ahead of our return journeys home. Some directly and others taking the opportunity to extend their trip to other parts of the island.

A big thanks to Garry and the Canterbury team for their efforts and to Continental Motorrad, Star Insurance, CMG and all the other sponsors and individuals who supported the event and helped make it the success that it was.

Planning is well underway for our next Rally and AGM which is to be held at the Copthorne in Masterton in the Wairarapa early in Feb next year. 2025 is a significant year for the club as it's our 50th Anniversary so lots will be happening. The Rally and AGM is scheduled for 7-9 February 2025 so please be sure to book it into your diary now.

Continues





## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



## February 2024

I am delighted to announce that Gretchen Holland has assumed the role of Area Representative for the Top of the South Region, succeeding Peter Brandon. While Peter has chosen to step back due to family commitments, he has graciously offered to assist Gretchen whenever necessary in the future. We extend our sincere gratitude to Peter for his dedicated work and support as the AR for the region, and we warmly welcome Gretchen to her new position.

All the best, enjoy the excellent riding weather we have been having and above all, stay safe.

All the best

*Chris*

NB.

Peter Brandon put together a great video of the Glenfalloch ride, which can be watched on our FB page and is currently shown on the front page of our website.

Various photos of the Rally start from Page. 20.





# Area Report: Waikato

by Paul Quilter



## A tale of 2 Beemers

Many years ago, I had a staff member who owned a Porsche 944 which he claimed had Dairy Intolerance. Every time he made a short trip to the local dairy the car would refuse to start. He gave up trying to fix the issue and sold the car.

We were reminded of this when Joy's R9T refused to start right before the Sunday road ride of the Annual Rally at Methven. A quick revision of plans led to her doing the ride as a pillion on the Suzuki GSXS1000GT, which was to be our sole mode of travel for the following 5 days.

Thanks to Phil from CMG (the new BMW dealership in Christchurch) a plan was hatched for Joy's dead bike to be loaded into his van, whilst I ferried the new R1300GS back to the dealership Sunday evening. Thanks to the kind assistance of



Stuart Burns, I was picked up and rode pillion back to Methven on his 850GS.

The issue was diagnosed as a faulty fuel pump and controller, which took a few days to arrive from the North Island.

By Friday morning we had managed to get back onto 2 bikes and a revised route straight home had to be initiated.

Continued...

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# Area Report: Waikato

by Paul Quilter



## A tale of 2 Beemers Continued...



The bikes at Kaikoura on the way back north. Joy says her R9T has never run better. 😊

Now, you're probably wondering why the heading refers to 2 Beemers?

Well, it is because the other BMW that has had several malfunctions during our South Island trips was my 2004 K1200RS. We joked that it had South Island Intolerance, because on 4 separate trips down south, it suffered 4 separate journey-halting events.

1. A lost gear lever midway through Haast Pass.
2. A dead battery on the West Coast (again at Haast).
3. A disconnected fuel line inside the tank in mid-Canterbury (my fault due to not crimping it hard enough when replacing the fuel filter), which halted that trip and required getting the bike to Christchurch for repair.
4. A dead final drive. On the way to the Annual Rally in Cromwell, the final drive munched a bearing and I had to get a spare drive sent down so that I could swap it and re-join the rally.

What is it that these bikes don't like about the South Island?

We look forward to the next trip south in the hopes that we have now broken the run of mishaps.

**Paul #1918**

# Member Review: 1300 GS Review

By Gordon Lidgard

My First Impressions on the R1300GS January 2024

Over two recent days, I used the new BMW R1300GS to guide a couple of American riders in New Zealand.

We enjoyed an exhilarating trip, visiting Hanmer Springs, and then travelling over the Southern Alps via Lewis Pass. We stayed overnight at Maruia Springs Resort.

We encountered various riding conditions—four seasons over two days. A cold clear morning, hot sunny weather, rain and wind in the mountains, and then warm weather again. An ideal environment to truly test and enjoy the R1300GS, which replaces the R1250GS as BMW's flagship adventure bike.

The R1300GS has been totally redesigned with a huge leap forward in technology, design, and performance.

Over the past four years, I have ridden the R1250GS extensively and it is my personal motorcycle. I loved this bike, and it felt like an extension of my body while I was riding it and always felt very comfortable on it.

