



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

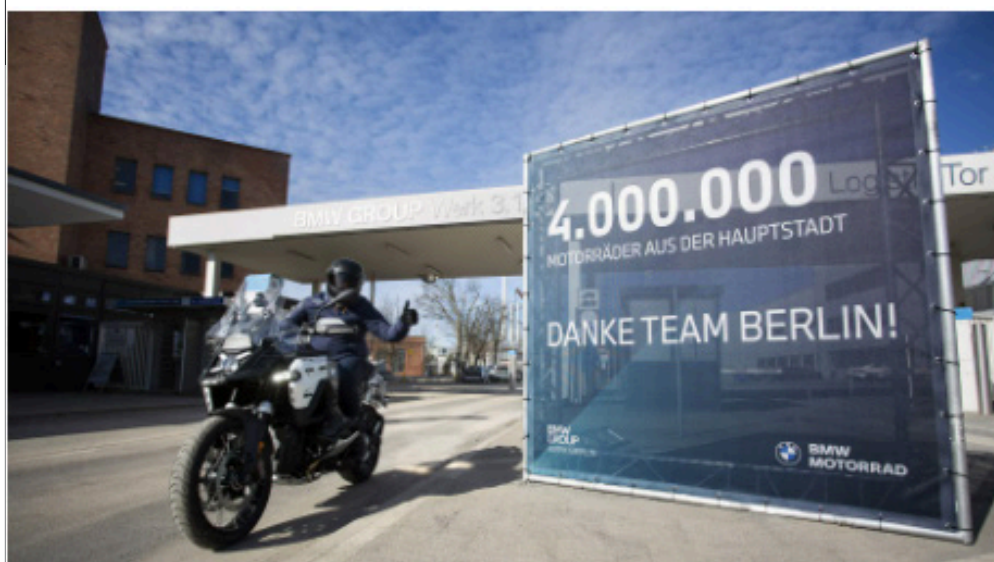
August 2026



IN GOOD HANDS



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BMW Motorcycle Club
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EDITORIAL COPY TO:

newsletter@bmwmc.nz

OTHER CORRESPONDENCE TO

The Secretary
BMWMCNZ
PO Box 109-245
Newmarket
Auckland 1149
New Zealand

PRESIDENT

Colin Gates
027 9222 350
president@bmwmc.nz

VICE PRESIDENT

Stephen Parkinson
021 989 092
vicepresident@bmwmc.nz

SECRETARY

Sue Duncan
027 270 7374
secretary@bmwmc.nz

TREASURER

Colin Gates
027 9222 350
treasurer@bmwmc.nz

MEMBERSHIP SECRETARY

Dave Oldershaw
029 200 3679
membership@bmwmc.nz

AREA REP LIAISON

Ian Macartney
027 281 0242
arl@bmwmc.nz

BMWMC GEAR

shop@bmwmc.nz

PRIVACY OFFICER

privacy@bmwmc.nz

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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 forward to your contributions.

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: GS Trophy G/S

Photo by: BMW Press Office

Date: July 2026



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



A Very Warm Welcome to:

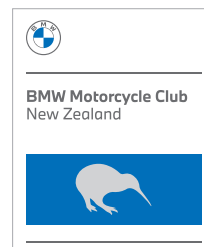
By Region (North to South)

HOU	Ken	AUCKLAND
WOOD	Philip	AUCKLAND
LOVERIDGE	Justin	AUCKLAND
STEWART	Alan	AUCKLAND
DARUWALLA	Homi	AUCKLAND
GIBBES	Robert	AUCKLAND
MEYER	Johan	AUCKLAND
LEE	Michael	WELLINGTON



President's Podium

Colin Gates



August 2026

I hope you're all looking forward to and are ready for the coming riding season. Spring is knocking on our door, and summer won't be far behind!

So, a quick refresh of important dates:

BMW Birth Certificate Free: 31st August 2026. The deadline is fast approaching. Any member who wants to take up the offer of a BMW Birth Certificate for their BMW motorcycle should apply now. Applications for the 2026 allocation must be submitted to Germany by 31 August 2026, while applications for the 2027 allocation close on 28 February 2027. Any certificates not allocated by these deadlines are forfeited and redistributed to other BMW Clubs.

2026 South Island RAG (SIRAG) - Registrations Open

13th-15th of November 2026 Brightwater! Full details are available on the Events page of our website.

2026 BMW GS Rallye - Registrations Open

6th-8th of November 2026 at the Wairakei Resort, Taupō. Hosted by BMW Motorrad, who have provided some exclusive offers for our members. When registering, please use the promotional codes provided in the accompanying email or contact us if you need them again.

Special Note from BMW Motorrad:

BMW Motorrad have put together an additional incentive for BMWMC members to book on the GS Rallye.

T&C's: This offer is open only to current BMW Motorcycle Owners Club NZ members. Existing bookings are automatically entered into the draw. Prize is one BMW Motorrad Adrar Suit (jacket and pants). Prize is subject to available sizes and stock held in New Zealand at the time of fulfilment. The prize is not transferable, exchangeable or redeemable for cash. Limited to tickets sold by end of 30 September 2026.

*They have already sold out of many room choices at the resort.



2027 BMW Annual Rally & AGM - Registrations opening soon

5th-8th of February 2027

2027 North Island RAG (NIRAG) - Registrations opening soon

2nd-4th of April 2027 at *Taylor Lodge. *As Taylor Lodge is on the market for sale, the venue and date are subject to change.

Of course we'd love you to attend all these events, but attending just one would be awesome too.

The look awaited F450GS will be available anytime now. It would be great for some owner reviews please. Especially when comparing them to the 310 or 650 models. If you bought one, what model did you replace or compare them with when making your choice?

Safe riding!

Colin



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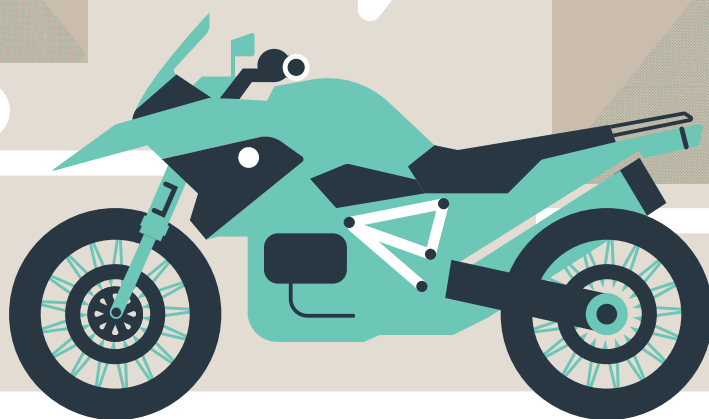
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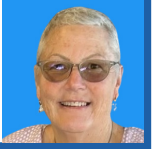


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July's social & dinner



While not much has been happening with rides in the Waikato, we have had a couple of well-attended dinners in Cambridge. And we planned a ride or two for August.

Sue #3088

Bay of Plenty Banter

Philip King - bayofplenty@bmwmc.nz



Aislabie holding Court and Murray disinterested! 😊



We in the BOP are taking turns to lead our monthly rides, which is a good arrangement.

