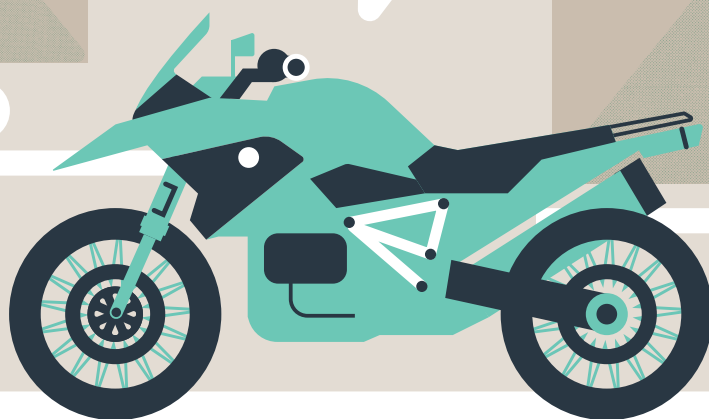




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Welcome to our New Members

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:

CHRISTENSEN	Tony	CARTERTON
CROSSLEY	Kevin	HAMILTON
DRENNAN	Andrew	AUCKLAND
FENG	Grace	CHRISTCHURCH
MAENU'U	Michael	WELLINGTON
O'KELL	Isaac	WELLINGTON
PARKINSON-MASSAM	Suzanne	AUCKLAND
SCHERES	Jack	PUTARURU
SUMMERFIELD	Harry	CHRISTCHURCH
VISSER	Paul	WHANGAREI

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.

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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



February 2025

I hope this message finds you all well and enjoying the summer riding season!

I encourage all of you to take full advantage of the beautiful weather and hit the open road. There's no better time to explore new destinations, enjoy scenic routes, and create unforgettable memories with fellow members. Let's make this summer a season of adventure, camaraderie, and the joy of riding.

As we approach our upcoming AGM, I want to take a moment to acknowledge and express our heartfelt gratitude to Barry Petherick, our Membership Secretary, who has chosen to step down from his role.

On behalf of the Board and the entire Club, I would like to thank Barry for his time and dedication to this vital club role. I greatly appreciate his commitment to ensuring that our membership processes run smoothly. I fondly recall my own time in this role, and I can attest that it requires a regular commitment to keeping on top of communications and necessary tasks to keep everything current.

Barry, your efforts have not gone unnoticed, and we are sincerely grateful for the time you have spent on the Board in this role. Your efforts have made a positive impact on our Club, and you will be missed.

I am pleased to share that we already have a volunteer ready to step into the position to continue the important work that Barry has done. We look forward to discussing this transition further during the AGM.

Thank you once again, Barry, for your dedication and service to our Club.

I am also thrilled to announce the addition of two new Area Representatives. Please join me in welcoming Alan Robinson (East Coast) and Jason Batchelor (Canterbury) to our team. They are eager to engage with you, share ideas, and ensure that every member feels connected to our club. Their commitment to fostering local riding communities will help us strengthen our bonds and enhance our collective experience.

Looking ahead, I want to highlight our upcoming annual rally, which will celebrate the club's 50th anniversary. This is an event you won't want to miss! The itinerary is exciting, including group rides and social gatherings that will allow us to connect and celebrate our shared love for BMW motorcycles.

Thank you all for your dedication to our club, your passion for riding, and your support in making our community thrive. Let's gear up for another successful annual rally. Safe travels.

Chris



Area Report: East Coast

By John Wuts



Evan, Walter, Stella, Les, Pam, Carole, Robert, Bronwen, Peter, John and Leonie.

The first outing organised by our new East Coast representative Alan was a cosy dinner at Lone Star in Napier city. We look forward to many more enjoyable get-togethers.

In the picture, from left, are, Peter, Bronwen, Maria, Stella, Walter, Edward, Ann, Alan, John and Pam.

John #1867



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Area Report: East Coast

By Alan Robinson



Welcome Alan Robinson - East Coast's New Area Rep

My name is Alan Robinson, and I have recently taken on the role of East Coast Area Rep. Like many of you, my interest in motorcycling started in my teens, and in my case, this was in the Southeast of England.

I went to university in Edinburgh, at the time riding a Suzuki GS550. Wanting to exchange the chain drive, with all the maintenance that came with it, for a shaft drive, I upgraded to a Suzuki Katana GS650G and later in the year had a Crossbow full fairing installed.

This was the bike I had when I met this young Kiwi who would one day become my wife.

After graduation, I prepared to emigrate to New Zealand, and I sold this lovely bike to a good friend. He kept it for several years and even used it as his and his bride's getaway vehicle on their wedding day.

For me, motorcycling was on hold, I honestly thought forever. Initially it was just way too expensive and then once we had children, it no longer seemed to be appropriate.

Fast forward 30 years and friends of ours convinced me to look at a Suzuki GS850G they knew was for sale. It seemed so familiar to me that we bought the bike.

I think this turned out to be a good decision as the bike absolutely terrified me. It was like driving an armchair, with all the comfort and handling that went with it.

However, I was hooked again and having recently read "Bitten by the Bullet" was keen to tour part of India on a Royal Enfield Bullet. My friends pointed out my appalling lack of current riding experience and suggested I start touring a bit closer to home.

So, in 2014, we flew over to Tasmania where we hired bikes and 6 of us had a brilliant 8-day trip around the island. The bike Ann and I were on was a BMW 1200R (I think). All the comfort of the GS850 but this bike handled like a dream.

At this point, I still thought of BMWs as being well outside our price range and instead we bought another Suzuki Katana followed by a Honda NC750X





Finally on a tour in South Africa, this time on a BMW 1200GS we were convinced we should see what in the BMW range we could afford.