However, the clever BMW designers examined every aspect of the R1250GS and then made every element lighter, more compact, and better. Creating a masterpiece of design! The Wow factor of the R1300GS is palpable as soon as you ride it. It's a truly outstanding machine and an incredible upgrade from the already impressive R1250GS

The R1300GS still has the unmistakable feel of the classic boxer GS models from the past, and this is its greatest asset, with the low centre of gravity and the big motor protecting the rider's legs and the bike itself in the event of a fall. It's a great design made better with its smooth but positive gearbox and very willing power delivery.

Other notable improvements are the riding modes. Which really change the character of the bike from a comfortable armchair ride to a sports bike that's so much fun on the twisty mountain passes to a bike that is very capable on dirt roads and trails.

The R1300GS has been extensively improved in BMW's wind tunnel and provides buffet-free and quiet airflow to a variety of rider heights with the electronically adjustable windshield.

This theme of catering to different rider types is carried through into the more compact overall design, lighter weight and impressive height-adjustable suspension that lowers itself as the bike comes to a stop.

The new R1300GS is truly a bike that caters to all types of riding styles and riders. It will win the hearts of many riders. I know, I'm already in love 🥰

Gordon Lidgard

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# Area Report: Taranaki Tales

by Wayne Higgins



## December's Ride



Our end-of-the-year ride was a pretty wet one. We met in Stratford and unsurprisingly (due to the weather conditions) had just three bikes and four riders. We started our ride, taking the backroads out through Te Popo and Lake Ratapiko onwards to Tarata. From there, we headed to Wai-iti Beach Cafe where we met others who, understandably, didn't want to ride in the rain. The Cafe has just reopened under new ownership, so it was nice to support a new business.

There will be no ride in January as we are heading to the AGM in Methven and most of us are away on holiday.

Wayne #4097



# Area Report: Taranaki Tales

by Scott Mills & Wayne Higgins



## January's Ride

January's ride was organised by Scott Mills due to me being away for the AGM in Methven. Scott's report as follows:



Great day out on the bikes. The road to Awakino was busy, but not intolerable. Lunch at the pub was great. I had the steak salad, which I highly recommend. We had 5 riders. Mike and Alan from South Taranaki, Wade from New Plymouth and Gordon from Waitara. After lunch, we decided that we'd had enough of the cars and thought that the option through Mount Damper would suit us best. Four traditional adventure bikes and a new offering from BMW. The R18. Now I thought it was a cruising bike. Made to eat up those highway miles. As it turns out, it's actually a gravel adventure bike. Gordon led the way on the mighty R18 and we literally couldn't see him for dust. There was no question of holding any of the adventure bikes up... He was gone burgers!

We stopped at Whangamomona for a fizzy drink and from there we split into two groups. Mike and Alan went back via Stratford and the rest of us through the junction road, Matau and Purangi to Inglewood. Gordon led the way again on the R18 adventure bike and showed us how good it is at power sliding around corners on the gravel roads. It was a very entertaining ride back to Inglewood. Chur, Scott

Now, speaking about the National Rally and AGM in Methven...

Continued...

# Area Report: Taranaki Tales

by Scott Mills & Wayne Higgins



What a fantastic weekend!! We met some great people and had an awesome ride out to the Glenfalloch Station, something we would not have known about. A great gravel ride with some stunning scenery of the alps.

Lunch was a fundraiser put on by the station owner. We stood under trees and had burgers brought down to us.



I would recommend members to go to the AGMs as they are an opportunity to meet like-minded people, enjoy dinners and entertainment, talk about our favourite subject and go on rides we wouldn't normally get the opportunity to.

After leaving the AGM we headed back up north through the Molesworth Station. More stunning scenery! Also, we rode around the east bays of Nelson, both rides are highly recommended to do for those who haven't.

Now it's back to reality...

Work

Wayne #4097





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*See website for more stages and trails.*

### Road Bikes

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Leave Nelson for a self guided poker run around the Tasman region visiting well known (and some not so well known) locations to collect a winning poker hand. Before leaving for Tasman, enjoy Founders park, Trafalgar Park and Rutherford Park.

At these locations teams and individuals can participate in motorcycle skills tests and general life skills tests, to compete for a variety of prizes to be won for the weekend.