Not only is the variety of destinations useful – the load of organising is shared. My month drawn was July, which could have been disaster weather-wise; however, after being rained off in an earlier month, my ride Tauranga – Clevedon - Tauranga was a go.

13 riders set off on a lovely crisp, clear Sunday morning. The plan was to traverse the Kaimais, take the impressive Old Te Aroha road and meander North to the Bugger Café at Pipiroa for coffee. At Paeroa a couple of riders left us with earlier commitments at home and left the rest to journey on. As we reached the Café, light rain swept in from the West, which was a little annoying but short-lived.

The run up the coast was enjoyable. The Miranda/ Kaiaua Estuary Coast



to Clevedon, for those unfamiliar, is a nice road with excellent coastal scenery, a scattering of holiday villages, and then a little inland over some tighter territory past Orere Point to lunch. These last 20km or so are not in great shape with significant 'flushing' and also a fair bit of green moss/algae in places which makes life interesting when still damp. Lunch was at the Corner Café in Clevedon, and we arrived somewhat wet as the rain had returned.

Homeward via Hunua, Maramarua Forest, Waiterimu and then onward toward Te Aroha again. The pace was enjoyable as the roads had dried for the journey home. We worked the 'corner man' system for much of the ride and (other than a couple of times!) it was a good option as the roads across towards Tahuna/Morrinsville are real farming country NZ.

All in all a pleasant day out, with no issues that I'm aware of, other than observing KTM 890's quickly run out of puff when pushing on a bit compared to the bigger BMW GS! Also, the new owners in both morning coffee and lunch stops were not up to what we had previously experienced sadly, but that didn't dampen our day to any great degree. I was home, bike washed and in the spa by about 4.30pm.

Philip #3867

Taranaki Tales

Phil D'Ath - taranaki@bmwmc.nz



Four brave souls fronted up for Sunday's ride: Scott, Gordon, Ian and John. The plan was ambitious, twisties all the way to Whangamomona for lunch. Mother Nature had other ideas, delivering a fine coating of frost to the back roads and forcing a swift change of plan (and possibly a small prayer of thanks from anyone who's met tarseal at an unplanned angle).

So instead we pointed the bars towards Hawera, still via the twisty roads, because apparently four grown men can't resist a good corner even when rerouted. Lunch was at the Gathering Cafe — superb as always, and honestly a real asset to Hāwera. We parked ourselves outside in glorious sunshine, which almost made up for the frostbite we suffered on the way to lunch.

Suitably fed and defrosted, we carried on around the Mountain, working in a few more twisties for good measure, before rolling into Oakura for the traditional de-brief at Butlers. Much analysis of corners, near-misses, and who braked too early was conducted over "coffee".

All in all, a wonderful day out. Proof that even when Whangamomona gets cancelled by frost, Taranaki still delivers.

Phil #4214



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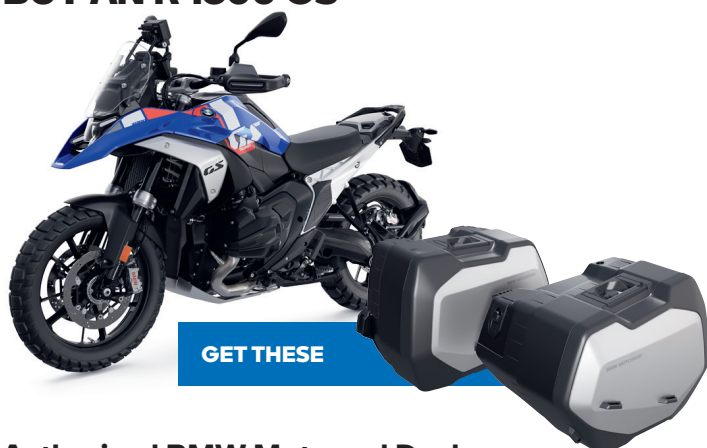
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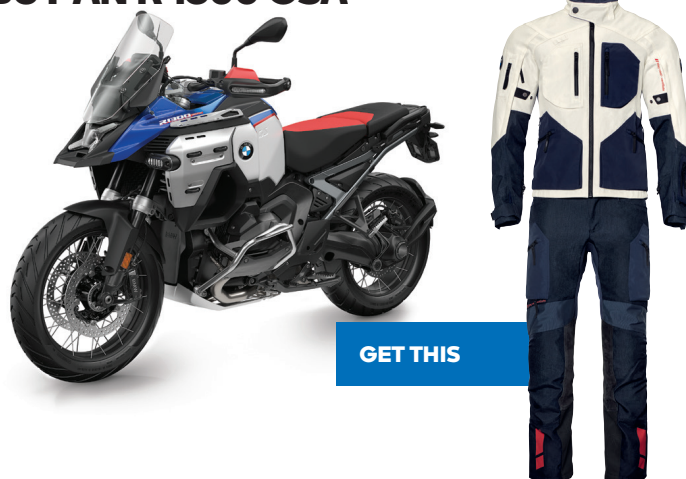
*Some exclusions may apply. Colour options shown and models are subject to availability; options and colours may differ from images. All prices, availability and specifications are subject to change without notice by BMW Motorrad New Zealand. GS Rallye GTX Adventure suit valued at \$3,807 inc GST. Vario panniers valued at \$2,746 inc GST. Valid while stocks last.

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www.roadandsport.co.nz

Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



Spitfire under maintenance

The last few weeks have included a typical mix of winter weather and reshuffled programmes, although we certainly didn't suffer the closures and disruptions that others further south experienced. Hopefully, as Spring approaches, we will get back to some better riding conditions.

Brunch gathering.

The July brunch gathering at the Woolshed attracted a group of 9; being 6 blokes and 3 of the fairer sex. Another good chance for a chat.

Biggin Hill Collection.

Something a bit different was our visit to the Biggin Hill aviation collection at Ohakea; this in lieu of the normal monthly ride. The collection consists of a small

number of WW2 planes, plus a couple of later aircraft. It is essentially an aircraft restoration operation run as a trust by Brendon Deere and his wife, with the help of other enthusiasts. Attendance is by arrangement only and costs a nominal \$10 donation. Included in the collection are a Mk 1X Spitfire, a P51 Mustang, a Harvard and a Grumman Avenger. Six of the seven aircraft in the collection are airworthy.

The visit started with a commentary by Brendon, outlining the histories of some of the aircraft and noting some relevant production and performance data for them. The Spitfire in the collection saw service in WW2 and subsequently was moved around between several sites, including storage in Cambodia for about 20 years, before ending up in



P51 Mustang

this collection. Most of us knew the P51 Mustang as an American plane, but it was actually built in America for the RAF, with some series boasting Rolls-Royce engines. Who knew?

Other photographic displays and information boards in the hangars complement the physical aircraft displays and it is easy to spend a couple of hours looking through the whole collection. Although it is a relatively small collection, it is

well presented and is a credit to those who are involved.

SI RAG Preparation.

A small group of Rangitikei members got together on Sunday 9th and have subsequently put in place travel plans to do some riding in the South Island and to attend the SI RAG rally. Roll on November!