That bike turned out to be a 2015 F800GT, currently for sale if anyone is interested! I am very keen to join the GS ranks although this will need to be a 1200 or if I am very lucky, a 1250. On to the present. In January, our local club enjoyed getting together for the first time

this year at a restaurant in Napier. Our membership includes a few folks who have retired from riding but remain loyal supporters of BMW.

My role now is to encourage those who still own bikes to get together for a monthly ride. A bit scary but I have received amazing support from my neighbouring Area Reps and I'm sure we will get this to happen.

Alan #4049



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



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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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Area Report: Wellington

Denis Hulston



Club Social Meet & Eat - 6th January

Fifteen members turned out to our first Monday of the month meeting and meal at the PWMC, an early start to our club programme. Great to celebrate a new Club year together.

Club Rides - January

Friday 10th - Fordell, Paloma Gardens & Motorcycle Collection

Eleven members – Denis, Annie, Martyn, Sue, Ian, Lynne, Keith, Phil, Dave G, Dave O, and John on eight bikes met for a ride to Paloma back in beyond from Fordell. It's great to have pillions riding – any more interested, come along.

Paloma is a hidden gem both for its motorcycle collection and its garden. Nikki and Clive are welcoming hosts. They've created these gardens and the motorcycle collection over the last fifty years. This part of the world was occupied by their family on early dairy blocks well back into history. There are both rare plants and rare motorcycles here. The garden landscaping is stunning – huge varieties of plants from all over the world. The bike collection and restorations are

significant. There's an amazing amount of passion and care gone into both gardens and motorcycles to create this unique destination.



Paloma Gardens



Motorcycles – Paloma Gardens



Sunday 12th January - Sealed ride to Akitio

This was a quiet ride to check out the sealed road route to Akitio, in preparation for the “mystery” Star insurance lunch for the 50th Rally. Only four of us rode the route (Peter, Anne, Denis, John) since we didn’t want to leak the likely destination before the Rally. It was a good day’s riding, albeit a 515km long one for Wellington riders with a ride back through Gladstone and Martinborough to avoid the boring 80km SH2 routine between Masterton and Featherston. Thankfully, that road has now

returned to 100km.

When it came to riding the same Akitio route on the Rally, riders were met with a section of roadworks in a dip with loose gravel which wasn’t on our test ride. However, despite the unexpected conditions, no-body came to grief.



Akitio seascape

Sunday 19th January - Gravel ride to Akitio

Our gravel ride to Akitio foreshadowed the same ride route used on the 50th Rally ride three weeks later. This gave us an opportunity to test the ride for timing and the condition of the route, which presented some indication of the challenges riders might experience. Four Wellington riders, Mike W, Michael M, Keith T and Denis on an early start met Wairarapa riders Mark H, Tibsy and Dave G at Tom’s cycles near the Copthorne in Masterton for a quick coffee before heading for the gravel route. It was a great ride, testing in places, and good fun, despite a few spills in some of the more remote sections. The ride

included stunning views from Pori Road, scenic Makuri Gorge, and Coast Road to Akitio. We took a lunch break at Akitio before returning through Spur Road and Waihoki Valley. This is a spectacular coast not visited by many, as rally riders experienced three weeks later. We’re blessed with so much great gravel and bitumen riding.

Denis #3184

Pori Road Landscape





Akitio Coast Road



Regrouping – Waihoki Valley

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A Short history

Neil 'Barney' Barnard



The very first organised gathering of the BMW motorcycle enthusiasts was a run to Orere Point on 10th August 1975. This was organised by Martin Bootten with the desire to determine the amount of interest there might be in starting a BMW group. The run attracted a total of 7 BMWs. Rather than ride my Vincent, I attended in my Morgan +4 sports car, in company with John Samson and family in their Alfa Romeo.

Spurred on by the success of this venture, the first official club meeting was held on Thursday, 9th October. At this stage, I believe Ross Jensen Motors was the only recognised BMW agent in NZ. They were really only interested in the car side of the business but were happy to provide a meeting venue.

The general consensus was for the Register to provide not only companionship of like-minded people but also be able to supply advice and assistance on bike maintenance. Most of us were quite familiar with the "tricks of the

trade" as far as general care and attention of our more temperamental British or Italian machines. The German ones were rather different, and there was virtually no local supply of spares or experienced workshop knowledge.

It is interesting now to look back on the sentiments of the time.

Initially, there was a very real fear that any motorcycle club exclusive to just one brand might easily end up merely another modern motorcycle touring club, attractive to a range of makes.

The NZ Classic Motorcycle Racing Register was also being formed around the same time, and quite a few of us were founder members of both groups.

Being a "Register" rather than just a "Club" was intended to draw the focus back to the bikes themselves. This was certainly more relevant for the racing bikes for their important documented history, but the emphasis for BMW was reinforced by the early decision to have

"Full" and "Associate" memberships. Only a Full member would have voting rights, and to be a Full member relied on being an actual BMW motorcycle owner. Associate members with other bikes (like me with my Vincent, for instance) would not be able to vote. This was to ensure that the Register control would always remain within the BMW motorcycle ownership group.

Within a short period, I reluctantly sold my beloved Vincent in order to finance my first BMW. Yes, for those of you who read December's BMW Motorcycle Club Newsletter, the Vincent featured in that article is the very same bike that I owned back then and was fortunate enough to be able to get back many years later. But that's another story!

Very few new BMW bikes were being imported by agents like John Hempleman and Ross Jensen, and the majority of BMW bikes in NZ were brought in privately, usually by owners emigrating from overseas.



BMW's or R.S. machines!



Double Trouble



Far left a
Maggie
bottom!
The other two
are BMW
bottoms!!

