



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established* 1975

April 2024

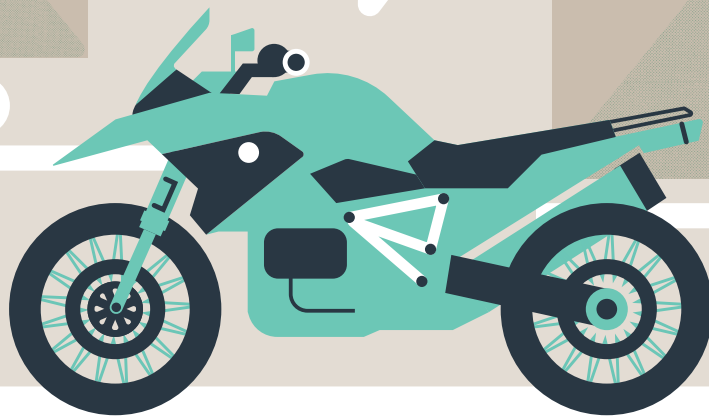


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feedback and stories**
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Welcome to our New Members

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 2nd day of the month.

We look forward to your contributions.

A Very Warm Welcome to:

BELIEN	Tom	AUCKLAND
BRADLEY	Peter	MATAKANA
CARTER	John	NEW PLYMOUTH
KLINKENBERG	Mike	CHRISTCHURCH
MOTTERSHEAD	Steve	AUCKLAND
PRICE	Kerry	AUCKLAND
RILEY	Terry	RICHMOND
TURNER	Jason	MOSGIEL

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 2nd 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: A longish straight.

Photo by: Rob Gardner #3139

Date: December 2023



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



April 2024

Last month I mentioned I managed to only get out a couple of times on the bike which was disappointing. Well, this month I've not been out at all. Not that I haven't wanted to!

The recent elective surgery on my right Achilles was a success however, I underestimated the impact relying on others to get me a round would have. It's been four weeks since the operation and I have to say I'm going stir crazy! Fortunately, I only have another couple of weeks in a moon boot and once removed, I'm hoping it won't be long after that I can drive and also get back on the bike again.

Unfortunately, I missed the North Island Rally this year but by all accounts, it was a fantastic weekend. The weather looked good and based on the posts that I've seen on Facebook and other social media channels everyone had a fantastic time. A big thank you to all those involved in organising the event.

Following on with the RAG Rally theme, we are currently working on a location and dates for the South Island Rally and plan to bring you more details in the next newsletter.

A couple of members have advised that they have had trouble booking Ferry trips using our club discount codes for dates into 2025. Each year, at around this time, we work with both Bluebridge and Interislander to review our offer and then agree on rates for the following year. Currently, our discount rates for Interislander expire after Dec 24 and for Bluebridge Oct 24. We anticipate having new rates in place that will apply for the next 12 months by mid April.

Now that daylight saving has ended, and we are rolling into Autumn we can have some fantastic clear windless days for riding however, the weather can also be much more unpredictable. Remember to be prepared and above all, ride safe and have fun.

Chris



Area Report: Bay Of Plenty

by Alan Belworthy



March 17th Coromandel Loop

The day dawned a cracker for a ride on one of our favourite road's, The Coromandel Loop.

Starting with 5 from BP Tauriko, picking up Peter Lyner and John Jensen at Whakamarama to the Omokoroa turn-off to pick up another 3 riders.

We waited for a bit to find out that one of them had a flat battery, so on to plan B- Let's meet you in Tairua for the morning tea stop.



After morning tea, we had a great ride up the coast and over the hill into Coromandel, that scenery as you crest the hill never gets old, especially on a stunning day like this.

A great catch-up at lunchtime, then a fairly long ride to Te Poi for a few of us for a debrief before heading home. Another great ride with great company with the weather conditions just perfect for riding before the temps get cooler and daylight savings comes to an end.

Until next time...

Alan #3269



We made our way to Tairua via Golden Valley Road, only to find that it is still closed by a large slip 🙄. We detoured back through Waihi for a morning tea stop at the Manaia Cafe & Bar.

Whilst stopped there, received a phone call from the other crew who were going to meet us to say they were in Paeroa 🙄, I said Tairua, not Paeroa 😊)

OK, plan C, carry on up the Thames Coast and we will meet you in Coromandel for lunch.