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### Prize giving and function

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**The park.** KMC has leased 110,000sqm of land at Kohatu Park located just to the east of Tapawera in Tasman.

The park caters for adventure bikes, enduro bikes and children's fun area where children's bikes and quads can be used.



# Area Report: Wellington

By Denis Hulston



## Club Social Meet & Eat 8<sup>th</sup> January

Fifteen club members met in Petone for our January club night. It was good to catch up – lots to talk about since our pre-Christmas lunch, although we were reminded why we have changed our meeting to the second rather than the first Monday of the month – it saves “tuning” our conversation to some challenging Karaoke.

## Impromptu Ride - Wednesday 3<sup>rd</sup> January



Regrouping at Te Wharau Rd for the Longbush ride to Martinborough - sending Tibsy home

Six Wellington riders met for an impromptu bitumen ride to the Wairarapa – Denis, Richard T, Michael McK, Peter N, Keith T, Greg V. We stopped for coffee at the Wild Oats Café, where we met with Tibsy, but were faced with a very long queue for coffee, so rode to the Gladstone Pub instead where we hadn't stopped for a long time. The coffee machine was broken, but we managed to find a table in the shade away from the heat for cold drinks instead.

We rode a circuit ride from Gladstone north on Longbush to Lees Paraka, Stronvar, Te Wharau Westmere and back to Longbush, where we left Tibsy before riding to Martinborough for coffee (finally) and good food at In the Neighbourhood before our return over the Remutakas. This circuit is always a beautiful ride – landscape, elevations, corners – very little traffic – a favourite.





# Area Report: Wellington

By Denis Hulston



Coffee break at Martinborough

## Impromptu Ride to Pongaroa.- Thursday 11<sup>th</sup> January

Six Wellington riders, including two pillions, met at Mana for the coast ride north to Shannon. We met with four Rangitikei riders for coffee before riding to Ashhurst where we split, seven riders continuing over the Saddle Road to Woodville and south to the Pahiatua –

Pongaroa road through Makuri Gorge, a windy beautiful 50km. We were pleased to stop for good food at the Pongaroa Hotel, before returning to Pahiatua and a ride over the Pahiatua Track. Great riding despite some gusty wind in places – good balmy 26-degree weather.



Next stage lineup– Shannon to Ashhurst, Saddle Road and Makuri Gorge to Pongaroa

## Methven BMWMC Rally and AGM

Great to see that nine Wellington riders found their way via various routes to and from the Rally in Methven for the rally on 19-21 January. Good times and good to see it well supported. Next year is the 50th rally which will be run in the Wairarapa on the weekend of the 7, 8, 9th of February, so put this date in your calendars for a special weekend of company and riding.

Denis #3184

# It's All About the Pass

By David Morris



## (State Highway Three – In Part: - Arthurs Pass)



National Park identified. West Coast end.

**B**etter than Akatarawa Road, better than Forgotten Highway, or Rimutaka Hill. The Arthurs Pass is breathtakingly impressive and exhilarating.

From the Sheffield pies to the Kumara Junction, excellent sweeping curves and a fantastic road: It's all there! Coffee shops included. I did this trip after the 2024 Methven Annual Rally and AGM.

It was a last-minute decision to avoid a 'rain bomb' expected in the south/west (Hasst) corner of the West Coast. Complementing this trip, were two books I had read recently on the area, and it gave me a different and better perspective and appreciation of the ride. They were:

1. 'The Road to The West Coast: History of the road over Arthur's Pass.' 2005. Taylor, Ivan D.
2. 'Caught Mapping: The life and times of N.Z.'s early surveyors.' 2005. Holm, Janet.

The books cover the history and development of the Pass which was established for access to the West Coast. Shipping around the South Island was the only way in those times. Many surveyors suffered much hardship which included extreme cold weather, poor meals and exhaustive days. Many perished. Today we virtually give no thought of that now. Clothing at the time was heavy, cumbersome and ineffective compared to today's outdoor extreme weather clothing. After the road was eventually opened it was plagued with washouts, slips and other problems. The stability of the mountains was a major problem; slips regularly blocked the road and coaches had to stop and shovel away the debris; which included able passengers, before proceeding on with the journey. Occasionally horses lost their footing; - !?!