#



My first Beemer, a 1972 R75/5 had been ridden overland from the UK by Jenny Hammond in convoy with her husband Mark on another R75/5. Having already been ridden from Scotland, through England and Wales, then onto the Continent to Holland, West and East Germany, Denmark, Austria, Yugoslavia, Greece, Crete, Italy, France, Turkey, Persia, Afghanistan, Pakistan, India, and finally across Australia to New Zealand. A well-proven machine indeed.

Now suitably qualified with a Bavarian steed, I looked forward to the first NZ BMW Owners' Register Annual Rally. The Hawkes Bay Vintage Car Club had its clubrooms at Woburn, an original old farmstead in Hatuma Road, just outside Waipukurau. I had stayed there previously when on a Morgan Sports Car Club Rally.

Peter Russell, the farm owner, lived in a relatively new house closer to the road. He was a real classic vintage car enthusiast, and his collection included a "chain gang" Frazer Nash, a genuine "low chassis" 100mph Invicta, and a vintage Aston Martin

drop head coupe, just to name a few. All the most interesting and desirable cars, and they all got used and driven with a fair degree of enthusiasm.

Although rather old, Woburn homestead had a very real charm. The drive in was through a grove of 100 year old oak trees, and the approach was like riding down a resplendent green tunnel.

To quote directly from the very competent Secretary of the time, Jean Hayes:-

"The building was unpretentious, yet proud; bare and appealing. The weather-worn Kauri timbers, enhanced by age, led to a bay window, and upwards to the peaked attics. The window looked out to an age old setting of twisted fruit trees, cloistered in a soft lacework of moss. The last of the spring daffodils peeped out from the profusion of tall grasses, and forget-me-nots abounded in confusion. For city folk, it was a haven of peace and tranquillity."

Well, at least it was until we arrived!

Kentucky Fried Chicken was very much new to NZ at this stage, and

there was an outlet in nearby Hastings. Ivan Small gathered up a convoy of conscripts with adequate carrying capacity on their bikes and we headed off in search of the KFC for a group dinner pick up. Somehow, we encountered the rather inviting Takapau Pub on the way there, and a few ales triggered an appetite.

At that time, the lineup of 20 BMWs was the largest collection of BMW motorcycles ever seen in NZ. Not bad for a first attempt!

Over the next 50 years, things changed in so many ways. Not only the bikes, but we, the riders, have also evolved. The advent of computerisation and sophisticated electronic controls has massively complicated the machines in many ways. Back in the early 70s, we all carried a reasonably comprehensive tool kit on our bikes. We could remove wheels, fix punctures by fitting new inner tubes, change spark plugs, tune carburettors, etc, all at the side of the road.

We relied heavily on multiple inputs from many sensors which needed to be evaluated



and acted upon, often promptly, by the on-board computer which was situated inside the riders' crash helmet!

The modern rider doesn't even consider these options. The tool kit of choice is now a cell phone. Who now does their own bike maintenance and repair? Not many, I suspect.

Personally, I really enjoy the freedom that motorcycling provides. As such, I generally avoid group rides and prefer to either ride alone or with only a couple of other riders. However, these Annual Rallies provide a great opportunity to have a good ride to and from, supplemented by a dose of socialisation in between. The best of both worlds!

I've enjoyed the friendship of many motorcyclists over more than 60 years.

Vintage rallies, classic racing, especially on the street circuits, and touring on a range of machines. A solo ride coast to coast across the USA remains an enjoyable memory.

Hopefully, I'll be able to continue to do so for at least a few more years yet.

Thank you all!

Neil "Barny"
Barnard
NZ BMWOR #19.



COLD KIWI RALLY
SEPTEMBER 1995



Neil 'Barny' Barnard with niece Alana Barnard



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Area Report: Top of the South/Te Tauihu

Gretchen Holland



Altimarloch - 12th January



Ride Leader – Ross Williams / Scribe – Gretchen Holland

It was a very early start for the Nelson riders, so early in fact that despite Murray spending the week before getting his bike ready with a wof, petrol etc, he didn't make it. I was out of action due to minor hand surgery before Christmas and didn't want to jeopardize our annual rally trip in February by getting back on the bike too early so I went on a ride in the car! No fun at all either.

We arrived a bit early at Renwick's Phoenix Café – we were allowed to go in but weren't allowed to order til exactly 10am. Tony B, Colin, Chris, Dale and Odette, Ross and Teresa met us there and after a nice leisurely catch up in the sun we all headed in different directions – two headed home via St Arnaud, two went to check out Marfell's Beach, I went visiting and eight bikes with two pillions headed off to Altimarloch via Taylor Pass Road. Altimarloch is a 1360m peak on the Black Birch Range with access up the Awatere Valley up a rough gravel/rocky road.

Comments from some who went up to Altimarloch -

Taylor Pass was like riding on marbles, the wind got up at the top and the temperature got down to 9 degrees, the access road was steeper and rougher than last time, the photography party whose many vehicles were parked all over the road half way up wasn't helpful.

