



BMW Clubs
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BMW Motorcycle Club
New Zealand



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

February 2026



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL



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feedback and stories**
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W

elcome to our New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy a story and/or photos published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then please email/ phone the Editor no later than the 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: Ride to Rotokare
Photo by: Phil D'Ath, Taranaki
Date: Feb, 2026



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Phil

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MORROW

Dave

ALEXANDRA

SCOTT

Peter

WARRINGTON



President's Podium

Colin Gates



BMW Motorcycle Club
New Zealand



February 2026

Kia ora

Following our recent AGM, this marks my first President's Podium.

Firstly, I am delighted to be serving as President of the BMW Motorcycle Club NZ. It's a privilege to lead a club that means so much to so many of us. I am very mindful of following in the footsteps of many capable people and building on the strong foundations they have created.

My sincere thanks go to our outgoing President, Chris Souness and Secretary, David Fish. It has been a pleasure working with them both over the years. Whilst, I replace Chris, we are thrilled to welcome Sue Duncan, who replaces David as Secretary.

My riding experiences started on the farm, learning to ride a BSA Bantam 175 around the age of nine. Over the years, I have owned many motorcycles of various brands, but I have owned and ridden more miles on BMWs than any other marque. BMW motorcycles have always held a special place for me, whether on/off-road on a K, RR or GS models.

For me, riding has always been more than transport or recreation. It is connection, challenge, camaraderie, and at times even therapy! That shared spirit is what makes this club special.

Mindful of this new role and other commitments, I stepped down as President of IAM RoadSmart NZ. There is a lot of synergy between the two organisations, particularly given that the majority of IAM members are motorcyclists. I hope we can collectively share experiences, knowledge, and encouragement across the motorcycling community and continue developing our skills.





Many of you know, I am currently serving in a few other roles within the Club. While I'm happy to ensure continuity in the short term, we will soon be seeking a new Treasurer so those responsibilities can be shared more sustainably and the Committee can operate effectively as a team.

Our membership is strong and rich in talent, something we should all be proud of. Recently, we welcomed two new Area Representatives, Anja Claus and Phil D'Ath. Thank you both for stepping forward. Area Representatives are very much the heartbeat of this club, helping organise rides, local gatherings, and community connections. Please give them your support.

Looking ahead, we have many ideas, and we welcome yours as well. You can always contact us directly with feedback or suggestions. In addition, we will soon be sending a survey to members. This will allow you to share your thoughts while also helping us update our membership records, including current motorcycles and other details.

We want to better understand what members value most, what we are doing well, and where we can improve. After all, this club is about its members, and our direction should reflect that.

I look forward to working alongside the Committee, our Area Representatives, volunteers, contributors, and every member who gives their time and energy to keep this club vibrant. Clubs do not run on titles, they run on people.

My aim as President is simple: to strengthen connections, encourage participation, support safe and enjoyable riding, and ensure that the BMW Motorcycle Club NZ continues to thrive for many years to come.

Thank you again for your confidence. I look forward to the road ahead.

All the best,



East Coast Exclusive

Alan Robinson



Catching Up...

Those of us in the Napier, Hastings and Havelock North areas enjoy our monthly get togethers:

August - Delight Plus Chinese Restaurant, Napier:



Going around the table: Folker, Tony, Maria, John (W), Alan, Ann, John (F), Leonie, Mike, Les, Walter, Stella, Pam, Bronwen and Peter.

November - The Thai Silk Restaurant, Hastings



Bronwen, Carole, Pam, John, (two visiting friends), Peter, Stella, Walter, Ann, Alan, Rosemary, (out of picture - Danny), Maria and Tony.

September - Deliciosa Restaurant in Havelock North
(No photo taken)



October - Kohinoor Multi-Cuisine Restaurant, Napier
(No photo taken)



December - Christmas lunch hosted by Bronwen and Peter Chang

Walter, Carole, Tony, Les, Warren, Robin, Danny, Rosemary, Ann, John, and Pam. Our hosts and probably others would have been inside cleaning up!