# It's All About the Pass

By David Morris



In the Lake Brunner Hotel.

- hoofing sounds wrong (!) and plunged to the fast-moving river below. The skill of the coachman was an important factor for a safe trip. Their skill could make for a shorter (in time) trip.

From Sheffield named locations are; Springfield, Castle Hill Village, Cass, Bealey Spur, Arthurs Pass, Otira, Aickens and Jacksons. We then did a right turn on to Lake Brunner Road, and through Inchbonnie, Te Kinga, Ruru to Moana. (N.B."Inchbonnie" is a hybrid of Lowland Scots, bonnie meaning "pretty" and Scottish Gaelic innis meaning island, often anglicised as "Inch", as in Inchkeith or Inchkenneth in Scotland.)

At Arthur's Pass, we wanted to keep an eye on the bike as the kea wanted to bite at the rubber. The nearest table on the porch already had a group of guys there. I asked if we could sit at the other end and explained why. That was not a problem. They were Malaysians who were working on dairy farms in Canterbury. I suggested they should go to the lookout as the view would be worth it. They took my advice and went - I know as I recognised their car parked when I went for coffee.

Back on the road, we made good time to our destination at Moana. We made the good decision to stay at the Lake Brunner Hotel. We arrived as guests and left as friends.

**Dave #1774**

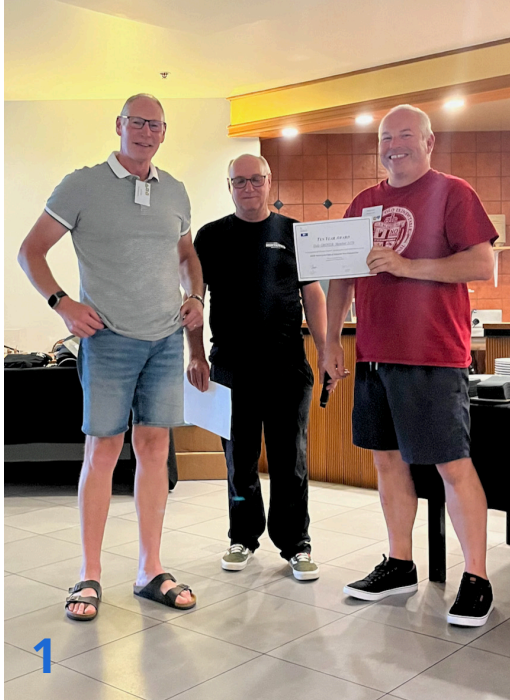


# And the Winner Is....

At each AGM Rally, we have the pleasure of awarding some prizes, so, in the order presented: Congratulations to

- 1- Ten Year Membership - Dale Grover, Nelson
- 2 - Rick Kirkman Trophy (Gymkhana Winner) – Colin Gates, Wellington
- 3 - Gun Trophy (TT2000 March 2023 issue) – Anja Claus, Tasman
- 4 - Prize - Gretchen Holland, TOTS, for Area Reports in the Newsletter throughout 2023 - despite then, not being an Area Rep!
- 5 - Fly Trophy – Martin McCarron, Wanaka
- 6 - Lady Rider – Liz Bays, Auckland
- 7 - Mitchell-Jansen 2UP / Pillion in a Million Award – Tania Langen, Whangarei
- 8 - Dirty Bike Award – Peter Wood, Mapua
- 9 - Concours d'Elegance - Courtesy of Henry Plowright  
Joint Winners are:  
Barry Richardson (R1200C) left of Henry &  
Justin Ryan (R60/2) to the right.

The Sprit of GS & the Oops Award – didn't have presence this year.



# Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



Sunday 10<sup>th</sup> December - End of year lunch at Murchison



Photo - Lake Rotorua looking south into Nelson Lakes National Park (Dale)