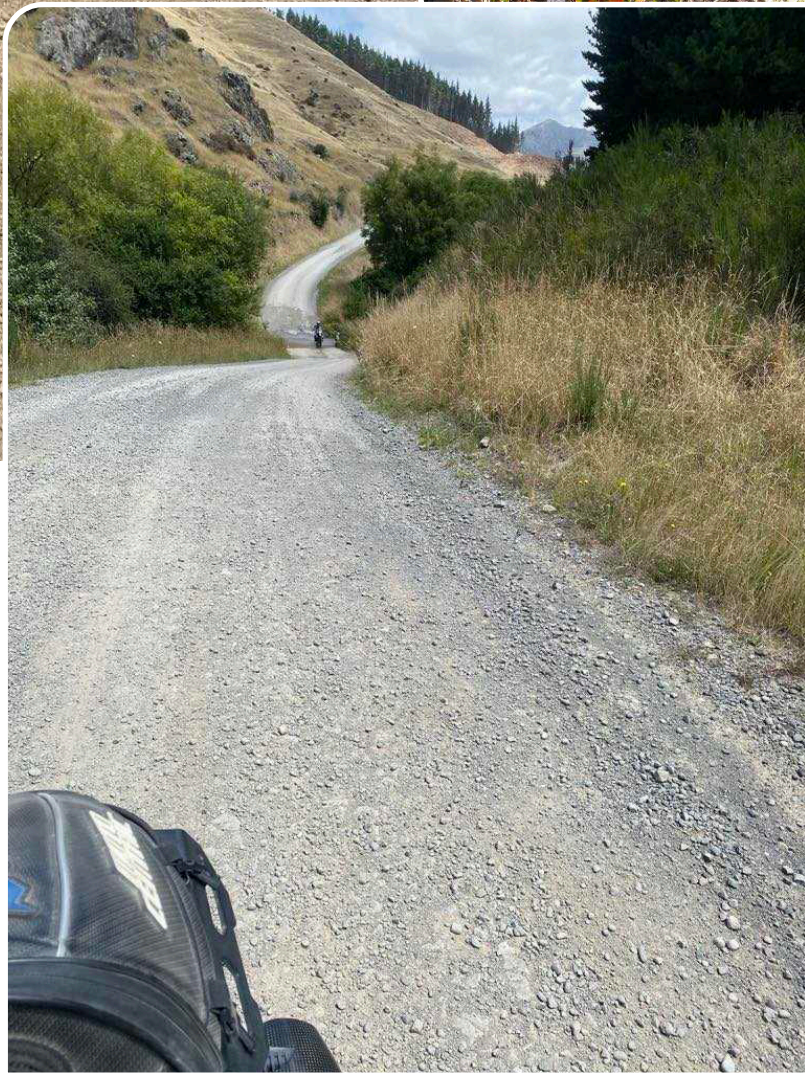
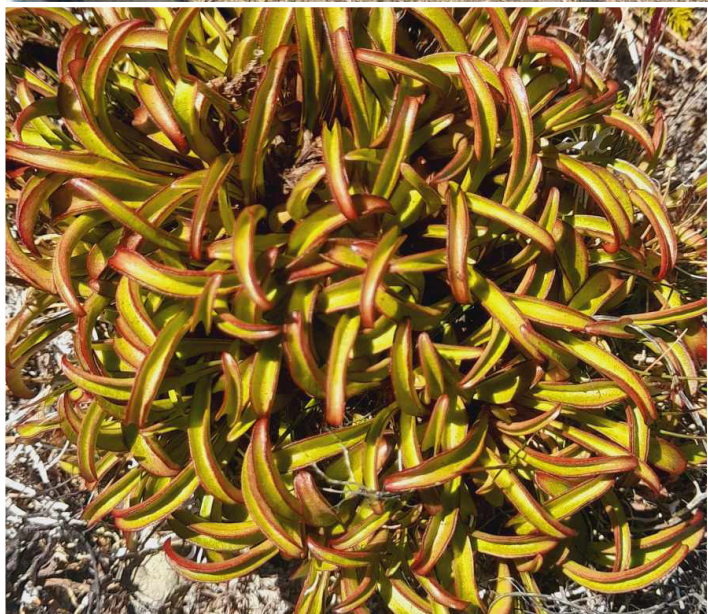
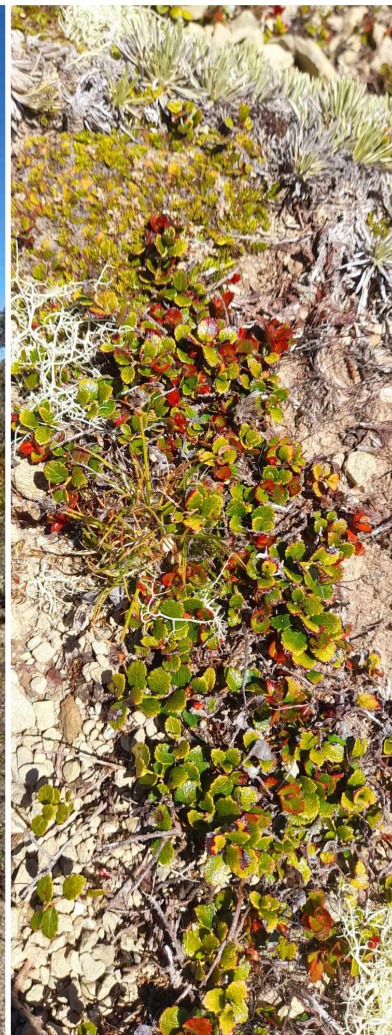
Thanks to Ross for suggesting and organising this ride.

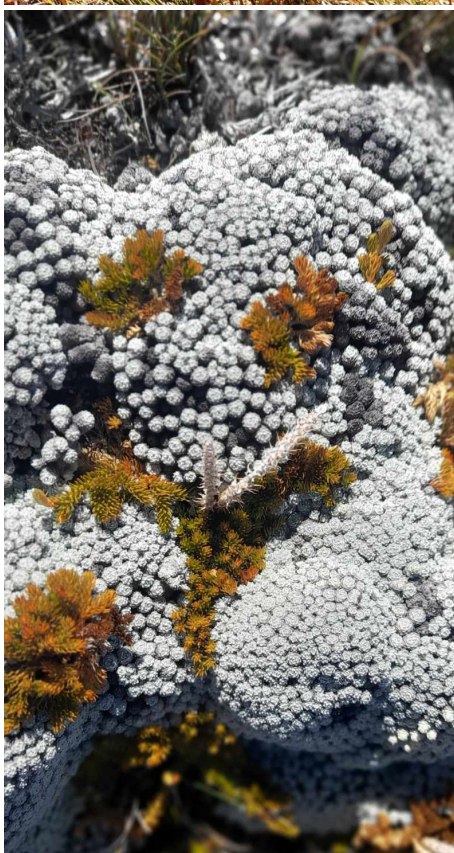
Thanks to those who took photos, especially Odette who took all the photos of the lovely alpine vegetation for me.

