

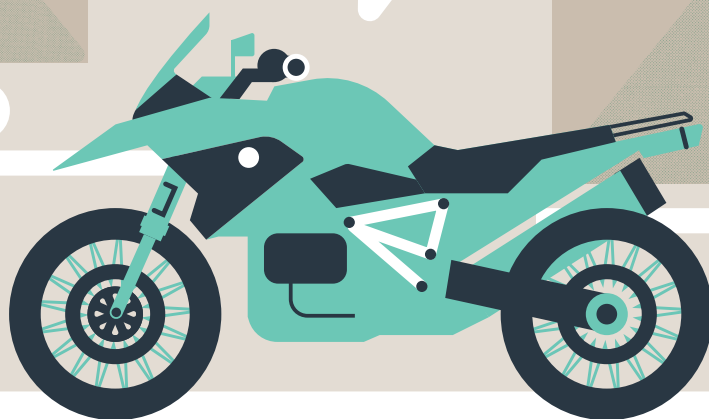


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New for 2025



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BMW Motorcycle Club
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**THANK YOU for your
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:

CANTY	Gavin	WAIKATO
DRABBLE	Mike	WINTON
JENKINS	Eddie	STRATFORD
MORGAN	Kepa	ROTORUA
OH	Kelvin	AUCKLAND

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: Our National Rally at the Copthorne, Masterton

Photo by: Jason Batchelor

Date: Feb 2025



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



April 2025

Hi Everyone,

Now that daylight saving has ended and the days are getting shorter the opportunities to get out and ride become less frequent for many of us. For those who do choose to store their bikes over the cooler months, here are a few tips that might help with the process.

- **Choose a Dry Location**

- o Store the motorcycle in a dry, insulated garage or shed to protect it from moisture and extreme temperatures.
- o Use a Cover: Invest in a high-quality motorcycle cover to keep dust, dirt, and moisture away.

- **Battery Maintenance**

- o Disconnect and Charge: Remove the battery and store it in a warm place. Use a trickle charger or battery maintainer to keep it charged.
- o Clean Terminals: Ensure that battery terminals are clean and free from corrosion before storage.

- **Fuel System Care**

- o Fill the Tank: Fill the gas tank to prevent moisture build-up inside. Add a fuel stabilizer to keep the fuel fresh and prevent gumming.
- o Run the Engine: Start the motorcycle and run it for a few minutes every few weeks to circulate the oil and fuel.

- **Oil Change**

- o Change Engine Oil: Change the oil and oil filter before storing the motorcycle. Dirty oil can contain contaminants that can harm the engine.

- **Check Tires**

- o Inflate Tires: Ensure tires are inflated to the recommended pressure. Low pressure can lead to flat spots during prolonged storage.
- o Elevate on Stands: If possible, use a motorcycle stand to take weight off the tires and suspension.

- **Inspect Brake System**

- o Check Brake Fluid: Inspect brake fluid levels and top up if necessary. Old brake fluid can absorb moisture and lead to brake failure.
- o Inspect Brake Pads: Check brake pads for wear and replace them if needed.





President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



April 2025 cont.

• Chains and Cables

- o Clean and Lubricate Chain: Clean the chain and apply appropriate lubricant to prevent rust and wear.
- o Inspect Cables: Check throttle and clutch cables for any signs of fraying or damage.

• Protective Coating

- o Wax the Body: Apply a coat of wax on the motorcycle's body to protect the paint and finish.
- o Use Corrosion Inhibitors: Apply a corrosion inhibitor on metal surfaces to prevent rust.

• Regular Checks

- o Inspect Before Use: Before you get back on the bike, perform a thorough check of the motorcycle, including lights, indicators, and all fluids, to ensure everything is in good working order.

• Remember to stay connected

- o Keep an eye out for your monthly ride / gathering communication from your local Area Representative. The frequency of rides may reduce over the winter months but I'm sure there will regular opportunities to catch up with friends and fellow riders either on the road or at a local watering hole or Café
- o Join our club Facebook page if you haven't already and participate in club online discussions about maintenance tips and share your riding experiences.

I'm sorry to say that I wasn't able to make it to the North Island Rag Rally last weekend, but I've heard some wonderful feedback from those who attended! Although the weather was a bit dreary on Friday while heading to Taylor Lodge, it seemed to brighten up nicely for Saturday and Sunday. The riding options in the central North Island are fantastic, with plenty of great gravel and tarmac routes to explore—I'm sure everyone took full advantage of that!

A special shoutout to Clifton's Rotisserie on Saturday night and Steve's delicious breakfasts; they were definitely highlights of the weekend! I look forward to reading more detailed stories and experiences from those who attended in future newsletters.

Well, that's it from me. Ride safe and above all have fun.



Chris





Waikato rides in March



March was a busy month for the crew here in the Waikato.

We had a great response from members who suggested rides. One of the first was an overnight camping trip at Ruatiti Domain, suggested, planned & led by Trevor Martin.

6 members on 5 bikes headed off from the Cambridge BP on Saturday 1st March.

The weather was a bit brisk, but looked like it would warm up and we all hoped that the forecasted showers would miss us. That proved not to be the case.

Our route led us down through Ongarue, where we stopped at a relatively new memorial (unveiled on 8th July 2023) which commemorates a train crash in on 6th July 1923 in which 17 people were killed.

It was starting to rain when we stopped, so there was a rush to put on the wet weather gear, but the stop did allow us to have a quick look over the many photos and explanations on the cause of the accident and the rescue efforts. Mental note – stop in again to check out this more fully.

We made our way to Taumarunui for a lunch break at the park beside the New World, before heading south past National Park. Many members will be familiar with Ruatiti domain as it was the dawn chorus venue before the NI Rag Rally for many years. For those who are not familiar – Click this link for the complete leaflet and more info: [Parks and Reserves - Ruatiti Domain.pdf](#)

Bans in Place

The following bans are in place for the Ruatiti Domain:

- Dogs are not permitted from 1 December to the end of April each year.
- There is a liquor ban from midnight on 30 December until midnight on 2 January each year.
- Cutting of trees for firewood or other purposes is not permitted at any time at the Domain. Chainsaws and axes are not permitted.