Murray #2690

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Club night social, meet and eat at the Petone Club

Monday 6th July, saw twelve members at the Petone Club for our first Monday of the month meet and eat - Ian, Lynne, Brian, Keith, Martyn, Sue, Dave, Carole, Dave, Cheryl, Annie, Denis, apologies Peter and Jenny. It was a very cold night, so a good turnout for mid-winter - warm in the Club and good company. Martyn's June discovery, two steaks for the price of one, was extended to July, so we took advantage - our red meat count is up there now.

Gravel and Bitumen Ride to Kimbolton Saturday 18th July

This ride was brought forward a day because of a less favourable weather forecast for Sunday. The ride plan had been to take in the northern Turakina Valley and ride to Kimbolton via Hunterville and Vinegar Hill, with both gravel and bitumen route options. However, we diverted through Shannon for a coffee stop and decided to ride via Ashhurst and split the ride at Raumai in the Pongaroa Valley. Ian and Keith took a sealed route up the Pohangina East Valley through to Apiti and back to Kimbolton. This is always a great ride at a leisurely pace to take in the beautiful valley vistas - each corner offers something different, and it's not the ride to rush through. Stephen, Glenn, Chester and Denis rode gravel up Finnis Road and along Ridge Road to descend on London Ford Road to Kimbolton, where we met up with Ian and Keith who arrived five minutes ahead of us. We'd expected slippery sections on the Ridge Road, and there were some, but the road condition was very good. It is also a great ride with vistas east to the

Ruahines, west to the Rangitikei and north to Mount Ruapehu.

Lunch at Kimbolton and return to Ashhurst for rides home via Shannon (Stephen and Keith) and the Pahiatua Track and Wairarapa (Ian, Chester, Glenn and Denis). Ride planning is always a challenge - what's realistic as opposed to what's aspirational. Just as well we didn't ride the original plan. Peep-o-Day Road, Vinegar Hill and Turakina Valley will wait for another ride, or two. Home before dark, 450km on the clock.



Kimbolton line-up, Hanson's Cafe



Carbon credit planting – the landscape changes. Ridge Road



Ridge Road, Chester, Glenn, Stephen, (Denis)

Saturday 25th July

Horrid weather and we cancelled our ride to Biggin Hill Aircraft museum at Ohakea to meet up with Murray and the Rangitikei crew – an early start and

long ride in the rain, for us. And our alternative – lunch at the Pongaroa Hotel will keep.

Tuesday 28th July

Watching the weather and Tuesday, flagged as the best weather day for riding, delivered the promise. Six of us – Dave T, Dave O, Stephen, Jeff, Trevor, Denis met at Z Remutaka for a ride to Martinborough and then to “see what happens from there”. Despite the 10am start, it was 2degrees on the river road to our meeting at Remutaka. This improved to 9 degrees for the ride over the Remutaka, with Dave O leading. There was plenty of sign of frost, but no ice still remaining on

the road. It was a leisurely ride for coffee and snacks at Martinborough’s In the Neighbourhood café – warm enough to sit outside and enjoy the sun. We decided on a short ride, given the ice potential on some options, so with Dave T leading we returned via Tuhitarata junction and Kahutara for another coffee stop at Featherston, since there was still plenty to talk about.

The ride back over the Remutaka was

a good one, traffic well behaved and slow vehicles pulling over to let us pass. 170km, leisurely riding, good

company – great day.

Denis #3131



Martinborough line up and coffee in the sun.

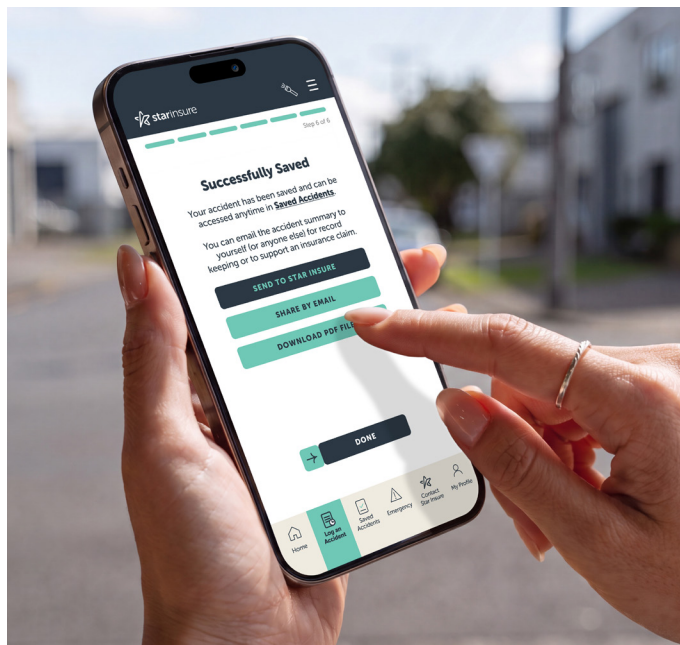


Dave T, Dave O, Jeff, Trevor, Stephen (Denis)



More to talk about at Featherston Everest Café before the Remutaka hill ride. Stephen, Jeff, Trevor, Dave T, Dave O, (Denis)

Star Insure Launches a Free App to Take the Panic Out of Roadside crashes for All Motorists.



No driver wants to think about having a crash, but Star Insure has just made the aftermath a whole lot easier to navigate.

Star Insure, the specialist motor insurer, has launched a brand-new accident app, acting as a real-time “pocket safety net” that is completely **free for all Kiwi motorists**.

Designed to reduce the confusion and stress of a crash scene, the app provides a clear, step-by-step guide on what to do and what information to capture. A built-in capture tool allows drivers to record third-party details, take scene photos and log essential information before leaving the roadside.

Roger Wallace, Chief Executive Officer at Star Insure, says the app was designed to provide immediate peace of mind. “When you have just been in a ding or a serious collision, your adrenaline is pumping. Remembering what details to swap or what photos to take is tough. This app brings calm and clarity to the chaos, ensuring you capture exactly what you need to make the claims process hassle-free.”

The app launch supports Star Insure’s ongoing commitment to safer New Zealand roads, including its active involvement with the Street Smart initiative.

Gabrielle Byfield, General Manager Marketing & Communications, says true protection requires a community-wide approach. “The best part about this tool is that it is **for every motorist on New Zealand roads at absolutely no cost**, regardless of whether they are a Star Insure customer. Through our association with Street Smart, we are equipping young drivers with practical, hands-on skills. Now, with this free app, we are giving them and their families an extra layer of reassurance should the unexpected happen.”

Star Insure’s reputation is built on specialist care. Proudly Kiwi-owned and locally operated, yet backed by the global financial strength of Berkshire Hathaway, the insurer is known for its authentic, no-nonsense approach to claims.

“We understand the true value of the vehicles you are protecting, whether it is your daily driver, a classic car, or your teen’s first runabout. Our expert team is always here to champion your best interests, and this app is the ultimate tool to help us do exactly that,” Wallace adds.

Star Insure is encouraging all motorists, especially young and newly licensed drivers, to download the free app and keep it in their digital glovebox. Search “**Star Insure Toolkit**.” or Click below to download from the App Store or Google Play.



Top of the South Beemers/Te Tauihu

Dale Grover - topofthesouth@bmwmc.nz



Flat Rock Café



Anja is away & I volunteered to organise our August ride.