We didn't meet for dinner in January as most of the team planned to attend the BMWMC Rally, in Cromwell.

This year Stella and Walter, Mike Shaw and Ann and I went.

Apologies if I missed any other members from the East Coast.

Alan #4049



Waihi Beach



Saturday, 11th January saw 8 members meet in Morrinsville for a ride and lunch at the Flat White, Waihi Beach. We picked up another member in Matamata on the way through, which was great.

It was awesome to see a mix of new faces and regulars out enjoying the ride, especially in the blistering hot weather. The trip over took around two hours, taking in as many back roads as I could find along the way.

Lunch at the Flat White was, as always, excellent, and the chocolate sundae went

down a treat. The ride home was a quicker affair, sticking to the beaten track, with riders peeling off at their respective turn-offs along the way.

We're always on the lookout for ride suggestions, so if anyone is keen to share an idea—or even better, lead a ride out—please let us know.

Chris #3983

Taranaki Tales

Phil D'Arth - taranaki@bmwmc.nz



Six riders met at Z Stratford on a bright February Sunday morning for the monthly club ride, a back road route through some of South Taranaki's finest windy roads. With fine weather and good visibility, the group headed out toward the first destination, Rotokare Scenic Reserve, making full use of the area's winding network of scenic backroads rather than the main routes.

The ride to Rotokare was relaxed and flowing, with light traffic and plenty of opportunities to enjoy the landscape. These quieter roads allowed the group to spread out comfortably while still riding cohesively. Rolling farmland and pockets of native bush provided an ever-changing backdrop, making the journey as enjoyable as the destination.

Rotokare Scenic Reserve, a predator-free bird and wildlife sanctuary, was an ideal first stop. The calm surroundings and lake offered a pleasant contrast to the morning's ride. As the group parked up, the resident ducks quickly made their presence known, carrying out what could only be described as a thorough inspection of both riders and motorcycles. After a short break, some photos, and a chance to take in the setting, it was time to continue south.

The next leg took the group to Pātea for lunch at Renate's Café. The café stop provided a welcome break and a chance to refuel, with good food and coffee enjoyed by all. As is often the case on club rides, this was a social highlight of the day, allowing time to catch up



and reflect briefly on the ride so far.

After lunch, the route continued toward Te Ngutu O Te Manu Reserve in Kapuni. The roads remained enjoyable, and the afternoon ride maintained the relaxed pace established earlier

in the day. Te Ngutu O Te Manu is the site of a significant battle during the Taranaki land wars and is now maintained as a reserve in remembrance of those who lost their lives. The stop offered an opportunity to acknowledge the historical importance of the area and added depth to the day's ride.



As the afternoon progressed, riders began to head off in different directions for the journey home. The ride delivered a well-balanced day out, combining enjoyable roads, interesting destinations, and good company.

Overall, it was a reminder of the variety available on local rides—scenic backroads, welcoming stops, and places of significance—all within an easy day's ride.

Phil #4214

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Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



Rest Stop

The ride took place on January 10th and was led by Peter T. using a ride plan he had put together a couple of months ago, but then had to postpone due to unsuitable weather.

The forecast was for fine but breezy weather, and after a chat the previous day, we decided to go ahead with the ride, anyway.

Seven riders and a couple of pillions met at the Suny Café in Aokautere (Palmy) prior to heading off over the Pahiatua Track for a jaunt around a number of secondary roads in the areas around Woodville and Dannevirke.

Lunch stop was at the Sugar and Salt Café in Dannevirke,

and from there we did a couple of loops towards Norsewood before heading back to Dannevirke, and homewards from there. An interesting day out, travelling many roads you probably wouldn't travel unless you lived in the respective neighbourhood.

The weather was fine, although the headwind got a bit 'willing' as we headed home from Dannevirke, but all-in-all a good day out. Thanks, Peter.