What people say about Ruatiti Domain

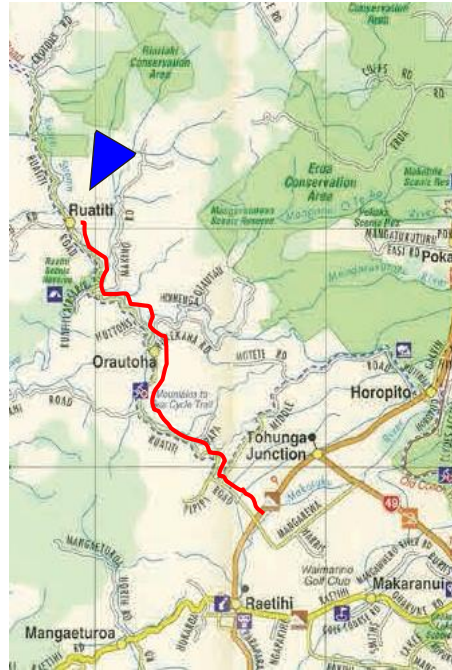
This place is so beautiful. Remote, spacious and tranquil. Waking up to the sound of the river right next to the van was a highlight. It is a lot of fun to be swept down the river. Bring a body board if you can! Drop toilets are kept clean and despite no drinking water you can wash dishes with the taps available. Would give this place 11 if I could.



How to get there

The Ruatiti Road turnoff on State Highway 4 is approximately 3.5 kilometres (km) north of Raetihi township. Continue on the Ruatiti Road for approximately 22km. The Ruatiti Domain entrance is 800 metres past the bridge across the Manganui-O-Te-Ao River.

On entering the Domain, you will pass by a house situated on the right hand side. This house belongs to the custodian of the Domain and is private property. Immediately past the house is a gate which may need to be opened. Please leave the gate as you found it.



A Guide to Ruatiti Domain



Ruapehu District Council
Private Bag 1001,
59-63 Huia Street, Taumarunui, 3946

Phone (24 Hours) 07 895 8188 Taumarunui
06 385 8364 Ohakune
06 385 4447 Raetihi
Fax 07 895 3256
Email info@ruapehudc.govt.nz
Website www.ruapehudc.govt.nz
Facebook [ruapehudc](https://www.facebook.com/ruapehudc)

The information in this brochure is a guide only, and is not a statutory document.

October 2018



Tents all set, now time for a cuppa...

The next morning was a bit cold, and although we were all in fine shape, the same could not be said about Joy's G310GS, which had a dead battery and would not start.

Various things were tried, like hooking it up to my bike via some very thin jumper wires (not enough current capacity) to Graeme Duncan towing the bike with my G310GS whilst I tried to bump start it (knobby tyres on grass did not work). Finally, I borrowed a jump starter pack from a friendly camper, and the bike started.

We packed up and headed home, wondering if the bike would start again at the fuel and lunch stop in the National Park—thankfully, it did!

It was a quick trip into town on Monday for a new battery. The one that had died was the Original BMW-branded one, made in September 2017, so it had lasted 7.5 years. That's not bad for bikes that are regularly on trickle charge but not used as much as the bigger bikes in the stable.

The Waikato Dams Ride:

The next ride for the month was on Sunday, March 9th and was suggested, organized and led by John Stewart.



After dinner we had a bonfire and sat around talking (as you do).



Jump starting Joy's bike



Arapuni dam – the rest area beside the swing bridge:

John has a wealth of information on the hydro dams along the Waikato River, gained from his work as an engineer. We also had the added expertise of Chris McKinnon who told us about the geological challenges involved at these sites. I learned an awful lot on this ride and found it very interesting.

Our first stop was at Karapiro. The road across



the dam was blocked off as they were doing work on the dam, which John explained in detail.

We took SH1 down to HoraHora Rd and checked out the swing bridge below Arapuni Dam before looping back to the dam itself for more info on the work being done at that site (it too was all fenced off). It was then back to Rhubarb Café for a coffee before heading south.





The route took us south via Old Taupo Road which was very busy due to SH1 being blocked off for roadworks between Putaruru and Tokoroa. Road works featured a lot in this ride.

Our next stop was Whakamaru:

Next we headed back towards Atiamuri, where once again SH1 was blocked. John nicely asked the road crew if we could

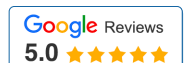
pass the roadblock to go to Ohakuri dam and they allowed us to pass, so we got to stop at both Atiamuri and Ohakuri dams before I led us back out onto SH30, to Whakamaru for a late lunch.

After that, we made our way to Maraetai 1 and 2 and then Waipapa before heading home.

Paul #1918

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Welcome Chris Townson - Waikato's New Area Rep

It's a privilege to be Waikato's Area Representative and be part of such a fantastic group of riders. Over the past four years, the camaraderie, shared experiences, and wealth of knowledge within the club have been truly inspiring. Together, there's a great opportunity to strengthen our region and make it even more active and connected.

A huge thank you to Paul and Joy Quilter for their dedication and hard work in leading the Waikato region. We greatly appreciate their efforts in organising rides, fostering connections, and keeping members engaged. Our goal is to build on that strong foundation and continue growing our community.

Motorcycling has been a lifelong passion of mine, starting at 17 in the UK with a humble Honda H100. After moving to New Zealand in 2004, exploring the countryside on a Kawasaki KZ750 was a great way to settle in. The journey with BMWMC began with an F650, followed by a Honda Varadero for comfortable touring, before finally landing the dream bike—an R1200 GSA, which now shares the garage with a DR650 for gravel adventures.

Being part of the club has been incredibly rewarding, from attending AGMs and RAG Rallies in both the North and South Islands to organising road and gravel rides. There are so many fantastic routes in Waikato, and our goal is to bring members together to enjoy them.

Looking ahead, the focus is on growing our membership, strengthening connections with neighbouring regions, and hopefully hosting a BMWMC event right here in Waikato. Regular monthly rides, dinners, and newsletter contributions will help keep everyone engaged and informed well in advance, making it easier to plan and participate.

I'm excited about what's ahead and looking forward to many great rides, sharing stories, and good times with Club members. Let's all help grow the Club and continue with more of the same that got us to where we are today and a thriving BMWMCNZ!

Thanks all

Chris



Monthly social get together - March



"A great turnout of 8 for the monthly dinner given 5 regulars were touring Tasmania. Good to see some new faces as well as old friends. Many laughs and stories being told. We are trying some new places to see what works, so thanks to all that came out"

April programme is:

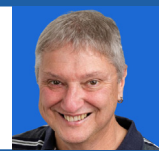
-Dinner and Quiz night At Prince Albert Tavern,
Cambridge on April 17th

-Whangamomona weekend ride April 26/27

Join the local fb group [BMWMC Waikato Group](#)

East Coast Exclusive

Alan Robinson



Left to right: Bronwyn, Peter, Danny, Rosemary, Maria, Stella, Tony, Walter, Les, Malcolm, Jean, and me.

Last month's dinner was at Indigo in Napier, and we had a great turnout. Among the guests were Malcolm and Jean Gibbons, who once lived in the Bay and were also BMW riders. For those who remembered them from years ago, it was a wonderful opportunity to catch up, and for the rest of us, it was really nice to meet the couple.