Riders were - Dale, Tony H, Rick, Lew, Andrew, Ross, Tony B

Pillions were – Odette and Teresa (well done to you both for going)

Visitors: Mike, Roy, John, Chris, Colin, Paul





Area Report: Canterbury

Jason Batchelor



Welcome Jason Batchelor - Canterbury's New Area Rep

Hi, I'm Jason Batchelor and I have taken over the role of Canterbury's Area Rep due to Ralph Moore stepping down at the end of last year (thanks Ralph 😊).

I have been riding motorcycles for about 46 years, starting when I was around 13. My father let me ride his little Suzuki RV50 on the lawn each day when he got home from work. I got my licence the week of my 15th birthday, was given the RV50, and rode to school for the rest of my high school years. Over time, I progressed up and had a period of 2 strokes: first, a Yamaha RD200 and, later, an RD400. Then, a selection of road bikes, including a CBX750, Suzuki Boulevard 1800, and a Honda Goldwing.

About 14 years ago, I started into the Adventure Riding scene and had a KTM 640 and then a BMW F650GS single. I then went through

a couple of F650/ F800GS twin-cylinder bikes and an early model R1200GS, and at that point, I was hooked on the BMW brand, particularly the boxer twins. I now have a 2014 R1200GS for shingle riding and a 2002 R1200CL cruiser that

my wife Annabelle and I use for our road trips and going on regular Sunday road rides with others. I have never been much of an off-road rider, but I do shingle roads and love to cruise around the various back roads around Banks Peninsula or explore the backcountry areas, provided the water crossings are





shallow!!

My GS has a habit of occasionally needing a little laydown at the most inopportune moments (including sometimes when Annabelle is on the back!!), although thankfully, it is usually at a very low speed.

Over the next few months, I am looking

forward to getting to grips with the Area Rep role and plan to organise a few road and shingle rides and increase the visibility of the Canterbury Branch of the BMW Club.

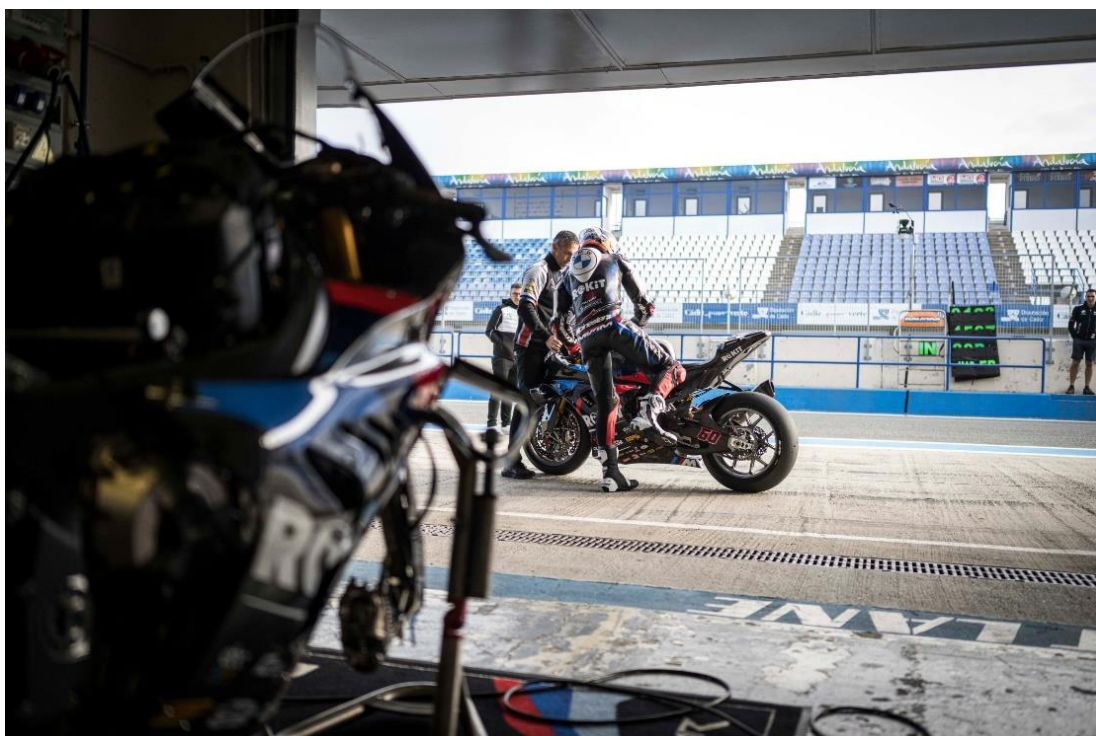
Safe riding all

Jason # 4267



BMW Motorrad Motorsport ready to rumble Down Under.

Toprak Razgathoğlu fit for the season opener – BMW M 1000 RR impresses at winter tests – BMW Motorrad Motorsport reorganizes.



Munich. After intensive preparations and successful tests in Jerez and Portimão, BMW Motorrad Motorsport starts the new season of the FIM Superbike World Championship (WorldSBK) with great confidence. The team travels to the season opener in Phillip Island (AUS) with the new BMW M 1000 RR and a strong foundation, where final adjustments will be made in the coming days.

Despite challenging conditions – including weather caprices and last-minute rule changes – BMW Motorrad Motorsport was able to gather valuable insights during the last test in Portimão.

The new BMW M 1000 RR was successfully adapted to the changed technical regulations, particularly to the new extension of the regulations, which consequently prohibits the use of the Super-oncession frame in 2025.