Area Report: East Coast

By John Wuts



On Wednesday 27th March 8 people had a convivial get-together at Jarks Restaurant in Hastings. We welcomed new prospective member John McTear

who left the busy life in Auckland behind and joined our more relaxed lifestyle in Hawke's Bay. John rides a BMW cruiser.

John #1867



Pam, Danny, Rosemary, Les, Stella, Walter and John McT

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Area Report: Taranaki Tales

by Wayne Higgins



March's Ride



For March's ride, we decided to head up north to Aria. There were just three riders this time. We first stopped at Mokau for a coffee where Gordon finished his ride as he had to head back due to family commitments.

After a coffee Phil and I headed to Aria through some stunning scenery, twisty roads, and one-lane bridges. Highly recommend to those who have not done this piece of country.

From there we headed up to State Highway 4. Staying on this road, we found an old bridge with a train line going over top (see photo). This is about 12 km short of Taumarunui.

After a quick stop there we headed towards Matare where we found a stunning twisty steep road through some incredibly beautiful native forest. This road took us to Ohura for a lunch stop at the Mexican food cart. Always good food there!!

Following a break with good conversation we proceeded to Whangamomona where we indulged in a ginger beer. Whanga is always a great place to meet other riders and this day was no exception.

The last part of the ride took us back over the saddles to Stratford and a fuel stop. This is where we parted ways and headed back home. This ride was a 350 km round trip.

Wayne #4097



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Area Report: Rangitikei Roundup

By Murray Petherick



March

With summer heading into autumn I thought that we might as well try for a late summer picnic ride before the temperatures dropped too low. A search for suitable picnic spots brought up a few options but after deliberation (and persuasion from Neville P) I settled on Lake Wiritoa, just out of Whanganui, partly because I had never been there and partly so some of our currently less mobile Whanganui members could easily travel by car to join us.

Several of the team met at Sanson and after heading off we travelled via Wilson Road to skirt the shambles that is the new round-a-bout construction at Ohakea, and also to avoid Bulls, and

joined SH1 at Greatford. From there it was a short ride to the MooMaa Café, just north of the Sanson turnoff, for coffee and a chat. At the café we met up with Barry H, who had travelled down from Whanganui, and had a coffee and chat in nice relaxing surroundings.

Since he was the 'local lad' Barry H was tasked to lead us from the café up to Hunterville and then on to Fordell and Lake Wiritoa. By then we were a team of seven bikes and 11 bods. A good cruisey ride through interesting country saw us arrive at the lake boat ramp area at about noon, and sure enough, shortly after that the Whanganui brigade of four arrived in their tin tops, having searched a couple of other areas around the lake looking for us.

By now the day was mild and sunny and we all enjoyed a relaxing picnic lunch session at the lake. The noisy crew trimming the lakeside bullrushes left shortly after we arrived and we were



Area Report: Rangitikei Roundup

By Murray Petherick



'entertained' for a short time by a family having a go at knee-boarding. Looked like good fun but me thinks a bit more practice required!

We all enjoyed a convivial gathering at a very pleasant spot, enhanced by a mild, sunny day, prior to heading homewards. Nice one, Whanganui.

Later in the month members of the group enjoyed the usual Sunday brunch session at the Woolshed Café although yours truly was unable to attend, being on 'Dad DIY duties' in Blenheim. Better luck, for me, next time!

Murray #2690



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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.

Day 2 – Details to be released on kohatumc.co.nz

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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 4th March

Nine club members met in Petone for our March club night, with apologies from those who couldn't join us. We had a good social evening with the chance to catch up over a meal.

Ngawi and Lake Ferry - Sunday 10th



Remutaka – ready for the ride to Ngawi ride– Chester, Ian, Philip, David, Peter, Denis.

Thirteen riders joined this ride – Denis H, Ian H, Keith T, Peter N, David T, Michael Mck, Martyn W, Dave O, Dave R, Chester C, Philip Y, Bob C and a Triumph Club rider, Graeme. We crossed the Remutaka to meet Bob and Graeme at Featherston and rode the Western Lake Wairarapa Road, East-West Access Road, Kahutara and



Featherston meet-up Western Lake Road to Ngawi and Lake Ferry

Area Report: Wellington

By Denis Hulston



Dave & Keith –
happy to be in Ngawi.

Lake Ferry roads to the Cape Palliser road turn-off. Two riders continued to Lake Ferry, while eleven of us rode the Pallier coast road to Ngawi. The weather was sunny, and the road was still relatively intact (this Palliser coast is continually slipping into the sea). After a gentle ride to



Ngawi ready for fishing.