Other News

As many of you know, Ann and I have sold our F800GT and now enjoy riding a 2023 F900XR. It has the same colour scheme but is a very different bike to ride. We had the GT for about 5 or 6 years and had gradually come to terms with the fact that it was simply too tall for us. More often than not, we would be startled when the bike nearly toppled while stopping on an unexpected slope. The new (to us) bike is factory-lowered and has a lower seat, making it approximately 100mm lower than the GT (which, to be fair, had a comfort seat that added to its height). With the seating arrangement and wider bars, the XR is a dream to ride. Despite having almost no padding, it is surprisingly comfortable, and as a bonus, Ann has a less restricted view all around.

Last week, I received a call from Peter Tibbs from the Wairarapa, who was heading up to the Bay with members of the Ulysses Motorcycle Club and suggested we could catch up for lunch. I regret missing the opportunity to propose a BMWMC ride, leaving it until the last moment to ask Stella and Walter if they'd like to join us. I apologize to anyone who would have liked



to come along and will organize a WhatsApp group so this does not happen again.

Sunday was a glorious day, and Walter offered to take the lead, allowing me to get to know our bike without worrying about where we were going. We were heading to the Black Dog Tavern; I am sure you all know it. No surprise, the Ulysses riders were another friendly bunch, and we enjoyed having lunch with them.

In the photo, from left to right, the GS and the Harley were there when we arrived, and I didn't find out who owned them. Next are Walter and Stella's RT, our XR, and a wonderful old R100 owned by a Ulysses rider.

April - WhatsApp & Cafe Ride

As promised, I've started that promised WhatsApp group, so please get in touch if you're happy to be included in the group.

April Club Dinner: Tuesday 29th April

I am thinking of the Bareknuckle BBQ, Hastings, but will confirm closer to the ti via the group once booked.



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on my membership card with
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Remember to write a note
about my travels and
email it to
editor@bmwmc.nz



South Island RAG 2025
7th-9th November 2025

Register on the website soon
www.bmwmc.nz

Check the website for
the latest details.

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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contact@motoculture.co.nz

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Taranaki Tales

Wayne Higgins



Our most recent ride was an overnight trip that we had been planning for some time, so it was fantastic to see it come to fruition. It was a superb ride along the Wanganui River Road, with an overnight stay in Ohakune, and a return journey through the now fully sealed Forgotten World Highway.

We were a group of four bikes and six riders, and we met at the Stratford Z. All participants were eager for the day ahead and arrived a full 30 minutes before the scheduled meeting time.

We departed from Stratford Z, heading towards Wanganui on the main highway. Our lunch break was at the Yellow Café in Wanganui, where we all enjoyed excellent food and coffee—highly recommended as a stop, with ample parking for motorcycles.

This is where the fun truly began. We entered the Wanganui River Road and made our first stop at the summit of the first hill, where a stunning viewpoint awaited us, along with the obligatory photo opportunity. From there, we meandered through the scenic route, taking in the breathtaking vistas. Our next stop was in a small town, where a café had been established in an old school building. Outside, we discovered a boat that had been featured in the film *River Queen*. It was gratifying to support such a charming small business.

Our final stop of the day was at Jerusalem, which is steeped in history, particularly the convent and church. We were fortunate to arrive when the caretakers were present, and they shared fascinating details about the convent's history, including its time as an orphanage. It was a highly informative experience, and we even learned that one can stay there for just \$30 a night.

We then made our way to our accommodation in Ohakune. After a refreshing shower, we set off in search of some evening sustenance. A wonderful evening was spent, with many stories and tales exchanged.

The following morning, we divided into two groups: one set off to explore the gravel roads, while the other took the route through the Forgotten World Highway. Shortly after entering the Forgotten World Highway, we came across a lavender farm, where refreshments such as drinks, scones, and cakes were available. It was a peaceful spot, perfect for relaxing and taking in the sight of the lavender. The farm is also situated right next to the river, offering a splendid view of the water below.



River Road Viewpoint



Viewpoint

roads, switchbacks, and truly magnificent scenery.

A heartfelt thank you to all who joined Vicky and me: Ray and Anne Senior, Ian Gibbon, and Scott Mills. Your company made this adventure even more memorable.

Wayne #4097



Jerusalem

Naturally, we made a stop at Whangamomona—an essential stop on this route. The Forgotten World Highway itself is a thrilling ride, featuring twisty

Rangitikei Roundup

Murray Petherick



(aka The Rangitikei Mission to the NI RAG)

The 'significant' event in the last few weeks has been the NI RAG, an annual event in which the Rangitikei group like to take part.

For the last few years, thanks to the generosity of Robin and Joy Wood, our 'mission' has typically involved spending a couple of nights at their bach in Omori and then heading on to the rally on Friday. This year was no exception and despite the daunting weather forecast for the rally weekend we decided to proceed with our planned trip.

Wednesday saw seven of us (Robin, John, Barry P, Peer, Neville, Barry H and yours truly) gather at the Yellow House Café in Whanganui for a coffee before heading up SH3 to Hawera and then Stratford for a lunch stop. From there we headed on through the Forgotten World Highway to Whangamomona and Taumarunui, then across to Omori. A bit of light rain west of Whanganui but nothing significant during the rest of the day.

Thursday is typically a day for a ride to a lunch destination; places like Rotorua and Whakatane having been visited in the past. This time, after a bit of last-minute organising, we arranged to meet up with Colin, an ex Rangitikei-ite now living in BOP, for lunch at the Rhubarb Café in Arapuni. John was unfortunately obliged to make a change to his plans and headed back home. Following a coffee



stop along the way at Whakamaru the group met up with Colin just after 12.00 and all enjoyed a pleasant lunch and a chat.

Other commitments prevented Colin from joining us at the rally, but he rode with us down Waipapa Road to Whakamaru then headed back home to BOP. We

encountered a bit of rain along the Western Bay Road and the consequent vehicle spray was a nuisance but aside from that there were no incidents.

Friday morning dawned wet so we decided to pack up early, have a coffee in Turangi, buy vittles for lunch and dinner, then head over the hill and down to Taylor Lodge for lunch, hopefully dodging the heavier rain which was forecast for later in the day. Despite the ride being fairly wet (my 'good' leather boots soaking up water like a chamois cloth) the plan worked OK and we were among the first to arrive at the lodge. Pizzas for lunch were followed by a quiet afternoon as others arrived and settled in. A few brave travellers set up their tents for the night, and kudos to them, but I was happy to retire to my nice dry bed in the Lodge.