Unfortunately, the weather that morning was terrible & I was about to pull the pin completely, but at least one rider contacted me to say they were still keen to ride, so of course I didn't cancel.

I'm very pleased about that as we had 10 riders turn out & the weather cleared up.

We rode out via Eighty Eighty valley & Golden Downs to Flat Rock Café at Kohatu; there we were met by Victoria & Andy who'd driven out, then Trudi joined us as she had something to do prior.

So a very good turnout as it happens, excellent.

As usual after lunch everyone went their own way home; I joined Rick, Trudi & Sandra for a trip back the same way we'd come. Unfortunately we'd all left it so late to leave that it started raining again, oh well.

Sorry, no pictures; we were too busy yakking!

Dale #3170

The Bike It Went Exceedingly Well

Dave Morris



The bike it went exceedingly well,
With the occasional stop just sos-ta re-fuel.
With once the brand that was known as Shell:
Yes, the bike it went exceedingly well.
Up the slopes it went without miss,
Riding is music; a biker-bliss.
The motor is exceptional, purring along,
The 1200 cc's, powerful and strong.
Robust, reliable, nothing go wrong.
Mile after mile, all day long,
Forgetting all work-things and things gone amiss,
Soaking up freedom, the wind; - and reminisce.
Weather whipping along on the Canterbury Plains,
Or dodging and weaving on Auckland lanes,
Leaning the bends on Remutaka incline,
And waiting for traffic at the give-way sign
And the West Coast bridges, (- part of its spell):
Yes, the bike, went exceedingly well.

Dave Morris #1774

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BEARS & KIWIS

The initials stand for British, European and American RacerS, and Alan Cathcart thinks that this New Zealand series could be the best non-Japanese race formula yet

New Zealand's flourishing BEARS class is perhaps the world's strangest-named race series. It stands for British, European and American RacerS. You got it – a non-Japanese road-racing category that right now is the biggest thing in Kiwi racing and has already begun to spread across the Tasman Sea to Australia. What began as a means of extending the Battle of the Twins concept into a category that could support an entire race meeting on its own may end up having sufficient international appeal to be widely adopted elsewhere.

BoTT racing reached New Zealand five years ago, with a well-supported series run at the country's national race meetings. Contrary to the trend elsewhere, Ducatis did not dominate the results, despite the fact that there were lots of them in contention. The winner of that inaugural series was none other than evergreen former world champion Hugh Anderson, riding the locally-built McIntosh-Vincent. This surprise victory was enough to focus attention on what could otherwise have been a support class for also-rans.

There's a strong current of individualism in New Zealand which manifests itself in a greater degree of interest in European bikes than elsewhere, and there are an awful lot of Harleys on the road for such a small country. Add in

the average Kiwi motorcyclist's keen desire to build his own unique special from a variety of unrelated components, and you have the ideal circumstances for establishing the BEARS category.

The man behind the BEARS beginnings in 1985 was NZ's Harley importer Lindsay Williamson, a buccaneering individualist based in the South Island of New Zealand's capital, Christchurch. He opens his shop four days a week and spends the rest of his time pursuing a wide range of activities from salvaging shipwrecked vessels to flying a Piper Cherokee, and in between he restores 1950s American cars. Williamson, who used to race a Yamaha TZ700 in South East Asian events, hit upon the idea of the BEARS class and found a lot of support when he started to look for it. The first Sound of Thunder meeting at the local Ruapuna race track attracted over \$20,000 in sponsorship and prize money, 200 competitors from all over the country, and four times as many spectators as attend any other road race in New Zealand, apart from the annual Wanganui event. A North Island Sound of Thunder meeting followed in 1987, with the big race won by Bill Biber's K100SS BMW, while Williamson took overall honours at his own event last year aboard the McIntosh-framed XR1000 Harley racer he built himself.

BEARS are big now in NZ, and the

class has been added to the annual International series run over Christmas and New Year. This year Aussie visitor Owen Cole won on the ingenious Web-rook Ducati, a bevel-drive 900SS converted to belt-drive desmo OHC. The machinery in BEARS races, ranging from the big four-stroke twins, through the occasional Laverda or Triumph triple, to single-cylinder 500s even includes the occasional two-stroke, like Dave Moore's fleet MBA on which Paul Lewis won many Australian titles, and there are even unlikely Cagiva or KTM motocross machines fitted with slicks and small front wheels. The only fly in the ointment so far has been the odd Rotax-powered 250cc GP bike providing a sight and sound not altogether in line with what the organisers intended. But perhaps fortunately there aren't more than a couple of these in NZ, and anyway they have been persuaded not to appear any more. 'We were prepared to formulate a rule to prevent them taking part,' says Williamson, 'but then they got the message anyhow and stay away. We're offering something which is completely different from the other race classes, where you have a field full of 250cc GP bikes which all sound and look the same, or a race for production bikes where there's no noise at all and the first ten places are occupied by identical GSX-R Suzukis. BEARS offers

variety, spectacle, noise and excitement, and that's why we'll get 10,000 people at Ruapuna for the Sound of Thunder and all that prize money. In '89 we plan to go international and try to attract riders from Japan, the USA and maybe Europe for our February meeting. Then maybe they'll take the message back to their own countries: hey – we might have a worldwide future!

DENCO-BRITTEN 1000: Weird and wonderful

Many people fantasise about building the ideal motorcycle incorporating their own ideas of two-wheeled design. Christchurch, NZ engineer/racer John Britten is a man in a million, he actually turned his dreams into reality and the result is certainly one of the strangest, if not weirdest-looking, motorcycles the world has ever seen: the Denco-Britten 1000.