Lake Ferry line up.



Lake Ferry lunch – The Dory
and chips went down well.

Ngawi, we returned to Lake Ferry for the famous Lake Ferry fish (Dory) and chips. We had an easy ride back home over the Remutaka Hill despite a few strong wind gusts on the usual corners. Good company and a good day out – thanks to all who joined the ride.

Area Report: Wellington

By Denis Hulston



Gravel Ride to Akitio - Sunday 24th

Six Wellington riders, Denis H, Richard T, Philip Y, Chester C, Louis v d M, John C, met at Remutaka for an

early 8am start to join Wairarapa riders for what is a long ride, around

450km of which about 180km was gravel. We refueled in Masterton and met five Wairarapa riders including Tibsy, who had planned our gravel route. We left Farriers car park at 9.30am. Our route took us via

Opaki, Jacksons, North, Opaki Kaiparoro, Mangamahoe, Bartons, Alfredton, Sanders, Pori, Waihi Horoeka, and River roads to Akitio. No lunch at the

takeaways as Tibsy had arranged so we diverted to Pongaroa Hotel (always a good stop for lunch. Our route home took us via Highway 52, Bartons, Daggs, Wairiri, Bideford, Te Ore Ore to Masterton, and over the Remutaka home.

Denis #3184



Pori Road catch up



Pori Road looking west - A great day to ride.

Akitio beach



No lunch at Akitio



Lunch break Pongaroa



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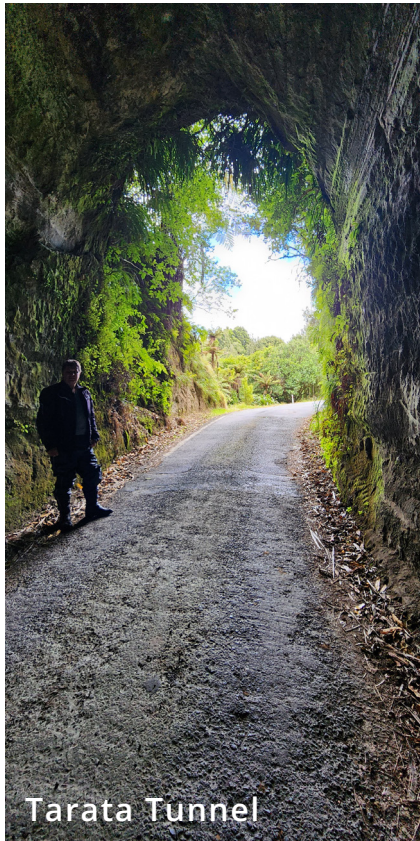
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Music and Motorcycling in Taranaki

By Denis Hulston



Music and Motorcycling in Taranaki

How could we refuse an invitation to join Wayne and Vicky at Womad, with a day of motorcycling to explore some wonderful Taranaki backroads?

Annie and I rode to New Plymouth on Saturday. We'd postponed our ride as Friday had been a wet one both in Wellington and Taranaki.

Sunday saw six of us heading for Womad, the first time for me and Annie, so we appreciated Vicky's experience – the best spots for settling down so that we could



access the five or six stages and chill out with food and drinks

between times. Our one-day experience kicked off at mid-day and included nine performers until we headed home for rest and recovery at 11pm

First time at Womad and I suspect it won't be the last. There were some magical performances, great energy, and absolutely no aggro – a totally happy safe place. Here are people who want to have a good time – there were grey-haired old "hippies", lots of young families – young kids with ear protection, pre-teens meeting new mates and perfecting rolling down the slopes in style, any variety of people of all ages between, some dancing with their mobility scooters. A great day, with lots of good energy.

Next day to Motorcycling – the rain had passed, and Wayne led us on a day of exploring sealed back roads north of Inglewood - Tarata, Purangi – lots of beautiful winding roads and elevation, superb scenery, and places to stop in the middle of it all along the way. We discovered old, abandoned schools and scenic reserves, the Tarata tunnel, and the restored suspension bridge before returning for a late lunch, good food and coffee near Lepperton.