Murray #2690



Gatwick Express



Stopping to view the Gatwick Express



Lunch at Awastone cafe

Wellington & Wairarapa Wanderings

Denis Hulston - wellington@bmwmc.nz



JANUARY 2026



January seems to have been the most disrupted riding month for planned social and riding activities.

Monday 12th December

Club night social meet and eat at the Petone Club

Our usual meeting on the first Monday of the month was changed to the second week and then changed again because the Petone Club was closed for a staff occasion. However, we still had a good regular member turnout for food and chat.

We'd flagged three possible January riding dates, and

cancelled them all because of poor weather or other commitments. We were plagued by strong wind in Wellington, Wairarapa and Manawatu. All we managed was an impromptu ride to Martinborough and the Ponatahi circuit, 200km.

Denis #3131





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Top of the South Beemers/Te Tauihu

Peter Wood - topofthesouth@bmwmc.nz



Brown River Reserve Tea Ride



Sunday 11th January 2026 The plan was for Top of the South BMW group ride to Altimarloch summit, It didn't happen.

14 riders ready and waiting at our start point, QE2 drive, just out of Nelson at 8.30 am. We had received wind warnings the day before, and our eye in the sky reporter Ross W [Blenheim] had sent a message through of wind and clouds moving fast in the area we planned to visit.

So, with consultation with Anja [our area rep] we decided to cancel the Altimarloch Summit ride, which is 1693 Meters high in the Black Birch range in the Awatere Valley.

Back to our start point at QE2 in Nelson, the weather was perfect no wind here. There was a small group determined to go to Altimarloch. They changed their minds at Blenheim.

All 14 riders departed heading for Blenheim. At the top of the Whangamoia, we hit the strong, blustery winds, which didn't let up for the rest of the day. At our coffee stop at Westwood Park, Blenheim, we meet up with Ross and Teresa.

The new plan for gravel riders



was the Port Underwood Road through to Picton, a very rough start with lots of corrugations but after about 20km turned to a good gravel road, the wind blowing the dust away quickly. Some riders chose the H/way. on arrival at Picton, they chose a tree on the Foreshore, where we had lunch or an Ice cream, a good option for some.

Peter #3460

On the ride:
 Paul Swift, Roy Stevens, Shep, John, Dale, Richard, Tony, Peter W, Murray, Gretchen, Revti [R75], Anja, Mike, Trevor, Ross and Teresa



RIDING IN SARDINIA

Denis Hulston - wellington@bmwmc.nz



I had an excuse to be in Sardinia again, to visit Annie's brother John on his land near Olbia. But visiting John, who has a much-loved Harley, also gave us the opportunity to ride more of the beautiful Sardinian landscape we didn't get to explore when we were here in 2024 ([see the earlier article in July 2024 Newsletter P.17-20](#)).

Our previous riding had been long

day rides out of and back to Olbia. We'd explored the northern west and central areas but this time we planned to explore south over five days of riding, staying in towns we visited with more time to explore locally.

Once again, we hired a F800GS with navigation and panniers for five days of two-up riding.



At the office - planning the trip in Olbia

Day 1 - Olbia to Oristana 220km ride south and west, from Monti we took a mountain route of twisties and a good road. We stopped at one of the Nuraghe sites, a water worship and village site - very old and interesting. Steps led down into a water temple well where we were treated to two Swiss and Sardinian's singing beautiful harmonies testing the ancient

acoustics. We spent the night in Oristano, an old, cobbled, stone town where we ate stunning local food at a street table at the Café Da Banana restaurant in balmy weather.

Cont...



Nuraghe water temple



Old village site - 11th-9th century BC

Day 2 - Oristano to Iglesias 160km. This was a day riding mountain twisties and then a rural vista to Guispini for coffee and food. With thunderstorms threatening we rode more mountain roads to Arzana. We followed a Google route for a few kilometres of gravel before it directed us down a grass lane to a deep water crossing in a ditch. So, we retraced our route to Arzana and then onto a route through mountains, with a brief detour to

explore an abandoned mine. We arrived in Iglesias about 3pm and left our luggage at our hotel before riding to a renowned coastal sunset café high above the sea to the west. The sunset didn't really show up as spectacular, so we returned to Iglesias for another excellent meal at Ninu Bistro before walking back to our hotel at 11pm.