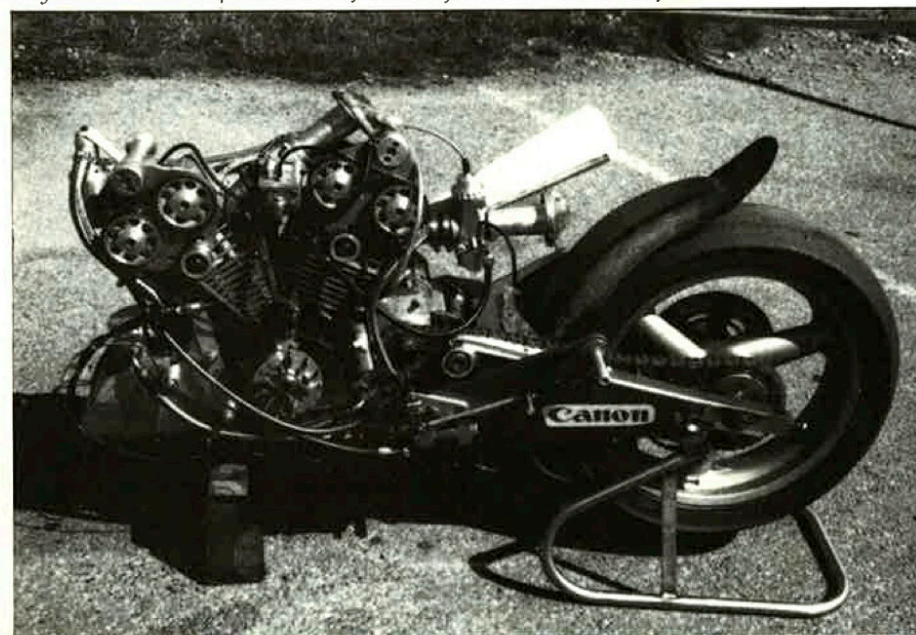
Britten worked alongside a local



Twin aerofoils are one of the Denco designer's intuitive design ideas



Bodywork and monocoque chassis are fashioned from kevlar and carbon fibre



Motor and power train unbolt neatly

manufacturer of speedway engines, Denco Engineering, to produce a 1000cc V-twin power unit essentially comprising two 500 singles mounted on a common crankcase. But as it was designed for dirt-track use, the long-stroke engine proved unsuitable for road racing, in which Britten planned to develop the machine before working on a possible road version. Accordingly, the Denco engine was completely redesigned last year with the help of some useful advice from Californian tuner Jerry Branch, who was responsible for the design and gas-flowing of the four-valve cylinder heads. Now revamped to 94x72mm, the 999cc, 50° V-twin engine's claimed output of 105bhp at 9000rpm is far from unlikely, as the performance of the bike in clinching two third places in the final round of the NZ International series at Ruapuna in the hands of guest rider Lindsay Williamson showed. Each pair of camshafts on the DOHC eight-valve, all-alloy power unit, which runs a 14.5:1 compression ratio thanks to the locally permitted use of methanol for road racing, is driven by toothed belt off the crank. Two 40mm Amal smoothbore carbs and a US-made Phelan magneto are fitted, and the five-speed gearbox is Denco's own.

Britten has so far concentrated on getting the engine performance right, leaving the question of the chassis aside while he does so. The result is one of the most evil-handling bikes imaginable, a fact which explains Britten's absence from the rider's seat for the Ruapuna races: the Denco chucked him off in qualifying the previous day and sent him to hospital with a broken foot! The strange thing is that the bike's specification looks great on paper, and is certainly highly innovative. Designed on a modular basis, the Kevlar and carbon-fibre monocoque can be unbolted from the dry-sump engine in a matter of moments, allowing the chassis and front wheel (suspended by 54mm White Power 'upside down' forks) to be lifted off the engine and wheeled away for ease of access. Rear suspension is by a White Power unit slung horizontally under the engine, worked in compression by the honeycomb-filled swingarm.

Britten is certainly on the right track, and now that the engine is proven to be competitive he has to sort the chassis' vices. Then the Denco, already timed at well over 160mph, may end up challenging the eight-valve Ducatis for the title of the fastest twin-cylinder racer in the world – and it's 100 per cent Kiwi built, into the bargain, a fact suggested by the drooping, bird-like nose and twin aerofoils, which Britten believes have some aerodynamic benefit in cornering. Dispensing with such eccentricities and bolting the engine into a more conventional chassis, built by someone like Ken McIntosh or Steve Roberts, might make a superb roadburner. Maybe his spell in hospital may give John Britten cause to ponder the wisdom of such a course!

GRT 500: Kiwi ingenuity in action

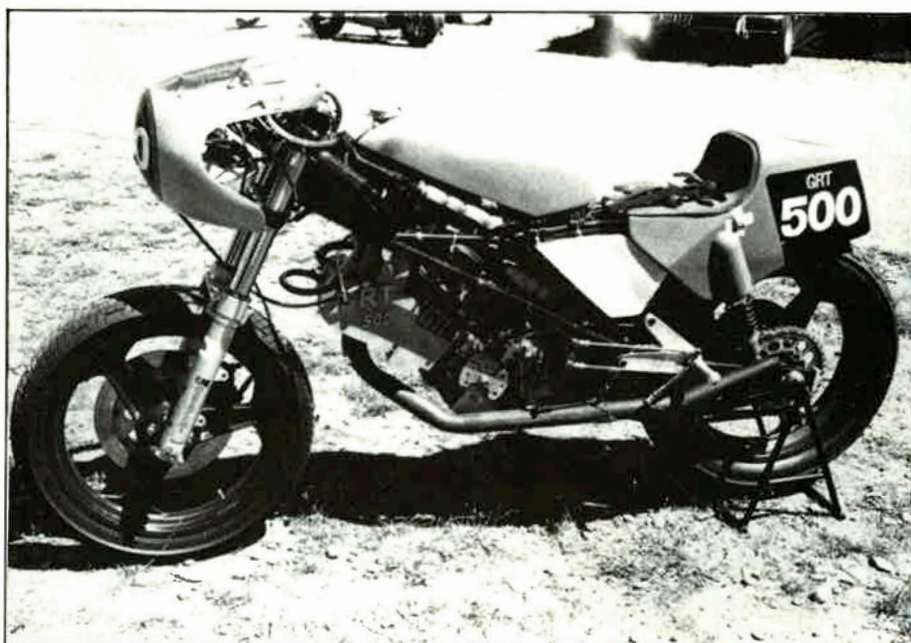
New Zealanders are by nature a mechanically inventive bunch: their relative poverty and isolation from the rest of the world's industrialised nations infuses a high degree of self-reliance which, for example, keeps many elderly British cars on Kiwi roads, long after the supply of spare parts for them has dried up back home. They also seem to be past masters in the art of creating well-built but highly unlikely specials – like this 500cc single-cylinder GRT which made its debut at Wanganui in the recent International Series meeting, running in both the BEARS and Formula 3 classes.

The bike's name denotes the fact that it was built by a trio of enthusiasts who comprise the Greytown Racing Team, named after the small town in the North Island where they all live.