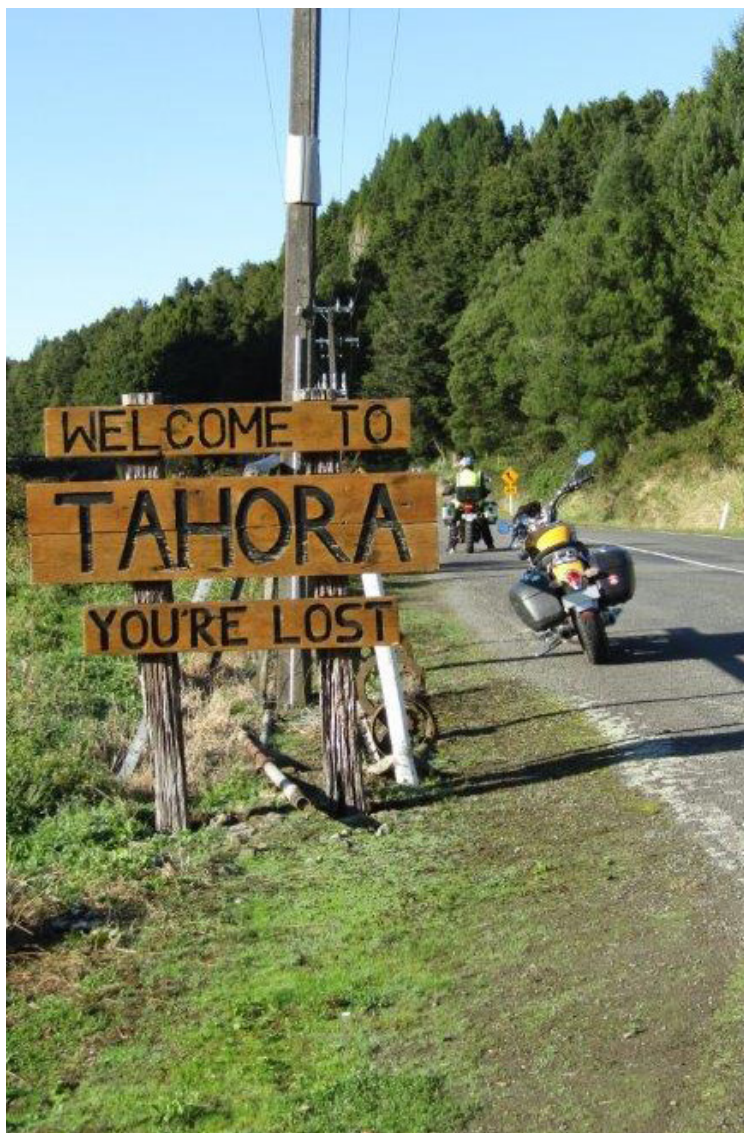
Thanks, Wayne and Vicky – this is what our shared love of motorcycling, our riding network and friendship are all about.

Denis #3184



My recent NI RAG Weekend

By David Morris



nice) and dined at the handy RSA two doors down.

Then Saturday, we headed to the Forgotten Highway. From Taumaranui we turned left at the top end of town over the bridge and out to the top of SH 43, connecting just south of Ohura. We stopped at Whangamomona for a coffee. Stratford was a welcome sight. The road from Taumaranui to Stratford was terrible; potholes, bumpy surfaces and roadworks. I am on a Cruiser and the longish wheelbase doesn't work on steep sharp up-hill corners. I have done this route before maybe three times, but this time.....? By way of contrast, SH 3 was a fantastic ride. I thought it was - for the most part, - a three-lane highway with the passing lane swapping sides every now and again. Into Whanganui to the Breamar House for the night. I have stayed there before and Kelvin the owner has a BMW F-GS. (He also flies planes!)

A variation on the RAG Rally (Pokaka) this year: An afternoon visit then complete a, 'Round the Block' ride, on the same days as RAG. Leaving Wellington Friday at 9.am Dave O and I travelled the new expressway and stopped at Levin to check tyre pressure in one bike. Turned out to not be the tyre but something in the "dash" board: So OK to travel.

We travel on through Ashhurst/ Rangiwhia/Ohakune and Pokaka. An hour or so at Taylor Lodge, and only the early birds were here. Then on to the destination for the night, Tauramanui. We stayed at the Alexandra Motel (very

Sunday was a straight run, - stopping at Sanson for coffee, - down the expressway to Wellington.

It was a great weekend, but I was glad to be home.

Dave #1774



Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



Sunday 10th March

Thirteen bikes, two with pillions, left Nelson and met three Marlborough bikes, one with a pillion, at Rai Valley for a long coffee stop and catch up. The day was overcast and a bit chilly coming over the Whangamoia.