Toprak Razgatlıoğlu ready for the season start

World champion Toprak Razgatlıoğlu has further recovered from his finger injury and already showed impressive performances in Portimão. "For me, the test in Portimão was very positive. We tried some new setups, and it worked very well. My finger feels good on the bike, and I am ready for Phillip Island," said Razgatlıoğlu. Michael van der Mark is also optimistic about the season opener: "We learned a lot during the tests despite the weather and created a strong foundation for Phillip Island. The new bike feels very good, and I am looking forward to the first race."

Sven Blusch: "We are ready for Phillip Island"

"In short, we can say: We are ready for Phillip Island," explains Sven Blusch, Head of BMW Motorrad Motorsport. "It was an intense winter with challenges, but we executed our program well. Toprak showed impressive performances despite his injury, and we confirmed the bike's performance under various conditions. Now we look forward to the final test and the season start."

BMW Motorrad Motorsport reorganizes

In addition to the sporting preparations, responsibilities at BMW Motorrad Motorsport are being redistributed: Sven Blusch, as Head of BMW Motorrad Motorsport, has overall responsibility for all BMW Motorrad motorsport activities. Chris Gonschor, as Technical Director, leads the development team and is responsible for all technical matters.

The previous Sports Director Marc Bongers takes on a new role within future motorsport projects of BMW Motorrad. Further details will follow at a later date.

Sven Blusch acknowledges Bongers' contributions: "Marc Bongers has played a crucial role in the development of BMW Motorrad Motorsport over many years. His commitment and expertise were

essential components of our successes, including the WorldSBK title win with Toprak Razgatlıoğlu. We thank him for his great dedication and are pleased that he will continue to play a key role in future BMW Motorrad Motorsport projects."

Marc Bongers: "Winning the world championship title has fulfilled a lifelong dream for me. After this peak, I will bring my experience and energy into the strategic development of BMW Motorrad Motorsport to achieve further successes. I thank the team, riders, partners, sponsors, competitors, and organizers for the constructive cooperation and wish the entire WSBK and EWC family much success, victories, and further titles for the coming season."

With a strong team structure, a further developed BMW M 1000 RR, and highly motivated riders, BMW Motorrad Motorsport looks forward to the season opener at Phillip Island with great anticipation.



NOMINATION FOR ELECTION TO OFFICE

Annual General Meeting 2025

1. Details of the Member making the nomination

Name: Membership Number:
Address:
Signature Date:

2. Details of person nominated

Name: Membership Number:
Address:

I nominate the above Nominee for the Board Position of:

(Write the Board Position in the box above)

3. Nominee Acceptance (Nominee must sign to be accepted)

I acknowledge and accept the nomination shown above.

Signature Date:

4. Constitutional Requirement

- 7.2.1 At each Annual General Meeting (AGM), subject to the position being up for election, Life and Financial Members of the Club are eligible to vote, by ballot, to elect the President, the Vice-President, the Secretary, the Treasurer, the Membership Secretary and the Members' Representative. Note: each position is elected for a two-year term. Nominations shall be a completed Nomination Form, signed by the current Life/Financial Member making the nomination and the Nominee. All nominees must sign their approval of the nomination.
- The Secretary must receive all Nominations by the date stated below and in the Notice to ensure all members are notified of each Nomination; their details will be included in the last Newsletter (usually the month before) and the Final Agenda before the date of the AGM. Nominations can be received, subject to the terms above, any time before the day of the AGM but the Nominee's details will have missed the deadline and only be made available at the Annual General Meeting.

5. Nomination Delivery and Deadlines

For many reasons not least the delays, the postal option is impractical.

- Please scan and email the completed form to secretary@bmwmc.nz

Deadline: Friday 3rd January 2025

Nomination forms received **before** the deadline will have the details of the Nominee included in the last Newsletter and the Final Agenda notification before the Annual General Meeting.

Nomination forms received **after** the deadline can only be presented on the day, before the start of the AGM. Therefore, the details of the nominee will NOT be published.

FINAL NOTICE

Annual General Meeting 2025

17:45 Saturday 8th February 2025
Copthorne Hotel & Resort,
High Street, Masterton



BMW Motorcycle Club
New Zealand



However, the Government has other ideas! In 2022 the "Incorporated Societies Act 2022" became law. The Club, as an Incorporated Society, is bound by the requirements of this Act.

To cut a very long, boring, story short, the Club is required to

1. Re-register by April 2026
2. Incorporate several mandatory requirements into the Clubs Constitution.

The implication, of course, is that in order complete reregistration, the Constitution will have to comply with all the mandatory requirements and have nothing that would conflict with those requirements.

Happily, MBIE provided an online Constitution Builder tool, which generates a document which, presumably, will satisfy the requirements for reregistration.

The Board tasked the club Secretary, David Fish, to work through this process, to produce a draft document which meets the Clubs aims, and the requirements to achieve reregistration.

The tool itself was quite simple to use, and produced a document, with some additions and corrections, that did not conflict with the existing Constitution.

The resulting document, though, is some 75% longer than our existing Constitution. Some of this is down to verbal style, but largely it is due to the incorporation of segments to do with "Conflicts of Interest", "Interested Members", an "Interests Register", a section on "Access to Information by Members", and then a lengthy section on procedures for handling Disputes.

Much of the document is mandatory, and we have opted not to change the language or try to simplify, to ensure compliance with the Legislation. We have incorporated some of our own requirements to do with Election and terms of Officers, and Board roles and titles.

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

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

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

Nominations must be by a current financial member and endorsed by the nominee. Nominations closed at 5:00pm on 3rd January 2025.

A valid nomination for the Vacant Membership Secretary has been received for:

David Oldershaw
Grenada Village,
Wellington
Membership Number 2052

Thank you David for putting your hand up.

Nominations for all 4 positions may be received at the Annual General Meeting, provided that the nominated member has consented to be nominated. If possible, please fill out a Nomination form beforehand, and a heads up to the Secretary would be appreciated.