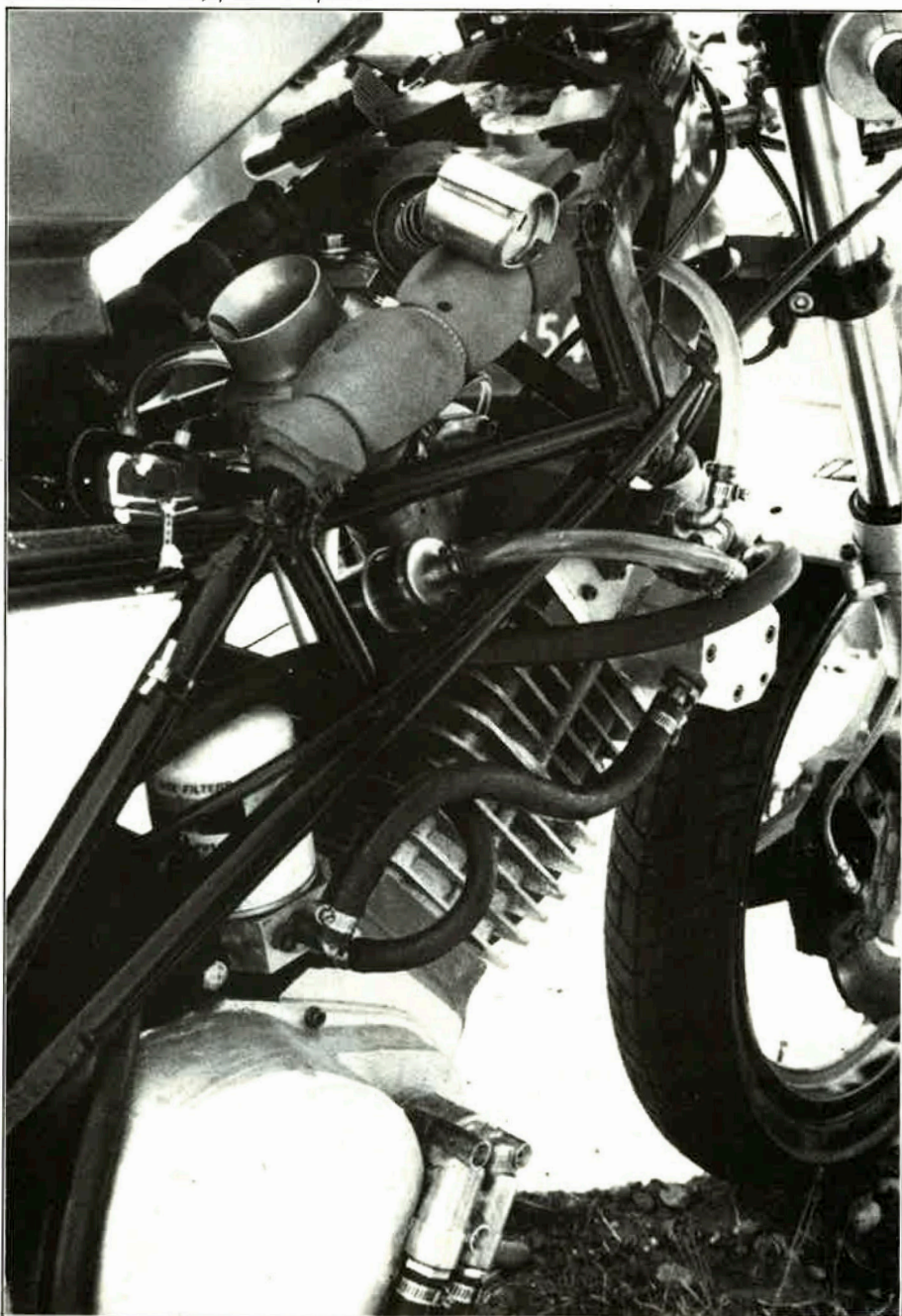
The 90×78mm engine has four valves, a Cosworth piston and belt drive to the twin overhead camshafts, with the belt driving the exhaust cam directly off the crank and an idler gear in turn driving the inlet cam. The engine runs on methanol (permitting a compression ratio of 14:1) metered by a 38mm Amal smoothbore carburettor, with an extremely high degree of downdraught thanks to the 45° forward inclination of the cylinder. All engine castings were produced using patterns made by one of the team's many supporters, as were the conrod and crankshaft, which has a roller-bearing drive side main bearing, the rest of the bearings being plain.

The engine's inclined cylinder permits it to be underslung from the mild-steel tubular spaceframe, which has 18-inch Dymag wheels, 38mm Marzocchi M1R front forks, a box-section swing-arm employing twin Girling suspension units, and AP-Lockheed brakes including a four-piston front caliper. Weight is under 110kg thanks to the extensive use of light alloy, and though the engine hasn't so far met up with a dyno, estimated horsepower is 60bhp at 9000rpm.

The various members of the Greytown Racing Team, including rider Bill Fairbrother who gave it a cautious debut at Wanganui after the bike had been fired up for the first time only a week beforehand, are at pains to stress the fact that there isn't a single Japanese-made component in the whole bike. What they haven't made themselves they've bought from Europe, hence the bike's name 'Oriental Eater' signwritten on the fairing. Competing in the popular Formula 3 category of NZ racing which pits 500cc four-strokes against 125cc two-strokes, the GRT's opposition includes not only some speedy Japanese singles but a host of 400cc fours; hopefully, it won't get indigestion...



The GRT500: not one Japanese component



All major engine castings are taken from locally made patterns

BIKE CLINIC BMW K100SS: Next stop, a Kiwi Cobas

Bill Biber's BMW K100SS not only provides a welcome change from the several Ducatis which contest the BEARS class, but it also epitomises what the category stands for. Since the long-stroke engine would be quite uncompetitive against the four-cylinder Japanese repli-racers in Production or Superbike racing, but still attracts lots of interest (and BMW riders through the turnstiles!) when it appears on the track. Biber, one of NZ's most experienced riders, has ridden a huge variety of bikes with success over the past decade, teamed up with Mike Dobson, chief mechanic at the country's largest BMW dealers, Bike Clinic of Wellington, two years ago to build and run the bike. Since then, he's enjoyed great success, winning the North Island Sound of Thunder title in 1987, finishing third in the BEARS class in the recent International series, and has now attracted support from BMW of New Zealand.

Mike Dobson built and developed the bike himself, using a crashed 1984 K100 roadster as the starting point. Raising the compression ratio to 12.2:1 from the stock 10.2:1 by skimming the head, he fitted US-made Luftmeister camshafts and inlet valves, and balanced the stock rods and crank, dynamically in the case of the latter item. The Bosch J-Tronic engine management system was re-programmed to take the rev limit up to 9500rpm, but the standard chip governing the fuel injection is retained, with the standard air filter replaced by one breathing into the slipstream and protected only by a dirt-track air filter. A locally-made exhaust system from Cycle Works of Wellington helps persuade the engine to give 110bhp at 9300rpm – enough for a top speed of over 150mph.

The chassis has been considerably lightened from stock, so that the bike now weighs 178kg with oil and water but no fuel, compared to 215kg dry in street form. The standard chassis is retained, but fitted with a Koni F1 rear suspension unit and 40mm Forcella Italia forks (replaced in the photos by the stock BMW legs while the race equipment was being straightened after a crash at Wanganui). Front brakes are Yamaha TZR250 320mm rotors with Brembo four-piston calipers, with BMW's large and heavy rear brake set-up employed for the time being. The standard gearbox is used, with a K100RS final drive unit.

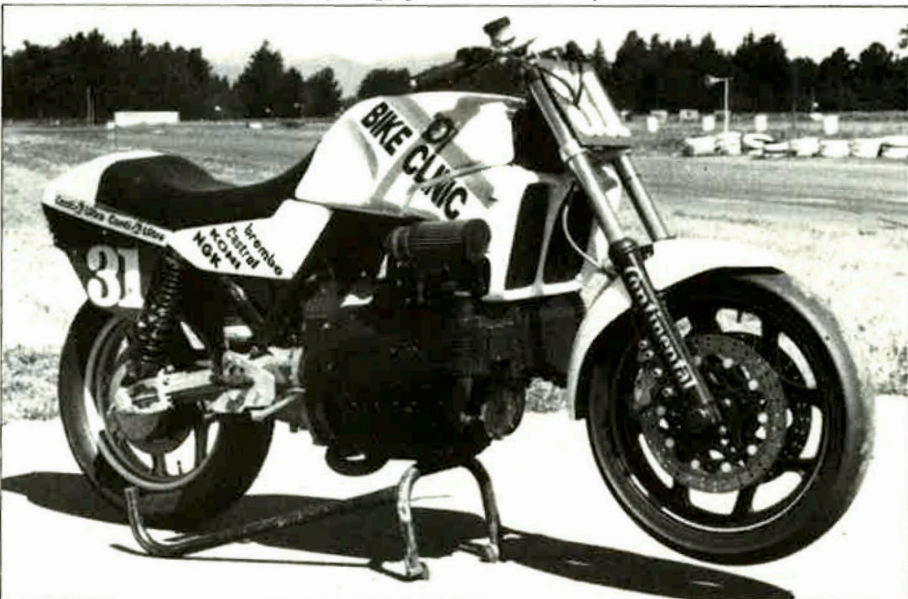
With the threat of the eight-valve Ducatis and the ever-improving Denco on the horizon, Mike Dobson is looking for ways to make the Bike Clinic BMW even more competitive, including the construction of a full-race chassis by local specialist Ken McIntosh to produce a Kiwi Cobas-BMW. In the meantime, the most successful BMW road racer in the world today still looks deceptively standard.