Ride leader & scribe - Gretchen

**W**ell, the forecast was slightly ominous, so all the sissies stayed at home and 18 hard-core members turned up at St Arnaud for a coffee break and catch-up session. In fairness, there were a few good excuses for pulling out too (although not sure where 'the Santa Parade' fits on the excuse spectrum.....). Before St Arnaud Nelson riders met with a bit of tolerable drizzle and a wee downpour that luckily wasn't for very long. Irene and Peter went back home to Blenheim from here. By the time we got to Murchison, there were patches of blue sky. New member Ken from Ngakawau (north of Westport) arrived not long after we did and wasn't very wet either. We had two big tables outside and the 16 members had a jolly old time with the usual bullshit and banter. A box of Favourites was handed around (it seems Turkish Delight is the most popular), Hilary 'won' the draw for a Club polo shirt and Dale 'won' the Club cap. By the time we left Murchison, it was hot and sunny. Eight of us came home via the Braeburn track - it was gorgeous through there; lovely bush and the stream crossings were very friendly. You can't go that way and not swing by Lake Rotorua's frontage. It was so gorgeous and sunny that Hilary and I went for a spontaneous swim. Thanks to the Club for the small subsidy that they gave each member.

**Gretchen #949**

*Ed: re-run with adding photographs, not available previously.*

Riders were: Peter W, Tony, Anja, Andy, Peter B & Sacha, Ross, Irene & Peter, Dale & Odette, Revti, Hilary, Trudi, Ken, Richard, Murray, Gretchen

# Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



# Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



Sunday 14<sup>th</sup> January 2024

We held two rides this month – Peter B led a group to Kaikoura for lunch and Gretchen led a group to the Riwaka Resurgence for lunch. Both were small rides for those who lived locally because a lot of us were heading off on a larger ride to the AGM and Rally in Methven sometime the following week.

## Riwaka Resurgence -

Ride leader & scribe – Gretchen

We left Richmond and at Upper Moutere split into a gravel group (over the Rosedale Saddle and down the western side of the Motueka River) and tar seal groups (through Dovedale and down the Motueka Valley). The Corner Man system worked okay (but only because there was a degree of assumption involved – luckily correctly today) but it still needs working on. We all ended up at Mrs. Smiths Café in Riwaka. From there it was a short ride to the end of the Riwaka Valley Road where the DOC car park was full and there was a steady stream of visitors the whole time we were there. It was a really hot day and a few of us (Dale, Tony, Anja, Gretchen, Peter W, Odette got her feet wet) braved the gorgeous, clear, invigorating, 9-degree water near the car park. We lounged in the sun, had a leisurely lunch and a few of us went up to the Resurgence – some for the first time. Some of us ended up at Toad Hall for the mandatory fresh fruit ice cream before heading home to get the bike ready for the Rally.

It appears no photos were taken over this day.

Riders & pillions were – Bevan, Peter W, Tony, Anja, Rick, Dale & Odette, Revti & Sue, Richard, Lew, Dave R, Matthias, Gretchen

Visitors were – Annette, Chris, Dave, Trevor



# Nelson Classic & Vintage Bike Show

by Rod Witte

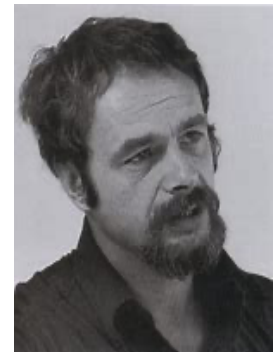
## BMW motorcycle designer - Hans Muth

BMW produced its first motorcycle in 1923 – a transversely mounted 500cc flat twin with shaft drive – the R32 - and has retained that engine and drive format ever since.



However, by the early 1970s faced with slow sales due to increasing competition from Japan and a reputation for expensive boring “old man” motorcycles BMW was on the verge of closing its motorcycle division.

In 1971, Hans Muth, a trained graphic designer and keen motorcyclist was hired as chief interior designer for BMW cars. He persuaded the head of BMW Motorcycles to take him on as a motorcycle designer. Until then motorcycle design had been done by engineers.



His first major project was the 1973 R90S. With its handlebar mounted bikini fairing and radical black/smoke silver paint scheme (Daytona orange was an option from 1975) the 900cc R90S was an important milestone for BMW and a major departure from previous models.

After the success of the R90S Muth was asked to design the R100RS. His brief was a 1000cc bike that achieved good rider weather protection and excellent handling as well as being innovative, functional and futuristic.

The frame mounted fairing design was developed and tested in the Pininfarina wind tunnel in Italy. Compared to an unfaired (naked) R100 and the R100S with bikini fairing, the RS fairing was found to significantly reduce drag, improve front and rear wheel downforce at

# Nelson Classic & Vintage Bike Show

by Rod Witte

high speeds, improve fuel consumption, increase top speed and reduce yawing caused by side winds by 60%. It remains, nearly 50 years later, a styling and aerodynamic masterpiece.