Saturday morning started wet but then cleared a bit and a number of the attendees headed to Ohakune for a lengthy coffee session and then a ride around the Whangaehu Valley Road/Fields Track loop. Barry P felt obliged to head home to assist the arborist who was scheduled to come and 'manicure'

some of the trees in Barbara's impressive garden. Back to Ohakune for lunch and another brief trip to the supermarket to buy our contribution of vegies to the Saturday night dinner. The morning ride had been 'dry' but as we prepared to head back to the



Lodge after lunch the sky darkened and, assuming we were only in for a bit of drizzle, I left my 'wets' in the top box. Bad decision! A few minutes later we were riding through steady rain but there was no percentage in stopping to put on my 'wets' at that stage so I just carried on to the Lodge. Arrived there soaked through! Although the drying room proved to be a real asset, I have learned from this!

Later in the afternoon, once the weather had cleared a bit, I had the pleasure of acknowledging with Neville his good fortune in winning the Star Insurance \$500 lucky draw insurance discount; a draw many of us would have liked to have won ourselves!

The Saturday night dinner was, yet again, a great culinary achievement. Thanks once again to Clifford, to 'wannabe Master Chef' Stephen and to the others who helped to prepare and clean up after the meal. A good team effort, fitting of the occasion. By RAG standards the evening was relatively quiet since a significant number (around 25%) of the registrants didn't make it to the rally; presumably deterred by the weather forecasts. VP Stephen took the role of MC for the evening gathering but, unfortunately, didn't have the rally 'trophy' available to hand to the

'worthy' recipient, Trevor Martin. Despite it being referred to as a 'trophy' having it awarded to you is perhaps a somewhat dubious honour as it is usually awarded in conjunction with some ignominious event or misfortune. Hopefully it will turn up again soon so we can maintain the tradition!

Sunday dawned fine and those remaining in our group decided to head homeward via the Parapara Road, taking in a coffee stop in Raetihi. Stephen O joined us in Raetihi only to find us sitting outside the closed café, having been told a little earlier, by a 'local,' that power to the whole area was shut down for significant lines maintenance work. A changed plan saw us head down to Upokongaro for coffee at the 'Behind the Door on 4' café, and from there split off to our various home destinations.

All-in-all another good rally, despite a mixed bag of weather. Bring on the SI RAG! **Murray #2690**



Wellington Wanderings

Denis Hulston



Club Social Meet & Eat - 3rd March

Eighteen members turned out to our first Monday of the month meeting and meal at the PWMC, an early start to our March programme. There was lots to talk about as always.

Club Rides -

Sunday 16th March - Wellington around the Bays

We didn't get a lot of club riding in this month, with family commitments and our first ride postponement. We had planned a leisurely ride wandering around the Wellington bays, after breakfast

brunch at Day's Bay. However, the weather was mostly wet and gusty, not conducive to laid-back riding. We're hoping to fit this ride into our April schedule.

Saturday 29th March - Western Lake Wairarapa, Lake Ferry, Ponatahi circuit

The day turned up great weather for riding, so we combined with riders from IAM RoadSmart – twelve riders all up and Chris in his car as tail end. We had a relaxed ride over the Remutaka hill and re-grouped at Featherston to take the Western Lake Road. This is a beautiful ride on a calm sunny day, and there was very little traffic. There are some great glimpses of Lake Wairarapa looking toward the east and the ride is close into the Remutaka range. We turned east onto the East-West access road to join Martinborough Pirinoa road for another relaxed ride to Lake Ferry,

and our lunch. There are stunning views from Lake Ferry, particularly on a fine sunny day. Some riders needed to return directly to Wellington. Seven riders and our tail-end vehicle continued on to ride the Ponatahi circuit through Longbush, Millars and Ponatahi roads back to Martinborough for a coffee before the ride back over the Remutaka Hill. This was a great day riding with the added pleasure of meeting new faces from both BMWMC and IAM – lots to talk about with new and familiar riding friends.

Denis #3184



Lake Ferry lineup



Lake Ferry – well, that was a yummy lunch



Ponatahi circuit – coffee at Martinborough



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Congratulations
Neville Parker



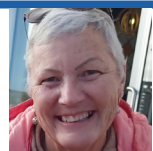
Neville Parker and Murray Petherick, AR
NIRAG @ Taylor Lodge, 2025

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Touring Tasmania

Sue Duncan



March 2025

In 2024 Graeme and I decided to do a short trip around Tasmania as I had driven it a year earlier with my Mum and was sure it would be a great motorbiking holiday. We invited local members to join us, and on March 17th, 5 of us headed to Auckland; Paul and Joy Quilter and Richard Hocken had taken up the offer.

We and the Quilters hired bikes from Tasmanian Motorcycle Tours in Launceston and because he joined late, Richard was booking a bike from Hobart. Our flight was on the 18th and the plan was to take the afternoon bus from Hobart to Launceston and Richard would ride his up and meet us at the hotel. We used the Skybus from the Airport into the city and it was a short walk to the Kinetic bus terminal. For future reference, if you are transferring from one service to the other, the Skybus is discounted. The return journey Hobart-Launceston-Hobart was only \$30 each and took just under 3hrs each way.

On arriving at our hotel we discovered Richard had actually bought a bike in Hobart and planned to ride up to Brisbane on the completion of this trip. He had bought a new CFMoto 800 all kitted out with nice luggage. We spent the night in a B&B in a building of old Row Houses. Next morning we headed out to pick up our bikes. We initially had booked a KLR but in the meantime they had sold it and replaced it with a CFMoto 450MT. We were to be the first renters.

Initially I was not confident about how this bike would go as it had a flat seat so I was sitting very low as pillion, and the footpegs were quite high so my knees

were very bent. The seat itself was very comfortable though. Paul and Joy had a Vstrom 650 [1].



Once we were all packed up we headed out the back roads towards Cradle Mountain National Park. Lots of windy narrow roads. [2&3]



We stopped at a place called Waratah for a late lunch and the woman was so rude, refused to serve us as we were "too big a group to turn up without a booking"! From there we carried on north up to the coast and to Crayfish Creek Van and Cabin Park, in the northwest corner. We had a compact cabin set in lovely bush. Dinner was takeaways on the beach in Stanley only 20mins away. [4]



The next morning we headed back to Stanley to ride the chairlift up "The Nut", a small mountain on the tip of the peninsula. [5]



There is a 2km walk around the top with several lookouts and information boards. [6]



In the cafe back at the bottom we met a lovely young Frenchman serving, and a lively conversation ensued as he is a motorbike traveller and looking forward to coming to NZ sometime to ride. We continued west to the coast and began our trip south. This was mainly a gravel road and had only reopened a week before as it runs through a bushfire area. In total over 100,000ha of bush had burned and was still smouldering in many places. [7, 8]