Standard forks are not retained for racing, but all the rest of the standard equipment is



What was once a K100 is now nearly 40kg lighter than when it left Berlin



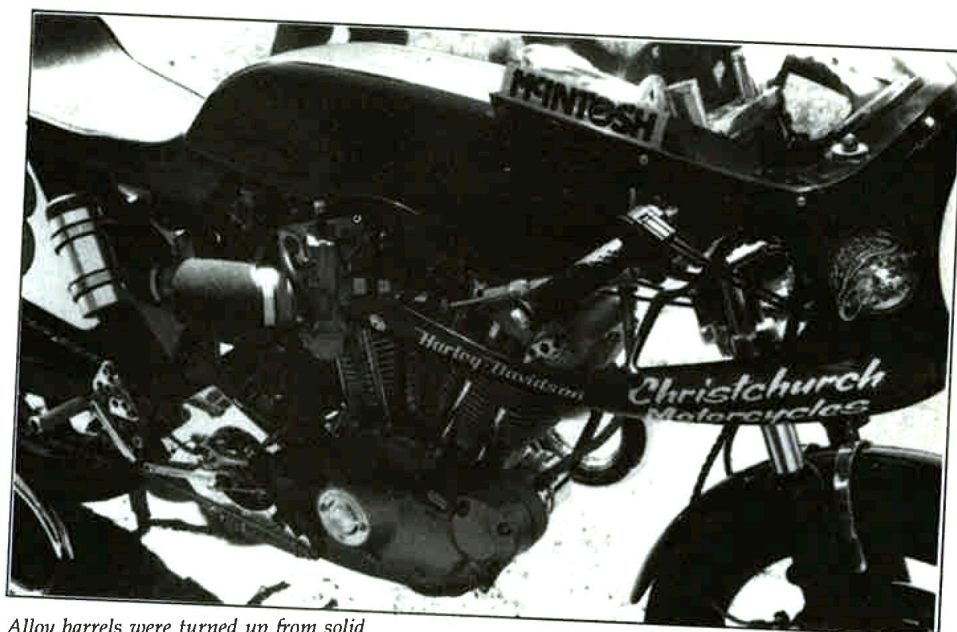
Only the air filter gives away the fact the BeeEm is heavily modified

McINTOSH HARLEY: The 'A' in BEARS

The 'A' in BEARS racing is justified by the beautifully-constructed XR1000 Harley-Davidson racer campaigned by the country's importer, Lindsay Williams, who won the national BEARS title with it in 1987. This year it's being raced with almost equal success by his shop manager, Graeme Atkinson. It now boasts a set of hand-made alloy cylinders, each machined from a solid billet, replacing the cast-iron components from the XR1000 Sportster-based engine which powers the bike and gave rise to its original monicker of 'Lucifer's Mallet'! It has been rechristened the 'Black Adder' – they watch a lot of TV in NZ!

The engine now yields 98bhp at the rear wheel at 7200rpm, but Williamson reckons this will be further increased after the next stage of development, a dynamically-balanced crankshaft. The cylinder heads are XR750 components specially gas-flowed by Los Angeles-based tuning wizard Jerry Branch. to give a wide spread of power and a top speed of well over 150mph – even with the half-fairing which Lindsay employs to allow spectators a full view of the cobby engine. A pragmatist, he doesn't scorn the fitting of 40mm flat-slide Mikuni carbs, but says a five-speed gear cluster would be the biggest aid to performance on New Zealand's tight

McIntosh Harley is New Zealand's reigning BEARS champion

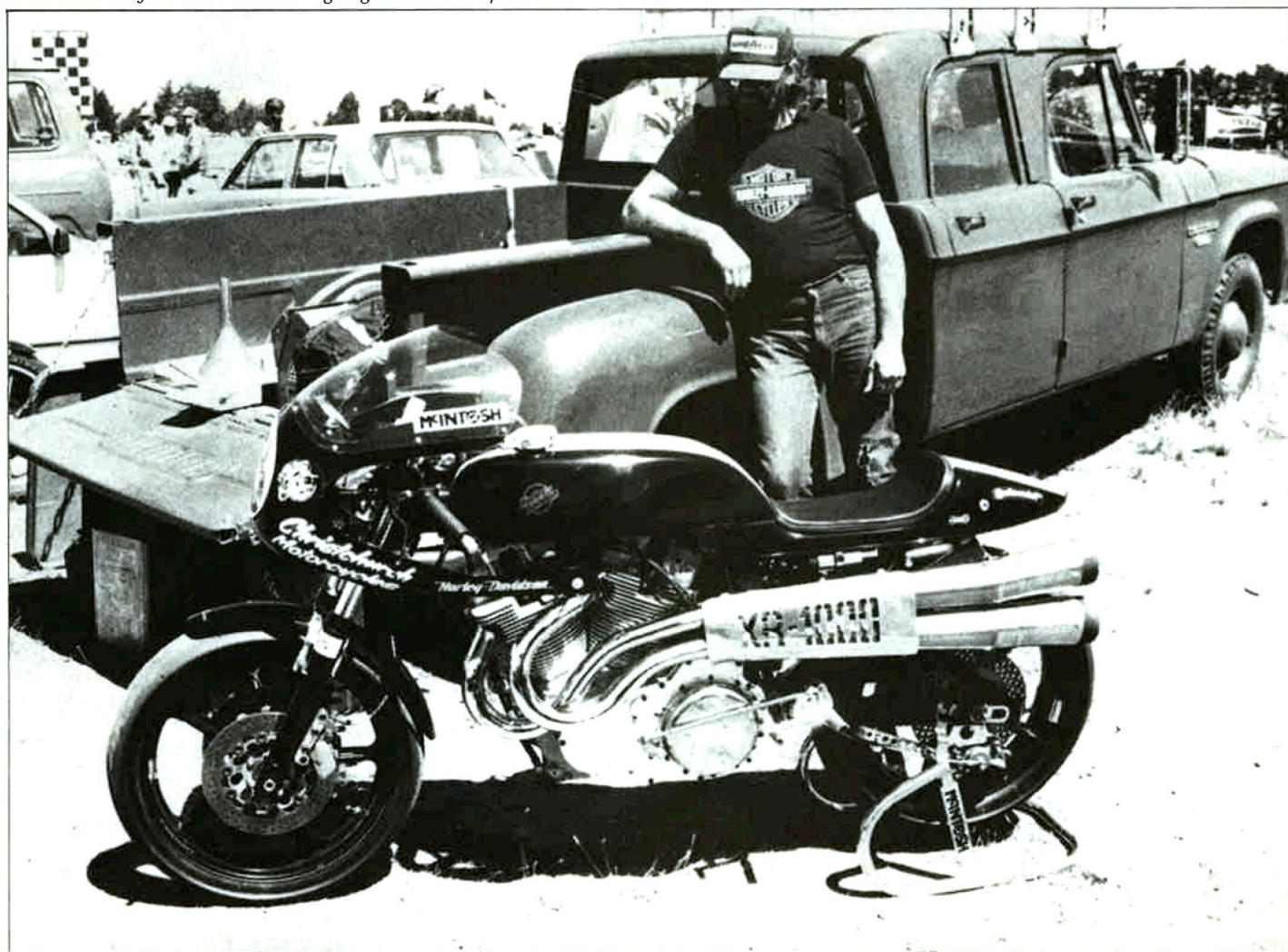


Alloy barrels were turned up from solid

tracks, even though the Harley's wide spread of power helps get over the handicap of the current four-speed box.