Waiting for sunset in the Clifftop bar – checking out comms



Waiting for sunset in the Clifftop bar – checking out comms

Day 3 - With a second night in Iglesias we travelled light to ride southwest to Sant Antico Island, but with threatening thunderstorms, we only stopped for coffee and croissant before continuing through the mountains. This time, the weather had set in, and it was wet with lots of thunder and spectacular lightning. We weren't deterred and our twisties continued to Nora Archaeological Park, an old 3rd century Roman village and amphitheatre. The rain

persisted and we arrived back at Iglesias very wet. However, we celebrated another great day riding with more good food, local red wine and beer in our now favourite Ninu Bistro restaurant. By this time, I was friends with Jessica, who spoke English, had two "my babies" her huskies, and insisted on giving me a gratis bottle of local red to take away – made locally with no labels, but just right for enjoying.

Cont...

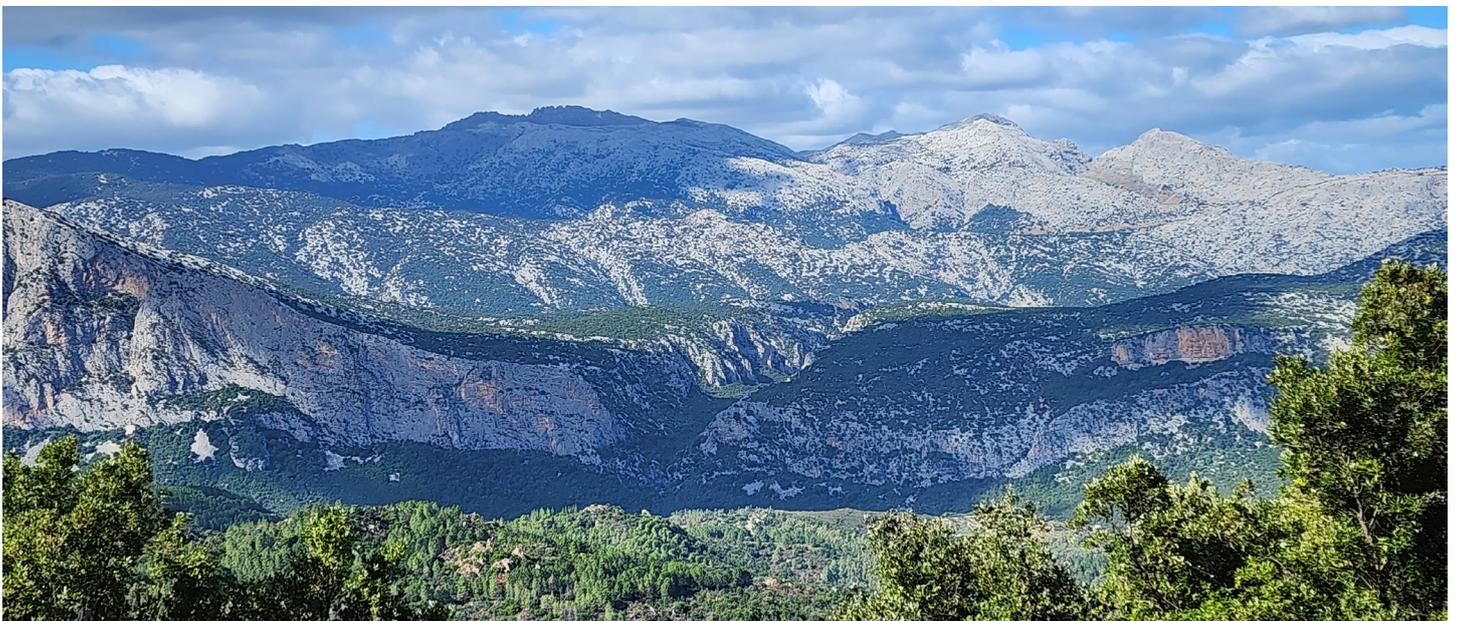


Day 4 - We rode 200 km from Iglesias to Tortoli, via Pont sul Flumendosa di Villanova Tulo. This route was initial motorway and then into extensive mountain twisties. We rode through very old high mountain towns – Sadali, Seul, Villagrande Strisaili – villages crowded onto steep mountain sides on narrow twisting roads with views to more villages, Arzana, Elini, and hillsides below with olives and grapes. The day was full of lots of twisties and switchbacks – great riding. We arrived tired at our hotel at Arbatax near the east coast from Tortoli.