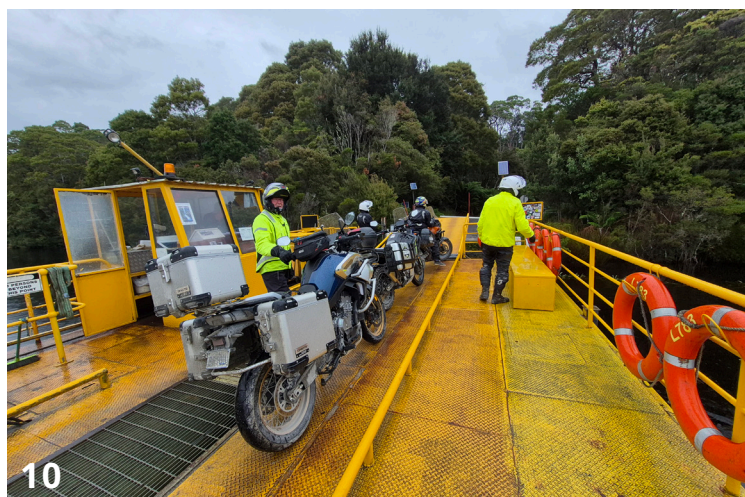
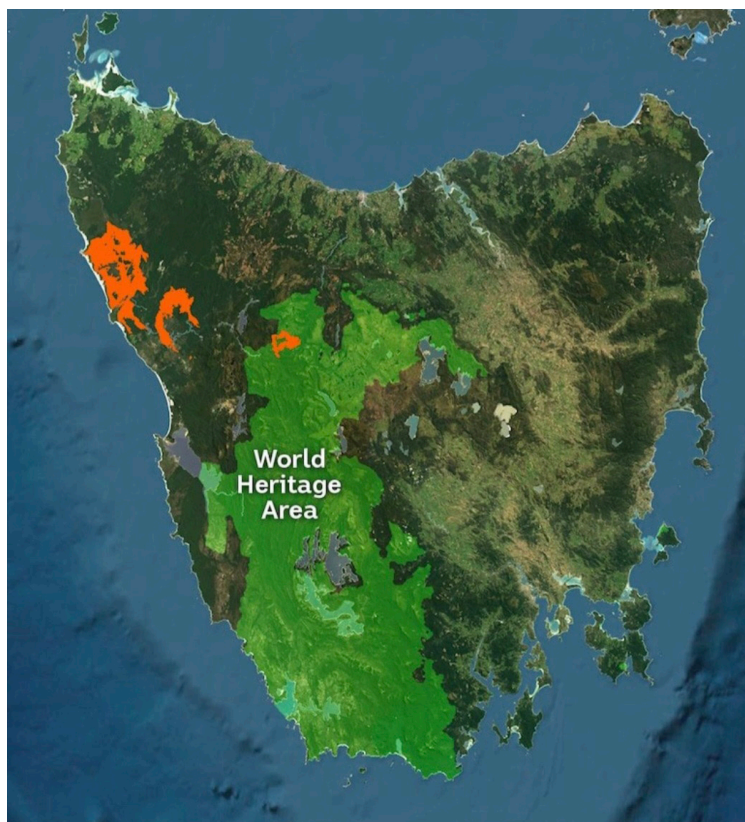


At Corinna there is a little ferry across the river then into unburned bush. [10, 11]

It had rained all day so were a bedraggled bunch who arrived into Strahan. Our accommodation was a cabin in the Big4 Strahan Holiday Retreat. They have a great Takeaway shop right at the entrance. Next day was an off bike day as we did the Gordon River Cruise, a 6hr cruise taking

you out and around Macquarie Harbour, the 2nd largest in Australia, down the Gordon River in the World Heritage area and then to Sarah Island, one of the original and most isolated of Tasmania's convict settlements. The island is only

8ha, 670m long and 150m wide but at its peak housed 500 souls.[12, 13, 14]



That night we attended the longest running play in Australia called "The Ship that never was", based on a true story of the last ship and convicts to leave Sarah Island. [15].

The next day was another wet start as we headed towards Hobart. Stopped at The Wall, 100m x 3m of wonderful carving showing the history of colonial Tasmania. [16]. We had 2 nights in Hobart and we visited the Hastings Thermal area in the southwest (their version



Next day on our way out of Hobart Richard got his first service on his bike and we met him at MONA, an art museum with very eclectic art.[19,20,21]



15



16

of a thermally heated pool 26C is a bit different to ours), again lovely windy roads, then up kunyoni/Mt Wellington. At 1271m the views from the top are magnificent.[17, 18].



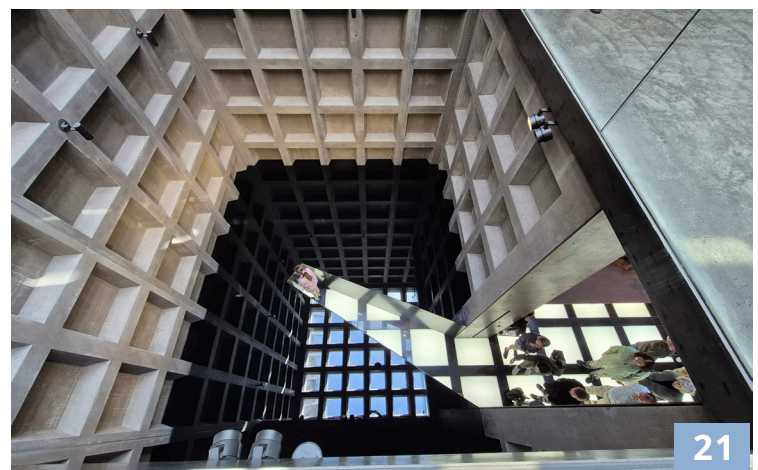
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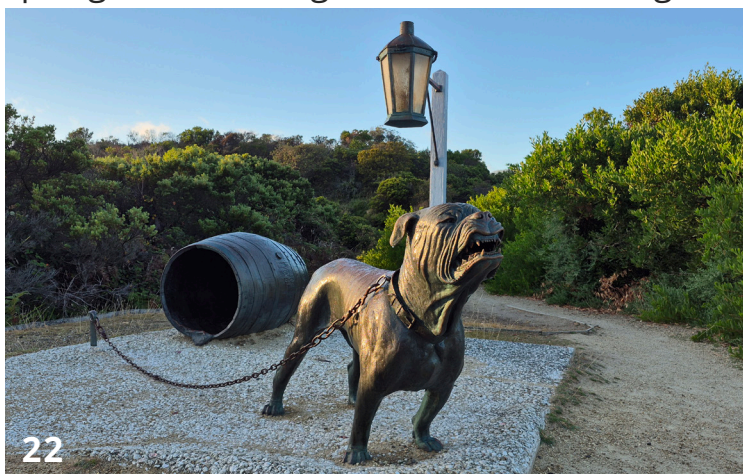


21

For those that have been there before the Vagina wall and women's only area are now in storage and new displays in place. We continued to Eaglehawk Neck near Port Arthur. Next morning we took a sunrise walk down to the Dog line. The peninsula is attached to mainland Tasmania at this point with a strip only 30m wide. In the convict days they kept a row of 18 vicious dogs across this neck

even out into the water as a last defence against convicts escaping. Basically the whole peninsula past this spot was the prison.[22]. Then onto Port Arthur for the morning. It is such a beautiful spot and is hard to reconcile with what it was like in the years 1838 to 1877. The youngest convicts were 9 yrs old as at that time in the UK the age of legal responsibility was 7yrs old. [23&24].