The 45° V-twin engine is housed in a tubular chrome-moly steel chassis specially built by Aucklander Ken McIntosh. It's closely based on the frame he built for former world champion Hugh Anderson to win the inaugural NZ BoTT title five years ago on a Vincent-powered racer. Unlike that bike, though, the McIntosh-Harley employs specially-milled alloy sideplates and

high-tensile bolts to grip the engine in an underslung position from the large-diameter top tube comprising the Egli-type frame, which also acts as the oil tank. Suspension is all-Italian, with 38mm Marzocchi front forks and a rear monoshock unit from the same manufacturer in a cantilever position, as are the Campagnolo wheels and Brembo brakes. Dry weight is under 150kg, making this a light and potent American contender for the title of NZ's Big BEAR.



Coming Events - Details on our Website

SIRAG 2026 - 13th-15th November 2026 - Register clicking here



2026 - South Island RAG Rally, Brightwater - 13th-15th of November 2026

Updated: 09/04/2026 South Island RAG Rally: 13th-15th of November 2026 Brightwater! This year we'll be at the Top of the South Island Registration and Full details coming soon... Registrations opening soon HERE - It's sure to be another exciting SIRAG! This event is being organised by Anja Claus, Area Rep, Top of the South, with

[Find out more](#)



2027 AGM/Rally - 5th-8th February 2027



2027 - National Rally/AGM, (North Island), Friday 5th - Monday 8th February 2027

Updated: 14/02/2026 Waikato BMWMC AGM Rally - Friday 5th-8th February 2027: Save the dates - Details and registration links will follow: Email any questions to agmrally@bmwmc.nz Accommodation - TBC: Region: Waikato We look forward to another great AGM and National Rally and seeing you there! Click Here to Register Online Now. Please, contact us if

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# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
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## IMPORTANT NOTICE

The BMW Motorcycle Club New Zealand is an organisation where members come together to enjoy rides to nominated destinations and participate in social occasions. The ride organiser nominates the destination and any regrouping points along the route, but has no control over how riders behave on the road. Club rides are not competitive events.

### Riding/Attendance Code:

#### 1. Personal Responsibility

All members riding on Club rides do so as individuals responsible for their own safety and must consider the safety of others on the ride.

#### 2. Motorcycle Condition

Members must ensure their motorcycles are safe and legal to ride, meeting at least Warrant of Fitness standards.

#### 3. Protective Gear

Riders, pillion, and sidecar passengers must wear at minimum:

- New Zealand Approved Motorcycle Helmet
- Sturdy footwear
- Gloves
- Clothing capable of offering protection in the event of an accident

#### 4. Assisting Others

Members are expected to assist anyone experiencing a mishap during a ride.

#### 5. Ride Organisation

Ride organisers will nominate the destination, regrouping points, and other stops. Organisers are not responsible for the behaviour or safety of other riders.

#### 6. Riding Pace

Riders must ride at a speed and in a manner comfortable to them. Do not exceed your personal comfort limits.

#### 7. Route Familiarity

Riders unfamiliar with the route should arrange to follow another rider who knows the way and rides at a comfortable pace.

#### 8. Group Riding Formation

Riders travelling as a group should adopt a staggered formation with a safe following distance:

- Dry conditions: approximately two seconds behind the rider in front
- Inclement conditions or loose surfaces: longer than two seconds

#### 9. Participation at Own Risk

Neither the Ride Organiser nor the Club is responsible for participants' safety. All participants travel on public or private roads at their own risk and must comply with all applicable Road Rules and Laws.

#### 10. Photography & Media Permission

By attending any Club ride or event, members consent to photographs, videos, or other media being taken of them by any person present. These images may be used in Club publications, social media, or promotional materials. The Club is not responsible for the use of any images taken by third parties.



# Our wonderful Team of BMW Motorcycle Club NZ volunteers



**President**  
Colin Gates  
president@bmwmc.nz



**Vice President**  
Stephen Parkinson  
vicepresident@bmwmc.nz



**Secretary**  
Sue Duncan  
secretary@bmwmc.nz



**Treasurer**  
Pieter Holl  
treasurer@bmwmc.nz



**Membership Secretary**  
David Oldershaw  
membership@bmwmc.nz



**Area Rep Liaison**  
Ian Macartney  
arl@bmwmc.nz

**Northland Rep**  
Ian Macartney  
northland@bmwmc.nz



**Waikato AR**  
Chris Townson  
waikato@bmwmc.nz

**Auckland Rep**  
Stephen Parkinson  
auckland@bmwmc.nz



**Bay of Plenty AR**  
Alan Belworthy  
bayofplenty@bmwmc.nz



**Taranaki AR**  
Phil D'ath  
taranaki@bmwmc.nz



**Rangitikei AR**  
Murray Petherick  
rangitikei@bmwmc.nz



**East Coast AR**  
Alan Robinson  
eastcoast@bmwmc.nz



**Wellington/Wairarapa AR**  
Denis Hulston  
wellington@bmwmc.nz



**Top of the South AR**  
Anja Claus  
topofthesouth@bmwmc.nz



**Canterbury AR**  
Jason Batchelor  
canterbury@bmwmc.nz



**Southern AR**  
Tharon Knoetze  
southern@bmwmc.nz





## Area Representatives



### **NORTHLAND**

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

### **AUCKLAND**

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

### **WAIKATO**

Chris Townson  
027 390 4239  
[waikato@bmwmc.nz](mailto:waikato@bmwmc.nz)

### **BAY OF PLENTY**

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

### **TARANAKI**

Phil D'Ath  
027 278 6770  
[taranaki@bmwmc.nz](mailto:taranaki@bmwmc.nz)

### **RANGITIKEI**

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

### **EAST COAST**

Alan Robinson  
027 432 4503  
[eastcoast@bmwmc.nz](mailto:eastcoast@bmwmc.nz)

### **WELLINGTON/WAIRARAPA**

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

### **TOP OF THE SOUTH**

Anja Claus  
027 711 1113  
[topofthesouth@bmwmc.nz](mailto:topofthesouth@bmwmc.nz)

### **CANTERBURY**

Jason Batchelor  
027 429 5905  
[canterbury@bmwmc.nz](mailto:canterbury@bmwmc.nz)

### **SOUTHERN**

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