A final Notice of the AGM will be sent out on Saturday 25th January 2025 and will include, not least:

- Minutes of the previous meeting,
- Annual report from the Board,
- Financial statements for the financial year, including income and expenditure, balance sheet for the past year and the estimate of income and expenditure for the current year,
- Election of Officers
- Any remits, notice of motion or anything to be included as business, beyond that prescribed above, that the Secretary has received by Sunday 19th January 2025 (20 days before the AGM)
-

Important Dates:

Nominations for Board Members	Friday 3rd January 2025
Subject for Discussion/Remit	5.00pm Sunday 19th January 2025
Final Agenda for AGM	Saturday 25th January 2025
Annual General Meeting	Saturday 8th February 2025

What is the BMWMCNZ Annual Rally?

Some background notes.

Preamble

During recent months, we have provided information articles via the Club newsletter regarding the coming 2025 Annual Rally based in Masterton. However, it has recently occurred to us (the Rally Team), that there may be several members, particularly those who have joined the Club relatively recently, for whom the Rally event remains a bit of a mystery. The following notes and comments will provide some background information and remove some of the mystery.

Background

The Annual Rally is the flagship event on the BMWMCNZ calendar and is held in conjunction with the Club's annual general meeting. It is held over a weekend early in the calendar year and the venue typically alternates between the North and South Islands. The rally is generally organised and run by a group of locally based volunteers and in the case of the 2025 Masterton rally the organising 'team' is comprised of the Area Reps from Wairarapa, Wellington and Rangitikei.

The rally event provides an opportunity for like-minded members and interested non-members to gather to participate in a range of activities, including riding, socialising and (usually) a bit of local sightseeing or similar activities. Participation in any of the activities is always optional and, in most cases, is free of charge, meals and accommodation being the main exceptions. The rides and other activities usually take place throughout the day, and the evenings provide opportunities for socialising, trying your luck at a raffle or two, and perhaps picking up a bit of promo information from one or two of the main sponsors. The club trophies are also usually awarded on Sunday evening.

Formats may vary a little between different rallies but typically the rally 'registration', where participants check in and collect their information pack, is held through Friday afternoon. On Saturday morning there is the Concourse D'Elegance and the gymkhana, followed by organised rides which usually include sealed road and gravel or off-road options. The AGM is held later on Saturday afternoon following the rides and prior to the evening meal. Sunday usually offers further organised ride opportunities. Depending on the location, and local opportunities, the organisers may also offer some 'off-bike' optional activities, eg a wine trail or visits to local points of interest.

The following notes briefly describe some of the main activities.

The Concourse D'Elegance

The Concourse is held on Saturday morning and is an opportunity to line up your 'pride and joy' (your bike, not your partner) and convince Henry (the event sponsor) that your bike is the best in the line-up. Being considered the 'best' can be judged in a number of ways and may be due to it being nice and shiny, or being unique or iconic, or that it is a mud-covered GS being used as the designers intended. Henry appreciates all bikes and there will be a nice trophy at stake in Masterton.

The Gymkhana

The gymkhana follows the Concourse on Saturday morning and is an exercise in bike handling skills, tested through a range of 'low speed' exercises run against the clock. It usually includes challenges like a ride through a twisty, coned course, perhaps riding along a plank, over a see-saw or some similar challenge, and 'slow racing' head to head with another rider. In Masterton this event will be held on the large lawn area at the front of the hotel.

Organised Rides.

Most rally organising teams will offer organised rides on both Saturday, following the gymkhana, and on Sunday; usually offering both seal and gravel options. The rides are planned by local riders who apply their local knowledge to show you roads and places that you perhaps would not have otherwise considered or known of. If you prefer not to participate in the organised rides there is always the option of doing your own exploring.

Alternative Activities.

Depending on the venue location and the availability of local opportunities and/or points of interest the rally organisers may offer visits or sight-seeing trips for those who may want something a bit different to getting on the bike.

The Annual General Meeting

The AGM is held in the latter part of Saturday afternoon and includes all the usual club AGM business and activities. These include hearing the various officer reports, catching up on the Club's finances and participating in the election of new officers.

Club Trophies.

The club has a number of trophies that are awarded annually, usually during the Sunday evening dinner and social time. The trophies are awarded for a variety of activities and achievements, including the Concourse D'Elegance, the gymkhana, outstanding contributions to the Club newsletter, a lady rider trophy, a dirty bike award, an 'oops' trophy, and several others.

Sponsorships

Rally organising teams are often able to enjoy support from sponsors, particularly those who perhaps have some previous or on-going affiliation with the Club. The benefits of sponsorships can range from displays of bikes and equipment (including the option to try 'demo' bikes), introductions to other motorcycle and motorcycling related products, through to direct financial assistance with rally related expenses. Various such sponsorships make the Rally more interesting and/or help ease cost to the rally participants, and in this respect the Masterton rally is no exception. All such sponsorship is really appreciated.

Rally Accommodation

Rallies are typically based at a hotel, or similar establishment, that can offer a range of facilities, including dining and meeting room spaces, perhaps a gym and/or swimming pool, as well as the usual bedroom accommodation. Typically, a number of accommodation rooms will be tagged for use by rally participants, available on a 'first in, first served' basis, but participants are also welcome to arrange their own accommodation elsewhere if they so choose. Booking suitable accommodation is usually the care of the participants and is not normally managed by the rally organisers.

Rally 2025 January's Update



BMW Motorcycle Club
of New Zealand

1975 - 2025

*** Minibus tours - booking extended, subject to availability**

We have now received over 100 registrations but we expect there are still more who will be planning to attend so keep the registrations coming. January 20th, 2025, has been set as the closing date for registrations.

If you need to contact us for any reason please use the email address agmrally@bmwmc.nz.