After lunch it was more gravel as we took the coast road north, eventually hooking back onto the main road to Bicheno. We got to see a couple of penguins that night as there is a large



colony living at the bottom of the hotel grounds. Our last day of riding was lots of gravel inland heading to Jacobs Ladder, quite a notorious road. On the way it was discovered that Richards top box had come off...luckily Paul and Joy had been behind him so Joy waited with the box while Paul caught up to Richard, 5km later! The road had been very rough [25].

Then it was up Jacobs ladder, a road to a ski lodge at 1452m. The last section of



road has 6 hairpins [26].

Graeme and I were leading and reached the top. Got off to walk to the lookout and thought it was very quiet... no motorbikes to be heard. From the lookout we could see a rider down so headed back to find Richard had come off on hairpin 2. He had hurt his left ankle. He was transported down past the worst bit of road by a passing car, and then a shuffle to get everyone and bikes down to him. [27]

He decided he could manage to ride

back to Launceston and then to Hobart. On the way back we stopped for lunch and found that Joy had picked up a hitchhiker, a very full fat leech [28]. We returned our bikes [29] while Richard rode back to Hobart and the hospital where it was found he had 2 fractures at the base of his tibia. Luckily his boot had worked as a splint. The next day Graeme rode Richard and his bike back to the dealership, who were happy to store it until Richard could make plans to get it to Brisbane, as he was now in a moon boot and flying up. We all met up again at the airport where we headed home. As a pillion the CFMoto 450 had not been as bad as I expected. Knees were never an issue, I didn't like sitting so low but it was comfortable. Graeme liked riding it. Altogether a fabulous trip but we definitely need to go back and do more. It was great fun having Paul, Joy and Richard with us. If anyone wants to read more our blog is 2wheels2panniers2up.home.blog

Sue #3456



Top of the South Beemers/Te Tauihu

Anja Claus

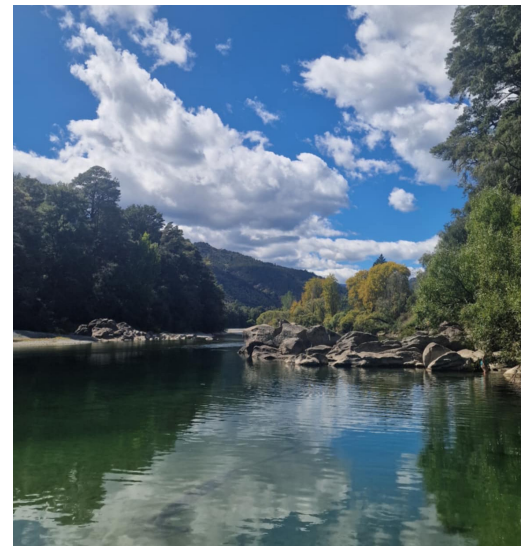


Kahikatea Reserve, Murchison – 9th of March

Nine bikes showed up at the start of our monthly ride. The plan was to go to the Kahikatea Reserve in Murchison for a swim in the Buller River and a picnic lunch, going via St Arnaud for morning tea and meeting there with any Marlborough riders.

Andy and Victoria joined us on their 350cc Velocette but only until Brightwater where they turned for home (Andy didn't think it had enough oil to go any further) - it was a brief but nice catch up.

We were planning a photo shoot at Lake Rotoiti, but the Power Boat Show was on so we abandoned that thought.





Trevor B returned home from St Arnaud and Ross from Marlborough joined us. We spent a long time catching up in the sun at a table outside before heading off to Murchison.

Once at Murchison, next to the Riverside Campground, next to the Buller River, there were six brave souls who conquered the chilly waters - a nice invigorating swim in a really beautiful setting. On the way home, three bikes chose the tarseal, five bikes started off with the Braeburn track and a photo at Lake Rotoroa and from there three bikes continued over Dry Weather Road and Sherry River Road



to Tapawera for a short break. And then there were two - they continued over Sunday Creek Road before returning home.

What a great day! Thanks to all who participated.

Anja #3706



Ride Leader & scribe: Anja Claus.
And on the ride:
Ross, Andy & Victoria, Lew,
Richard, Darren, Dale & Odette,
Gretchen, Trevor M, Anja
Visitor – Trevor B





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## March

Last month was busy for Annabelle and me with shift work and even a short sailing trip at the end of the month. To start, we attended the March Hare Rally down in Waimate. The poor old workhorse "CL" was loaded to the max, yet even the rain didn't "dampen" our weekend, and the sun made a couple of brief appearances, including, of course, for the ride home. Lol.

We had a great time with a group of friends, and plans are underway for a better Gazebo setup for next year's rallies, complete with BMW flags and branding so people know where to find us. It was a lot of fun, and hopefully next year we can get a group of members to come along to these types of events. Several of these rallies have closed down over the last few years due to dwindling patronage, and we need to support the ones that remain to help keep them viable.

## Our rides

On Saturday 22nd we had our monthly ride, a road ride via Culverden and the inland road up to Kaikoura and my fears of sitting at Z Belfast all alone were unfounded as we had a good turnout. Many thanks to the "regulars" for showing up and we also had a couple of new faces there too. Hopefully, they come back. We started off in grey conditions but ended up with a beautiful sunny day that was quite warm, stopped briefly in Waikari as we spotted Geoff and Fran at a cafe, and they soon caught up to us when we got caught



Putting the wet weather gear on, with "Beatrice" looking very (over)loaded up, for sure.



All set up, in the drizzle.



Plenty of people turned up despite the weather.