Day 5 - Arbatax to Olbia. We returned to Olbia through the coastal mountains from Arbatax and Tortoli. This was another day of twisty mountain riding SS125, through Baunei, and various mountain passes, Passo Genna Arramene and e Silana, Orosei, Siniscola and on coastal routes through Budoni, Straulus to Olbia.



Mountains near Tortoli – SE Sardinia



More Mountain passes SS125



One of many mountain passes SS125 from Baunei

We dropped the bike off and went to the local market in Olbia to buy cheeses, fruit, vegetables and fresh fish for dinner washed down by Jessica's red wine.



Cheeses from the market - Olbia

This ride was very satisfying. I felt as though I got to know more of southwest and southeast Sardinia, while avoiding crowded urban cities such as Cagliari. We only rode around 1000km this time, as we were not returning to Olbia each day. It was good to stay in various Sardinian local towns, meet locals and eat local foods.

There were some recurring themes, with lots of mountain roads and twisties, great Sardinian food and wine, and welcoming Sardinian hospitality despite our not speaking Sardinian.

Sardinia is a popular destination for European motorcyclists – we met central and eastern European riders. The mountain roads and twisties are prolific, and the landscapes are spectacular. There are many more to be explored.



In October, the “season” closes and Sardinia has few tourists. Direct flights from London other parts of Europe stop, and things shut down unless you’re local. Annie and I flew to Olbia from Rome and returned to Italy for

our flight on the overnight ferry, where the service was like a throwback to old NZ interisland ferries, a time best forgotten for its lack of customer service.



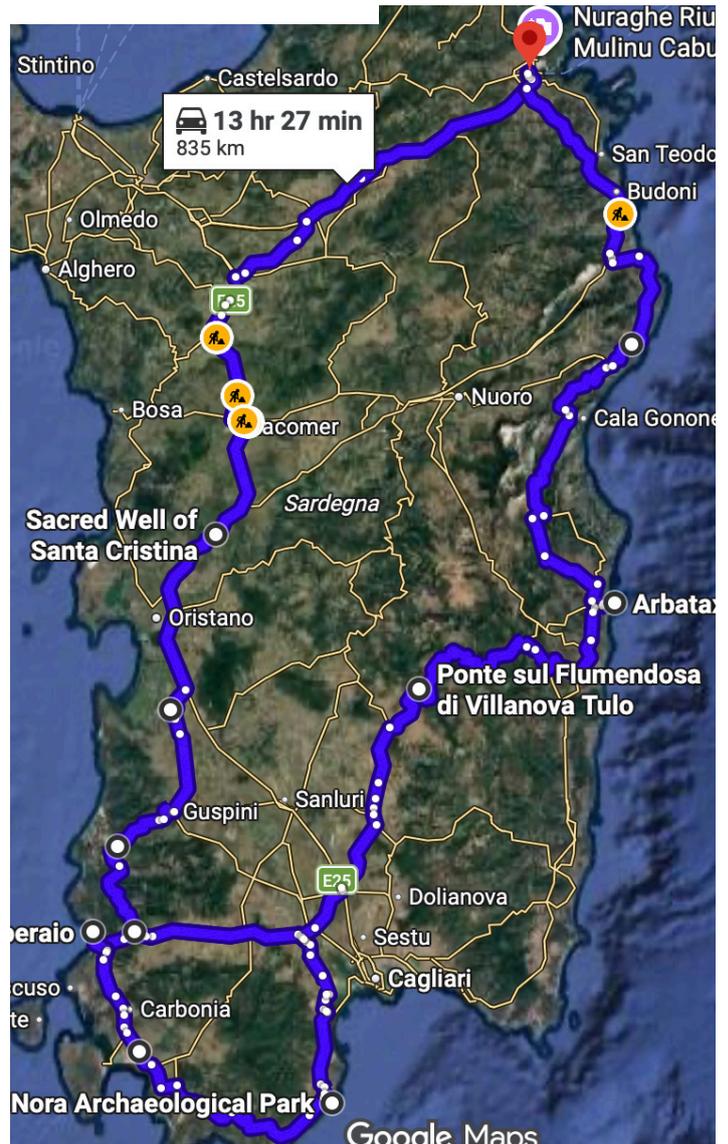
Overnight ferry from Olbia to Civitavecchia