The 1979 R100RT and R80RT touring fairing was also his design.

He conceived the concept of what he termed “a two-wheeled Landrover” and designed the 1981 BMW R80G/S. This pioneered a new class of motorcycle – the now popular adventure-tourer, BMW’s best-selling type.

Muth also designed the Suzuki Katana (1981 – 2006)



and the BMW R65LS (1983 - 86) both of which, like the R100RS, have his distinctive “fly-line” wedge styling.

Hans Muth and his radical designs likely saved BMW Motorrad from closure in the 1970s and 80s and in the process developed two new classes of motorcycles – sports touring (RS) and off-road adventure touring (GS).



Peter Wood & Rod Witte at the show

# Nelson Classic & Vintage Bike Show

by Rod Witte



Tony with Matthias\_bike

# Nelson Classic & Vintage Bike Show

by Rod Witte



## 1923 – 2023

## 100 years of boxer engine and shaft drive development

BMW (Bayerische Motoren Werke AG) started in 1916 making aeroplane engines.

The BMW logo represents a spinning propellor.



In 1923 BMW started producing motorcycles. The first model, the R32, had a transversely mounted 500cc horizontally opposed two-cylinder air cooled “boxer” engine of 6.3kW (8.5HP).

The advantages of the transverse boxer engine are:

- each cylinder is in the airstream for effective cooling,
- the bike has a low centre of gravity for good handling,
- ease of servicing, especially valve adjustment,
- the boxer engine design, with one piston going out as the other comes in, has perfect primary balance minimising vibration.

Shaft drive is lower maintenance than chain drive.

BMW car production began in 1928 making Austin 7s under licence.

# Nelson Classic & Vintage Bike Show

by Rod Witte

**BMW continuously developed the boxer motorcycle engine and by 1929 was setting world speed records (217kmh), winning European Grand Prix, and in 1939 won the Isle of Man Senior TT.**

**In 1935 BMW was the first manufacturer develop a production motorcycle with hydraulically damped telescopic front forks.**

**During WWII BMW made 600 and 750cc motorcycles with sidecars.**

**After the war and until 1950 BMW was prohibited from making motorcycles of more than 250cc.**

**BMW made touring and sidecar hauling boxer motorcycles during the 1950 and 60s but struggled to survive against Japanese competition.**

**BMW's motorcycle future was revived in 1973 with the boxer engine 900cc R90S, often considered the world's first superbike. It was followed by the boxer engine R100RS in 1976, the world's first mass produced bike with a factory fitted frame mounted fairing. The 1976 R100RS initiated the popular Sport Touring class of motorbike.**

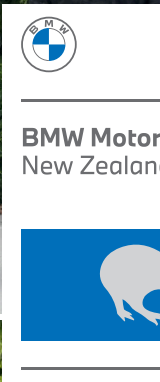
**In 1981 BMW with the boxer engine was the first manufacturer to develop the concept of the now highly successful on/off road "Adventure Tourer" (Dual Sport) class.**

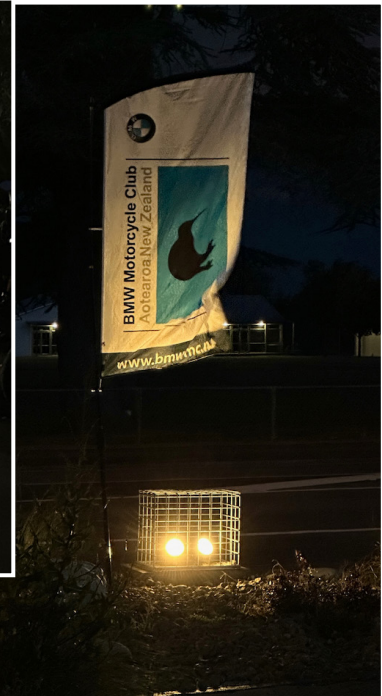
**BMW Motorrad has produced a wide range of motorcycle engines over its history including air and liquid cooled single cylinder and in-line liquid cooled twin, four and six cylinder, but the transversely mounted horizontally opposed, two-cylinder boxer with shaft drive has remained a constant.**