We had quite a bit of fine weather too.



in roadworks coming into Waiau. We stopped in Waiau for a toilet stop and at this point, Grant decided he really should put some air in his front tyre, just as well as the Inland Rd has plenty of corners. We all had a good chance for a catchup and some lunch at the Encounter Cafe and then everyone made their way home. Many thanks to those who came along. See pics below (I must take a few more next time; I never took any in Kaikoura)

Figuring out dates for April's rides has been complicated. I am working weekends for the first half of April and in the second half we have Easter Weekend and Anzac Day/Weekend straight after, which have their own rides and it would be great to support them too. Annabelle and I are going to both the Anzac Rides advertised below. I have struggled to find suitable dates when I am free and so I have planned a road ride for the Saturday of Anzac weekend. I understand some people might be busy/otherwise occupied/or away so I won't be surprised if many can't make it. But I thought that its worth still having a monthly ride anyway

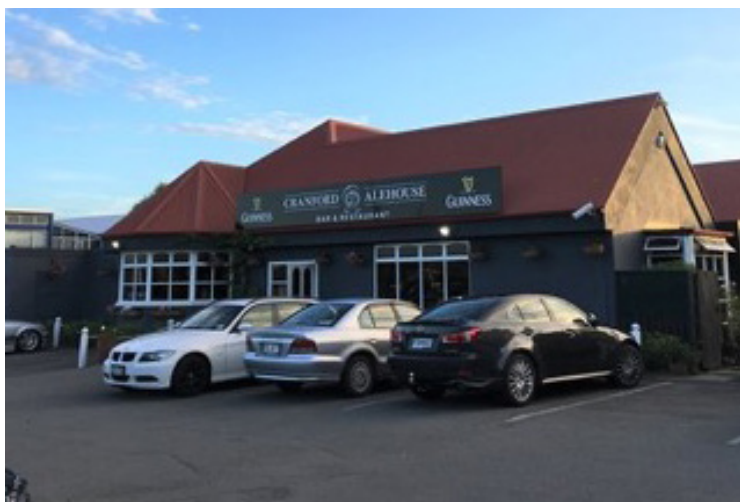
## **BMW Club Social Night:**

**Wednesday 16th April 6:30pm**

Cranford Ale House

(click above for Google Maps link)

Come along for a catch-up and some food. Our club nights are always fun and usually include much banter and laughter and I am always being given a hard time for something!! All in good fun and we have a blast, be good the catch up with any new people as well as the "regulars".





# Southern Stories

Tharon Knoetze



We typically steer clear of group rides in January due to school holidays, and this year was no exception. February, however, was a whirlwind with events like the Burt Munro Challenge, AGM, TT2000, Vincent Rally, and March Hare keeping us busy. Some members even squeezed in a mountain biking weekend! It seems 2025 is shaping up to be more of a juggling act than anticipated.

Our first scheduled ride for 2025 was set for Sunday, March 16<sup>th</sup>. Unfortunately, it started off a bit rocky with several riders cancelling due to inclement weather, particularly strong winds. Safety is our top priority, and at the meeting point, we agreed that if any rider felt unsafe at any point, they should feel free to turn back.

The unpredictable weather, compounded by warnings for the upcoming week, made the ride uncertain. Even some seasoned riders opted out. However, Otago pleasantly surprised us with balmy, sunny conditions, allowing for a smooth ride until we crossed into Central. There, a bit of wind required extra attention, but overall, it was an enjoyable journey to our lunch spot in Naseby.

The return trip was hot, with temperatures soaring to 29.5°C and hardly a breeze in sight. Thankfully, as we re-entered Otago, a cool breeze greeted us, dropping the temperature to a comfortable 21°C. A few gusts kept us alert, but Mother Nature was kind on our first ride of 2025. Both the ride and the engaging conversations were thoroughly enjoyed by all.

Looking forward to the next adventure. Until then, ride safe and keep it on two wheels!





**"With the new BMW R 12 G/S, BMW Motorrad is offering a classic enduro for puristic off-road fun. The abbreviation borrowed from the legendary R 80 G/S stands for 'Gelände /Straße' (Off-road / Street) and signals that the new member of the BMW R 12 family masters both equally. We know that numerous fans have been eagerly waiting for this motorcycle."**

Markus Lederer, Head of Boxer Series.



**The new BMW R 12 G/S: Classic enduro design inspired by the legendary BMW R 80 G/S. Ideal ergonomics for ambitious off-road riding.**

BMW Motorrad and off-road sport. This motorsport success story runs like a red thread through the company's history. The high-torque boxer engine in combination with the cardan drive has proven its winning ability and durability in countless competitions.

However, it was not until 1980 that BMW Motorrad took the concept of an enduro with a boxer engine into series production.



The BMW R 80 G/S was born. A series-production off-road bike that had never been seen before. Blessed with off-road expertise, touring ability and dynamic on-road qualities in equal measure. In short: The abbreviation G/S ("Gelände/Straße" meaning off-road /street) summed up the all-round qualities of the new motorcycle perfectly.

The new BMW R 12 G/S skilfully captures the spirit of the off-road enduro with a boxer engine in the style of the R 80 G/S in terms of design and perfectly transfers it into the present day with modern technology. With long suspension travel, cross-spoke wheels, and a small, compact cockpit fairing.



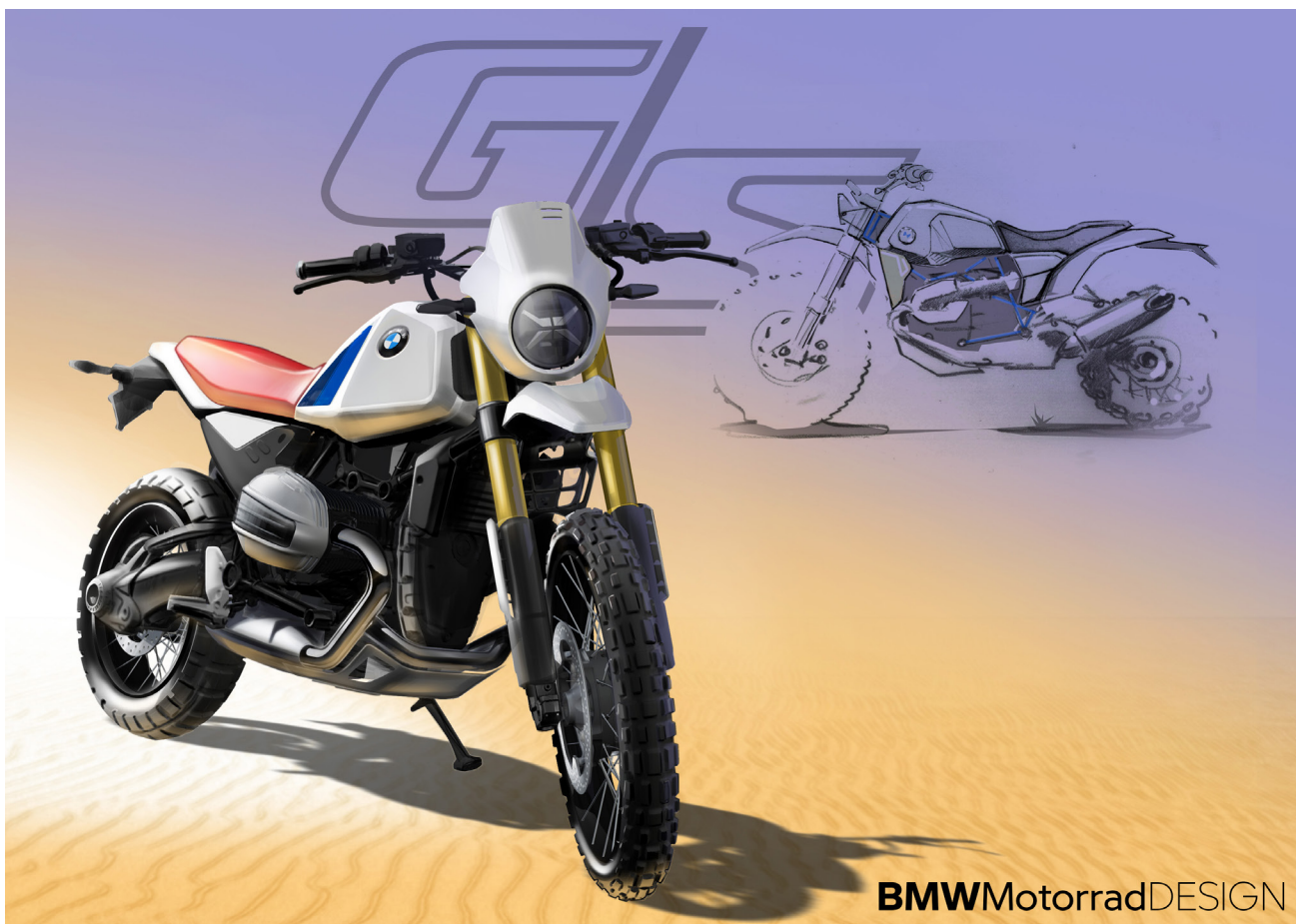
### **Three different seat options, sure-footed enduro footrests and handlebar risers for dedicated off-road adventurers.**