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Denis #3131





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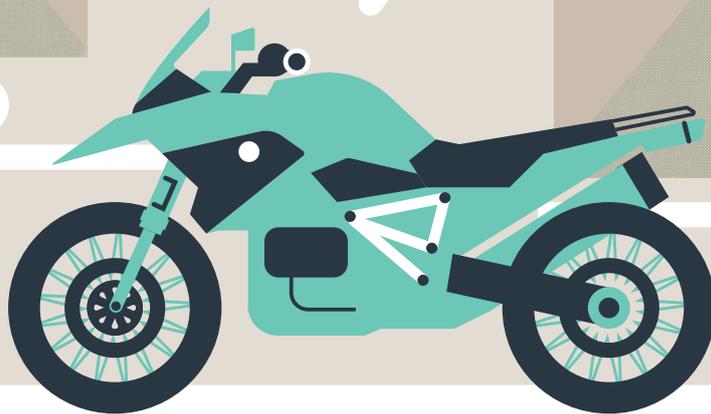
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Been Everywhere?

Dave Morris



Some place names in New Zealand are odd as in “different”: Not your ordinary, (every day sort of name, like Auckland or Woodville or even Hokitika.) Our place names have been around now for at least 185 years. But some names are different: Out of the box - as it were. Places you may or may not know. - Or you might know it from another country.

Let's start with Niagara. – Falls, that is. Surely the surveyor who named this must have had a sense of humour. The fall is less than a metre; The Canadian/US falls are 50 metres!

And while we are discussing place names, no account would be complete if the world-famous longest-place-name-in-the-world record was omitted. It belongs to us in NZ, wouldn't you know. In southern Hawkes Bay,

Taumatawhakatangihangakoauauotamateaturipukakapikimaungahoronukupokaiwhenuakitanatahu near Pōrangahau. Or if you prefer, “The summit where Tamatea, the man with the big knees, the slider, climber of mountains, the land-swallower who travelled about, played his flute to his loved one”. Anyone who's a biker needs to (or should have ridden out to the signpost) at least for a photo. – They come with boasting rights!

Conversely, what is the shortest name? Oio. SH 4, Tongariro National Park. Oio was one of 3 railway stations with the shortest (three-letter) names in New Zealand. Ava (Lower Hutt) and Tui (Nelson Region). Ava is the only station surviving. In South Taranaki, between Hawea and Opunaki, there is an Oeo Road. Different word; different spelling, but one of the shortest names, nevertheless. If you are not fluent in Te Reo Māori, Oio and Oeo

would sound the same.

The Wanganui River has some interesting spots. A favourite ride for any motorcyclist is the Whanganui – Raetihi trip through the Parapara's. The route takes you through Jerusalem and London(!). No passport required. At the time of writing, there were two eating places in Raetihi that made the ride worthwhile, and, across the w-i-d-e main road from each other. Back down near Whanganui there's a spot on the true right side (face downstream) of the river called Mosquito Point. Less than a kilometre north of Upokongaro, on the true left side. The village's name in Maori, ūpoko (head) ngaro (hidden), refers to a story of how chief's daughter Ira-nga-rangi arranged to have her head removed upon her death and hidden

by relatives, who feared it might be desecrated by enemies. While passports are still in our mind, who has a passport for the Republic of Whangamomona?