**100 years after the first BMW motorcycle, the BMW boxer engine / shaft drive legacy continues with the R series of BMW motorcycles including the current R1300GS adventure bike and the 1800cc R18 cruiser style.**



# AGM/National Rally 2024 Gallery





Motorcycle Club  
d









# Member Article: Adventures in Southern France - French Odyssey

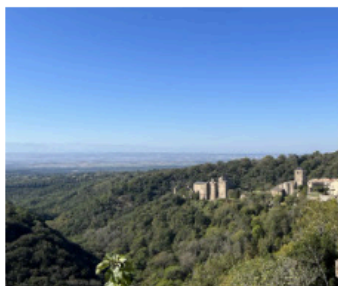
by Barbara & Dave #474

Read their Travel Reports on their Blog: [www.kbm.co.nz](http://www.kbm.co.nz)



## #1 Staycation

Having ended my last Post saying I wasn't sure when I'd write my next one, we ended up doing quite...



## #15 In and around Carcassonne

This Post covers the last few weeks we spent in Carcassonne, before we started our return upstream to Castelnaudary. We have spent time...



## #12 Cruising downstream

This Post covers the first two weeks of our 2023 cruising season. After leaving Castelnaudary, we spent our first week moored...



## #18 Winter festivities 2023

This (relatively short) Post covers our last month of 2023. Apart from going to Carcassonne for various medical appointments, we...



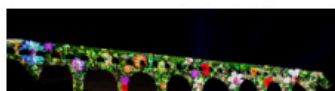
## #16 Returning to 'home' base

This Post covers the week we spent returning to Castelnaudary and our first few days settling in for hibernage (wintering...



## #13 Carcassonne

This Post continues from our last day moored at the Épanchoir de Foucault, our move to Carcassonne, then on to Trèbes and...



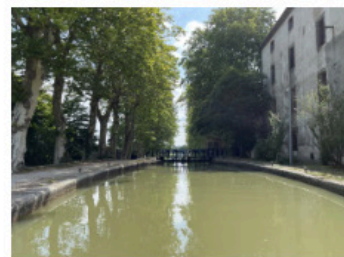
## #17 Late autumn in Castelnaudary

This Post covers our first month of settling into and winter mooring in Castelnaudary Canal traffic Usually the Canal is...



## #14 Early autumn in Carcassonne

Other than taking a few trips, we haven't been out and about much lately. However, we have had a busy...



## #11 Au revoir Castelnaudary

I finished this Post about a week ago but we have had very bad internet so have only just been...

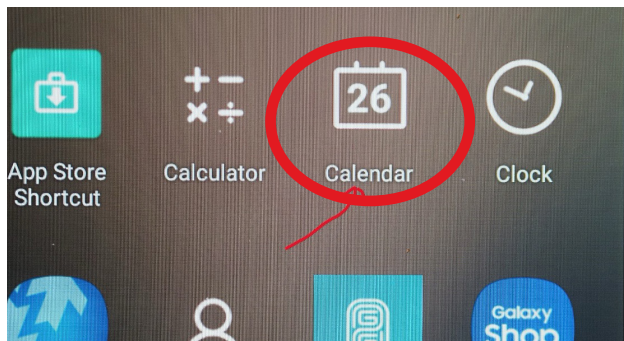
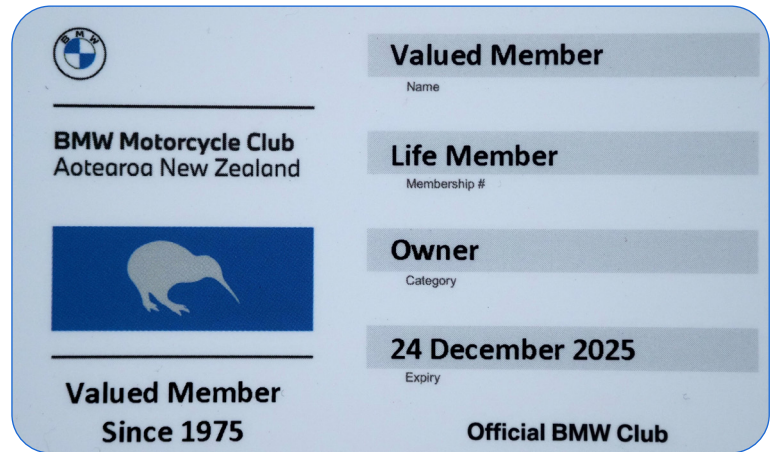
# Renewal Advice

by Barry Petherick

*A Friendly Renewals Reminder (at the risk of trying to teach you how to suck eggs...)*

To the understandable frustration of many, our email renewal system has at times proven to be quite erratic with some emails not arriving in member's Inboxes (sorry).