The new BMW R 12 G/S comes with a flat solo seat as standard (standard seat height with 17" rear wheel: 860 mm/seat height in the Enduro Package Pro with 18" rear wheel: 875 mm). Flat and straight, it is ideal for enduro riding - even in a standing position.

The optional Pillion Package includes a seat for two (standard seat height with 17" rear wheel: 860 mm/seat height in the Enduro Package Pro with 18" rear wheel: 875 mm). The rider's seat height is increased by 20 mm with the Rallye Seat option (standard seat height with 17" rear wheel): 880 mm/seat height in the Enduro Package Pro with 18" rear wheel: 895 mm). The new R 12 G/S comes as standard with two practical steel eyelets on the rear frame, which can be used as lashing points.

The basic version of the new BMW R 12 G/S is equipped with a footrest





system designed primarily for on-road use, but also suitable for off-road use thanks to its serrated profile. As part of the "Enduro Package Pro", the R 12 G/S is equipped with an enduro footrest system which, thanks to the enlarged contact area of the footrest body in combination with three rows of spikes, provides optimum grip for enduro riding.

The butted aluminium tubular handlebars allow further ergonomic adjustment. The optional Enduro Package includes a 20 mm riser.

### **A powerful boxer engine with a superior power and torque output and a single-flow exhaust system.**

Ever since the first BMW motorcycle - the R 32 - was launched in 1923, BMW Motorrad boxer engines have been synonymous with unmistakable, original and authentic design, a full torque curve and a unique sound character. The same is true of the new BMW R 12 G/S. The air/oil-cooled 101 mm bore, 73 mm stroke, 1,170 cc capacity boxer engine from numerous BMW motorcycle models delivers 80 kW (109 hp) at 7,000 rpm and a maximum torque of 115 Nm at 6,500 rpm. The left-hand exhaust system with high-mounted rear silencer meets the requirements of a classic enduro.

Cont...



**Large 21-inch front wheel as standard for optimum off-road performance. Optional Enduro Package Pro with 18-inch instead of 17-inch rear wheel for maximum off-road performance.**

The new BMW R 12 G/S with its cross-spoke wheels is a fully fledged enduro. Accordingly, it is equipped with a 21-inch wheel at the front. A 17-inch wheel is fitted as standard at the rear. An 18-inch rear wheel is available as part of the Enduro Package Pro for even greater off-road capability.

**Fully adjustable upside-down telescopic fork at the front and Paralever swingarm with angled, also fully adjustable rear shock absorber paired with long spring travel for superior off-road capability.**

In addition to a stiff and stable main frame as the basis, long suspension travel is essential for ambitious off-road riding. On the new R 12 G/S, the front wheel is guided by fully adjustable upside-down telescopic fork with a 45 mm diameter and a generous 210 mm of travel.

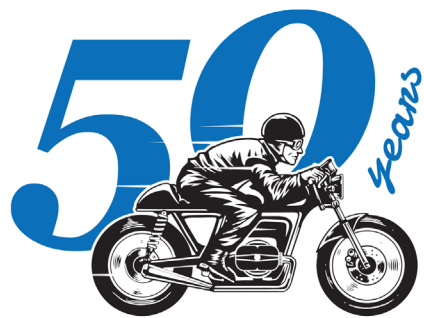
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# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
New Zealand



*Making Life a Ride!*

As part of celebrating our 50<sup>th</sup> year.

Please, email ([editor@bmwmc.nz](mailto:editor@bmwmc.nz)) any photos old and new, (words a bonus but not essential) of any memory, event, ride, activity - any of which, helped make our Club's history.

There is a link in the covering email to upload any files. Any problems or if you require the link again, please email [editor@bmwmc.nz](mailto:editor@bmwmc.nz)

*Thank you*

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

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

#### Riding Code:

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

4. Club Members are to go to the aid of any others suffering a mishap.

5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.

6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.

7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.

8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.

9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



# Coming Events - Details on our Website

**07**  
**November**  
**2025**



## 2025 - South Island RAG Rally - 7th-9th of November 2025

Updated: 14/03/2025 South Island RAG Rally: 7th-9th of November 2025 **HOLD THE DATES:** Another exciting SIRAG is scheduled. Put the dates in your diary. More details and registration are coming soon... For any questions, please email, [sirag@bmwmc.nz](mailto:sirag@bmwmc.nz) We look forward to seeing you all there.

[Find out more](#)



**30**  
**January**  
**2026**



## 2026 - National Rally/AGM (South Island), Friday 30th January - Monday 2nd February 2026

Updated: 21/03/2025 BMWMC AGM Rally 2026 - Friday 30th January - Monday 2nd February 2026: **Save the dates** - more details and registration to follow nearer the event: The location is the South Island a week before the Burt Munro event. Email any questions to [agmrally@bmwmc.nz](mailto:agmrally@bmwmc.nz) Registrations opening soon... Registering will be online only,

[Find out more](#)



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**BMW Motorcycle Club**  
of New Zealand

**1975 - 2025**





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