During the Rally the Registration Desk will be manned from 2 pm on Friday and then for morning and late afternoon periods on Saturday and Sunday. The desk will not be manned through the mid part of Saturday and Sunday as most of the volunteers will be involved in other rally activities during those periods.

As we head into the final stage of planning for the various activities, in particular the Saturday rides, it would be helpful if participants could assist us by providing a little further information.

We haven't previously asked for information on the Saturday ride participation but for ride management purposes it would help us to know how many riders and pillioners we can expect on the respective rides. Ride options include the gravel ride and either one

of two sealed road trips, these being to either Castle Point and Riversdale or to Cape Palliser and Lake Ferry. Please take a minute to send us a quick one-line email at agmrally@bmwmc.nz to confirm your ride intentions.

The Saturday minibus tours are proving popular and we have added a second minibus for the wine trail trip. There are still a small number of seats available on each tour and these will be allocated strictly on a 'first come, first served' basis.

Over the course of the weekend there will be a number of minibus trips and tours. While we have some drivers available a few more volunteer drivers (must have a 'clean' full licence) would help take a bit of pressure off the team. Please let us know if you could make yourself available to help us out.

There are also still some opportunities for people to help with other activities, particularly the gymkhana.

A reminder that during the Rally, and particularly the evening social sessions, there will be opportunities to participate in a variety of raffles so make sure you bring plenty of coins and small notes. Don't count on us being able to change



larger notes for you. No EFTPOS! There are some great prizes available, including riding gear, a set of bike tyres, a BMW battery charger, several gift vouchers, a selection of Tee shirts and other items. We will also throw in some lucky spot and lucky number prize opportunities, for which you will need to be present.

We have received several personal dietary requirement requests but if you have any requirements of which we may not have been notified, a situation that may apply to some of the early registrants, then please send us a relevant note.

The Copthorne Hotel still has some 'reserved' rooms available but these won't last long. The Rally room rate is \$199 per night. For bookings contact the Hotel directly (not via their website): phone 06 370 0500 or email 'reservations@solway.co.nz'. Quote the booking code #72266 to get the special Rally room rate. Please indicate willingness to room share, if appropriate. On-line booking via the

'public' system may well show the hotel is fully booked when there may actually still be some reserved rally rooms available.

On the room share note we have one respectable, senior male who has booked a room and is keen to share (room and costs) with another registrant. If this interests you please let us know so we can arrange a link-up.

The Rally Team is looking forward to having you join us for this significant 50th Anniversary event. Make sure you don't miss out; register now!

This is our last 'newsletter opportunity' to convey information to you before the commencement of the Rally but in the meantime please direct any enquiries you have to us at agmrally@bmwmc.nz

The Rally Team

Peter, Denis and Murray



Coming Events - Details on our Website

07
February
2025

Club



2025 National AGM/Rally, North Island - Fri 7th - Monday 10th February 2025

Updated: 01/07/2024 BMWMC AGM Rally 2025 - Friday 7th - Monday 10th February 2025: This will be the 50th Anniversary of our club and not to be missed! Save the dates - more details and registration to follow nearer the event: The location is TBC but will be South of the North Island. Email any [...]

[Find out more](#)

04
April
2025



NIRAG 2025

North Island RAG: Subject to confirmation but most likely this event will be:
Venue: Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990.
Arrive Friday, April 4th (afternoon) to departure Sunday morning April 6th.
Registration: Available nearer the time Most of you will know the format but here's a guide: Accommodation options: Bunkrooms, tent [...]

[Find out more](#)



*Taylor Memorial Lodge,
36 Pokaka Road
Erua, 3990 New Zealand
[+ Google Map](#)*



Making Life a Ride!

BMW Motorcycle Club
of New Zealand

1975 - 2025



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ESCAPING THE
ORDINARY IS
~~~ IN OUR  
BLOOD



**We design insurance for those who live for the ride.**



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ESCAPE THE  
ORDINARY



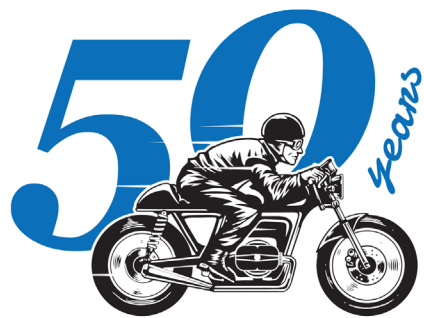
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# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
New Zealand



*Making Life a Ride!*

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

Please, share any photos old and new, (words a bonus but not essential) of any event, ride, activity - any of which, has 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 [treasurer@bmwmc.nz](mailto:treasurer@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.

# Marketplace - FOR SALE

To advertise, please email  
newsletter@bmwmc.nz

**Marketplace is a service for members of BMWMC, NZ.**

Advertisements will be accepted from members, commercial traders and non-members when it is considered in our members' interest to do so. No charge is made for Marketplace advertising. The Editor and Executive reserve the right to reject or modify any advertisement considered inappropriate and take no responsibility for errors or omissions, the quality of items, claims made, or for any transactions that ensue.

Advertisements run for approx. 3 months from the date first published unless otherwise arranged with the Editor.

From my K1100LT and fitted my R80 mono

L&R Touring cases in great condition, with inner bags in need of attention

L&R City cases in good condition, with 3 spare inner parcel trays, no locks

1 Instrument Support bracket - New (BMW part no. 31421236883)

2 Spare locks with no keys , 1 spare lock with no barrel

1 top Box in good condition , with adapter Plate

1 Foldable BMW motorcycle key

Pannier Weather seal strips (rubber tube)

2 Sets of Pannier black plastic hinges ,New

All as 1 lot ,please - as pictured

\$500 ono

Paul Meikle, 027 600 1957

Kaikoura - Member 3311







## Area Representatives



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