Lunch chatter

Ross has volunteered to organise our April ride so he gave a brief overview of the Marlborough Mystery Tour he has organised. The road through to Penzance was as windy as ever - it was in reasonable condition but still had the odd bit of gravel road works, washouts and drop-offs and the big tree in the middle of the road still amazes me. Hilary, Odette, Dale and I braved the water, which was actually reasonably warm, and had a really nice swim before we all had lunch huddled above the beach out of the keen breeze. On the return trip, some of us stopped again at Rai Valley for an ice cream. It felt like a very social day and a good way to welcome back Darren after a long absence, new member Trevor on his first ride and the other visitors.

Gretchen #949

Riders: Gretchen, Richard, Shep, Revti, Peter W, Dale & Odette, Matthias, Trevor M, Hilary, Darren, Ross & Teresa

Visitors: Terry, Anton & Jackie, Gary, Colin, Brent



No, we didn't have an argument

Organiser & scribe – Gretchen

Photos - Teresa Williams

Area Report: Canterbury

by Ralph Moore



Terry Reilly on the Okuku Pass

On Saturday 23rd March, Terry Reilly and Ralph Moore headed into Lees Valley. We enjoyed a leisurely ride through the Okuku Pass and on down to the one possible obstacle - the ford across the Okuku River. We found the ford with only ankle-deep water, certainly the lowest that I've seen it. The ride through Lees Valley was as quiet and stunning as ever. Once we got into Ashley Gorge with its twisting winding road, we started to meet some on-coming traffic. Some approached us on the wrong side of the road, one 4WD overshooting a blind corner and coming very close to me. The worst was a group of eight or nine orange bikes riding fast past us, all cutting corners and passing close to us on our side of the narrow road. It certainly pays to be riding safely and defensively on these tight roads with steep drops beside you. All in all, it was a very enjoyable ride through a favourite part of Canterbury. We made our way out to Oxford and had lunch at an American Diner.

Ralph #3082



Canterbury's March club night at Cranford alehouse.

We meet here on the third Wednesday of the month at 6:30 pm for a meal, drink, and a good chat.

Area Report: Southern

by Tharon Knoetze



March - Waipiata pub

A perfect day for our March ride, the only signs that it was autumn were the heavy dew on the lawns and the leaves turning yellow and red along the way. If it wasn't for those signs you would have thought we were still well within Summer with temperatures well up in the mid-teens and when heading home it was touching on around twenty-two degrees Celsius, which is always a bonus for the lower south with weather that can change at a drop of a hat.

Our destination for lunch was the ever-so-popular Waipiata pub, famous for its handmade pies and also a stopover for cyclists cycling the Otago Central Rail Trail that passes right in front of the pub. The town is a historic place on the Otago Central Rail Trail with a rich history and surrounds.

The turnout was great, once again just proving how popular it is and the ride to Waipiata is one of the best, regardless of which way you come/go. Lots of "twisties" and long sweeps, especially on the "Pig Route" between Palmerston and Ranfurly where the road crosses over some mountains before descending to the Maniototo plains. With about 13 people rocking up to the pub they felt a bit overwhelmed I think ;)

Once again, many stories to be told, tips and tricks to be shared and no lack of laughter. We even had one of the members riding on his new 1300GS - nice one Peter - she's a beaut...

Some familiar faces couldn't join us, so we hope you can make it to the next one guys!

Tharon #2595





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A Quick Summer Lap Around Australia

Rob Gardner (Rangitikei)

It just occurred to me that I should probably write a short article about my recent Christmas adventure over in Oz. I had been wanting to do another complete lap around the Sunburnt Land for some time but had been somewhat thwarted by Covid and then more recently some extramural tertiary studies. This was to be my sixth 'distance ride' over in Australia from NZ including a full anti-clockwise lap I'd done a few years back. I figured that a clockwise lap would now be a different ride altogether, so why not?

For past rides in Australia, I've tried the different 'configurations' including shipping my bike across from NZ, the 'buy-over-there-ride-and-resell' option as well as hiring two BMW 850 GS's for my son and me to explore the Kimberley Ranges. For this latest trip, I opted again



in Kirrawee (Sydney) who has the contract to on-sell the used police BMWs and Yamaha FJR's.

The process was ridiculously simple so I pre-purchased the bike from here, flew into Sydney, caught a train to Kirrawee and was riding south by early afternoon on the day of my arrival.