While we are still in the North Island, Gladstone needs some clarification. I count four in NZ two in the north two in the south Isle. So, north to south: Levin, Carterton, Greymouth and Lake Hawea. Never mind any streets or roads around the country. (William Ewart Gladstone, FRS. FSS. 1809 – 1898) was a British statesman and politician.)

Let's toss in a pinch of military seasoning. Officers joining the Army went to one of three academies for induction; Portsea, Vic. and Duntroon ACT Australia, or Sandhurst in the

UK. Today Officer induction is carried out in NZ. Why is this here, you ask? South Canterbury has a Duntroon (on the way to Kurow). Sandhurst Street in Papamoa, Tauranga, and Portsea Place is a stone's throw from the Chelsea Sugar refinery.

North of the Catlin hills, is Piano Flat. - Complete with a camping area. That's all actually. Apparently named after Harry Selig, a piano player in a local orchestra, who was reputed to have been the first person to discover gold on the flat. If we ride east bound and head just over the Southland/Otago border There's a place with a most unusual name: Earthquakes. It's about 37 kilometres (as the crow flies in a 7 o'clock direction) from Waimate. On the main road through Duntroon, Look for Earthquakes Roads at the Anglican Church, on the left (or south). - You can't miss it. A Land Information New Zealand senior communications advisor once said the name was not official as it had not

been through the NZ Geographic Board process. "As such, it has not been gazetted," he said. "However, it would be classified as a recorded name with pseudo-official status." Earthquakes draws a number of fascinated geologists every year and makes up part of the Vanished World heritage trail.

To round off this discussion, how about this for confusion? Aramoana, Aranui, Arahanga, Aratiki, Arahura, Aratere. (Unofficially SH 1.) I don't know what they mean and I get the ships all mixed up. Huh!?! You're flying across the ditch and renting a bike on the other side?

Now here's a post scriptum.

Did you know, in Palmerston North, there are two streets of mention: David Street and Morris Street. - Ahem.

Dave #1774



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North Island RAG Rally - 27th-29th March 2026

North Island RAG: Venue: Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990. Friday afternoon, 27th of March - Sunday morning, 29th of March. Most of you will know the format but here's a guide: Accommodation options: Bunkrooms, tent (bring your own), caravan/motorhome (bring your own). Registration includes: Accommodation options of, tea/coffee/milk/biscuits etc, condiments,
[Find out more](#)

📍
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2027 AGM/Rally - 5-8 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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We are delighted to see that we are seeing ever increasing support from BMW Motorrad here in New Zealand.

At our recent Rally in Cromwell, Dennis Holland gave a presentation sharing some points for the future.

During the presentation, they told us what we could do to help them, help us.

They mentioned these points:

- Use BMW Motorrad dealers for regular servicing and parts. We can't help when things go wrong due to after-market products. Case in point, one big distributor in NZ is selling oil filters which have caused 2 major failures in the last 7 weeks. There is nothing we can do to help with this and owners are left with a bad experience and situation. BMW Motorrad genuine parts carry a two year warranty for parts and associated labour.

- Take advantage of gear and garment offers, we'll let you know first. We want the BMW Club to get first options on gear and garment offers before the general public

- Support our apparel range at dealerships and encourage others to do so. As soon as we took over the distribution and at our first AGM attendance the Club told us we needed to offer riders gear, we listened and invested but if there is no support its hard to justify the investment to our stakeholders. The gear is among the best available on the market in terms



of quality and safety, we try to offer a pricing model across each range of good (\$), better (\$\$), and best (\$\$\$). Buy once, cry once.