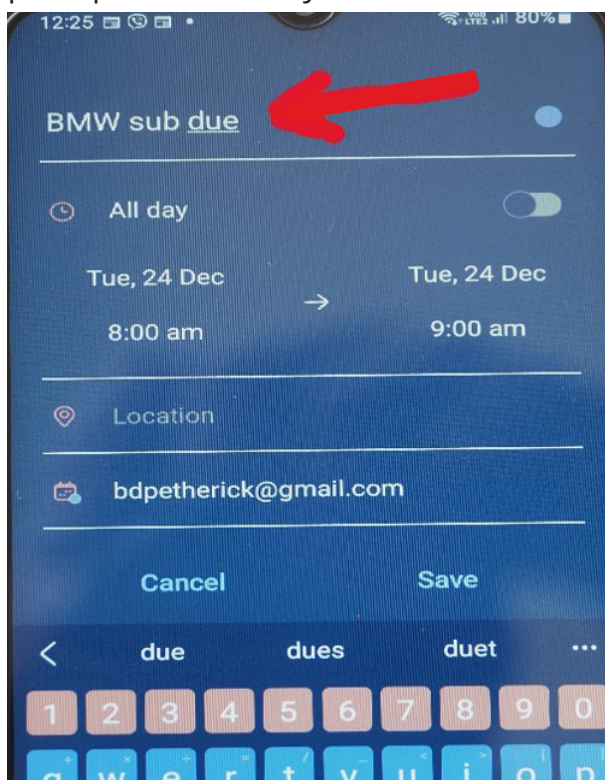
This is being debugged and hopefully will be more reliable in the future. However, there is a nice alternative available which involves using the calendar on your cell phone. Each membership card has the actual expiry date printed on it (not just the month).



1

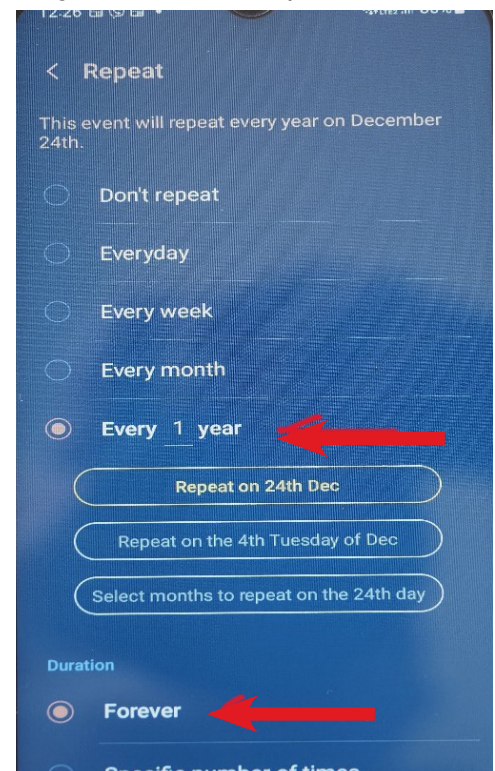
On your cell phone home screen, you will find your Calendar icon.

Open it up and scroll to find the month of your renewal date. Select the expiry day and tap the plus button. Enter your prompt where it says Title.



2

Swipe down to Don't repeat and tap "Every Year" then tap "Forever".



3

An Android phone will now remind you and those with iPhone will have something similar. All done.

Barry #3104 - Membership secretary.



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**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.

# 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.



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Oil Filter - Mahle OC306. New filter, now surplus to requirements Suitable for BMW R series models - R18, R900, R1200R/RS, R1200Gs 03-13, R9T Information from MotoWorks [www.motorworks.co.uk](http://www.motorworks.co.uk)

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