I know the Australian geography fairly well having lived over there for a couple of decades, so from Sydney, I started off in the general direction of Melbourne via Canberra and the Snowy Mountains. The plan was to do the full 15,000km loop over three weeks, pretty much hugging the coast all the way around. I took Saturdays off so the maths works out to be about 850km riding per day, although I did do a couple of 1,100 km days as well as some shorter ones to accommodate the various side attractions.

The NSW East Coast was in the grip of some serious flooding so the constant rain through the Snowy Mountains made the first couple of days down to Melbourne and the Mornington Peninsular somewhat unpleasant. Normally the Snowy's are fantastic riding when tackled mid-week and in good weather conditions. I was camping out each night and had gotten somewhat sodden so used my first non-riding Saturday to dry out the camping gear. If you



A typical night on the road.

find yourself down around the Mornington Peninsular in Victoria, I would highly recommend using a 'washing day' to explore Point Nepean which is a great place to camp and explore the walking tracks out to the old Port Phillip defensive gun emplacements.

Then it was on around to Adelaide. I opted to go inland via Bendigo rather than the Great Ocean Road as I've done the GOR a



to purchase in Australia and re-sell afterwards. After much research, I settled on an ex-Police 2019 BMW R1250 RT from a dealer

few times before and, despite its positive reputation, is seriously non-fun on any Sunday. It is no-overtaking, double yellow lines most of the way, 80km/hr speed limit and non-stop international tourist traffic (read campervans)!

In Adelaide, the bike spent half a day in Motorrad getting an oil change and general check-over while I explored my old home town (I would highly recommend the Museum and National Library but not the Art Gallery which is more of a salute to all things fringe).

Adelaide Motorrad told me that I had next to nothing in the way of brake pads left and I also noticed that the soft-compound Police tyres were not going to make the full distance by a significant margin. I decided I could still make Perth (a mere 3,500km away) with what I had as I figured that brake pads and tyre tread were overrated luxury items for the upcoming Nullabor Plain...



4. The Treeless Plain.

From Adelaide it was on to the Nullabor via Port Lincoln. Along the way there are numerous side-tracks to the clifftop viewing areas that look out across the Great Australian Bight. Well worth the wee-stops.

For my second night camping out on the Nullabor I was on the receiving end of one of Australia's seriously big thunderstorms. It resulted in the Cockelbiddy Roadhouse camping ground where I was staying going completely under water. This required me to 'float' my tent over to some high ground

at 2:00am. The Beamer was left to fend for itself, which it did remarkably well. Who needs sleep anyway!



View over the Great Australian Bight.

The next day I completed the Nullabor and my second non-riding Saturday was in the lovely WA seaside town of Esperance. From there it was on around to Perth via what I would consider to be some of the world's best riding. The south-western corner of Australia around to Cape Leeuwin (where the Southern and Indian Oceans meet) is several hundred kilometres of top-quality winding roads through tall gum forests. Definitely a bucket-list item!

Perth was another Motorrad stopover for the new brake pads and harder compound tyres which I figured I'd probably better get sorted, as the next significant motorcycle shop was over 4,000 km away in Darwin. Then it was northwards up along the WA west coast which has a certain charming 'nothingness' about it.



After leaving Perth the temperature was pretty much consistently 43 degrees every day and the nights weren't much cooler.

The purpose of my tent (without the fly) was really just to act as a barrier between me and the nightlife that would otherwise



seek to bite me, sting me, suck my blood or simply crawl over me for the pure joy of it! In the morning, the sun was up around 5:00am but the parrots were starting their dawn chorus well before that. Once the birds started squawking there was really no point trying to sleep so I was generally up and on the road before 5:00am. At that time, it really is a matter of keeping a wary eye out for roos, wombats, dingo's, horses, pigs, cows, emu's, camels, hawks and big lizards etc, etc.

The leg from Port Hedland to Broome had two roadhouses over this longish stretch which wouldn't normally have been a problem for the bikes 550km fuel range. Trouble was, and unbeknownst to me, the first roadhouse at Pardoo had just been destroyed by a passing cyclone. If the second petrol stop (Sandfire) was also out of action I'd have been somewhat stranded. Fortunately, Sandfire had survived the cyclone largely unscathed allowing me to



have the obligatory pie and lukewarm Coke for lunch. Broome was lovely and I stopped for a look round but ate too much of their lovely stone fruit - enough said about that.

Then it was on along 'The Top' in the general direction of Darwin. The 43-degree days now included 100% humidity and monsoonal rain. My night in Katherine involved another midnight downpour which again required be to float my tent into the camping ground's laundry. Walking through Northern Territory floodwater at 2:00am in bare feet certainly gets the adrenaline pumping!

Then it was decision time. Cyclone Jasper was doing over North Queensland which was right where I was heading. Jasper was also forecast to degenerate into a high-rainfall monsoonal low and track directly



towards me. I'd already been through some low-level flooding on the highway so opted to avoid the potential carnage and made a beeline south-east towards the NSW East Coast via the comparative dry (and cool) of Central Queensland. This got me back to Sydney via the inland roads which gave me the opportunity to (1) get out of the heat and humidity a bit quicker and (2) do laps on the Bathurst, Mount Panorama race circuit. From there it was back to the NSW Blue Mountains where I met up with my wife, brothers-in-law and cousins for a lovely remainder of the Christmas break.

The original plan had been to re-sell the BMW back where I had purchased it from, but by this time I'd developed quite an

affinity for it so (with wifely permission) I decided to ship it back to Palmerston North to keep my other bike company. That also has been a remarkably easy process so it's now sitting in the garage sporting its new NZ registration.

The Australian Far North is hot and wet in Summer with a



certain lovely tropical charm about it and I pretty much had the place to myself. Next time, however, I think I'll do it in the middle of the year, after all there is a reason they call that the Tourist Season!

Rob Gardner
#3139



Love the Northern Territory Boab Trees



Western Australia's South-West

Love those Northern Territory roads.





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on my membership card
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North Island RAG
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www.bmwmc.nz

Loved it last year and is a
must for this.



BMWMC

Remember to write a note
about my travels and
email it to

editor@bmwmc.nz

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FOR SALE:

Motorcycle for sale - \$9,200

Model: BMW R1200GS

Year: 2009

Colour: Mandarin

Mileage: 88,555 kms

Accessories: Givi top box, Tool pack

Contact: Terry Riley (Nelson)

Evenings 03 544 6248 (preferred)
or 021 058 9185.



Marketplace - FOR SALE

1976 R75/6 for sale - \$12,000 ono

Registration may be dead but will re-vin if necessary, before sale.

Contact: Bruce Hanley

T: 09 274 5792

e: bruce.hanley@truedesignplastics.com



And, these Parts for Sale too

1x R90/6 complete motor and gearbox \$850
(\$1,000 if sold with matching no. frame)

1x R100 complete engine and gearbox \$850

1x Frame (matching no. with R90/6 engine and gearbox) \$300

2x Differential ratios are 13.11 and \$150 each

Fork sliders 4 (one with calliper body) \$150 a pair

Livery x1 Complete Black (needs repaint) set of the front guard, Tank, rear guard, under-seat tray, side panels, and front fairing - take the lot for \$900

Set of Dellorto Pumpers the parts are here to R90s your R90 \$400

Rim, spokes and hub (twin disc) to assemble front wheel \$200

Many parts (footrests, rear brake lever) \$100

Front cowl (with instrument console) \$150

Rocker covers old style (brand new) \$200

Steering head bottom and top yoke \$150

Crash bar set (needs re-chroming) \$100

Fairing with screen blade \$200

Made up of front guard \$200

Complete rear wheel \$150

Large R90 tank \$500

Side panels pair \$100

Set (yellow) front guard \$200

Tank (needs repaint) \$300

Rear guard front \$200

Rear guard \$200

Discs x 2 \$100

Gauges (All) \$100

Loom Headlight etc. \$150

Marketplace - FOR SALE

2016 BMW R1200 GS LC - \$16,500

Contact. Pieter

027 256 6858

White

Spotless with all the extras:

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ABS Pro

Dynamic ESA

5 Riding Modes

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OEM Vario Side Panniers

OEM Engine Bars

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Desert Fox Spotlights

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Radiator Guards

Side Stand Switch Guard

Enduro Footpegs

Wunderlich handlebar raisers

Immaculate condition, but have to make space for the new R1300 Trophy.



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 main image 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 bedroom with a red bedspread, a living area with a blue sofa, and an outdoor parking area with a car.

FREEPHONE 0800 272 23 42
564 Ferry Road, Woolston, www.arcadiamotel.co.nz
Geoff Lester 027 285 1293



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