- We've got parts for older bikes we'd love to find homes for, at bargain prices! We've 5.5k lines of parts, nearly 20k of individual items. If its not moving/selling we will ultimately write off and get a certificate of destruction as we can't keep anything longer than 3 years. If there is something an owner wants to check price and availability and if it's for an older model and its in stock we may be prepared to offer it at a discount, just ask the dealer to ask us. There's no harm in asking!

- Tag [bmwmotorradnz](#) in your social activity so we can share content and grow desire to enter the BMW MC NZ community. We want to share the good stuff the members are up to and show the public what the club community looks like and why its good to be a part of it. If tagged we can share, might not be everything but if it fits the brand we will look to do so.

Member Message(s):

Hi Colin, I've just been reviewing the info about my R65 and there is another fly in the ointment: I put the complete frame number into Dr Google and it popped up immediately that it was a 1986 frame of the mono-shock frame and also said without prompting that the engine number which I had not put into my request was a replacement engine.

So, I was wondering if you could put it to the club members who have either R45,R65 R80 to check if the frame and engine numbers are the same.

Could be starting to unravel the puzzle. Any help welcomed.

Cheers

So, dear fellow members. If you have in your possession, this or the other models mentioned; please check your motorcycle(s) and let us know, if by chance, you can add anything. Email, Colin, editor@bmwmc.nz

Our thanks to Neil Barnard #19 with this information:

At the Cromwell rally several riders enquired about the mesh seat cover I have on my F800R. I have had this cover for several years and highly recommend this product.

The following publication from the Cool Cover manufacturer follows:-

Why Ride with Cool Covers?

No More Swamp Butt

8mm 3D mesh keeps air flowing beneath you. Hot seats? Not on our watch.

Rain? Who Cares

Water runs straight through. No puddles, no soggy saddle, no wet jeans at the café.

Year-Round Comfort

Cool when it's scorching, cushioned when it's cold. Your seat, sorted.

Less Fatigue, More Miles

Acts like a shock absorber for your backside. Pressure points? Eased. Long rides? Bring 'em on.

Tailored to YOUR Bike

Made to measure. Designed, tested, and built in the UK.

Fits in Minutes

Velcro and elastic. No tools, no faff. Chuck it in the wash when needed, job done.

Why settle for a numb bum when you can ride in actual comfort .

Available from the UK - ride@coolcovers.co.uk - Neil



check my renewal date on my
BMWMC membership card

Any issue email,
mymembership@bmwmc.nz



NIRAG 2026
27th-29th March 2026

Register at:
www.bmwmc.nz/nirag-2026

Check the Events page on the
website for the latest details.



Remember

Write a note about my travels
email it to
editor@bmwmc.nz

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.

Motorcycle Number Plates for Sale:

Have an unwanted plate that you wish to sell?

Advertised on behalf of others.

If any is of interest, please email newsletter@bmwmc.nz
and we'll put you in touch.



R13GS is offered at \$1,170
Certificate and transfer sale only



BMW 2U - \$750 - 1 Plate available



WE BMW - \$750 - 2 Plates available

* Images for
illustration only

Marketplace - FOR SALE

To advertise, please email
newsletter@bmwmc.nz

Registered: December 2018

Mileage: 82,418 km

WOF: Valid for 12 months

Condition: Very tidy -
exceptionally well looked
after

Service History: Full BMW
service history

Extras Included:

Owner's manual

One used spare tyre

This is a fantastic adventure
bike that runs beautifully
and has been meticulously
maintained throughout its
life. If I hadn't bought a new
one, I wouldn't be parting
with it. Reliable, powerful,
and well-equipped - this GS
is ready to go.

Contact: Dean - 027 406 0160

Based in Huntly

\$16,500





BMW Motorcycle Club

New Zealand 1975 - 2025



BMW Motorcycle Club
New Zealand



Making Life a Ride!



**NO IFS.
NO BUTS.
MAKE LIFE A RIDE.**

Whatever you do, throw yourself into it. Make the best of it.
Because then you'll reach higher than you ever thought possible.
Get the right gear for it at bmw-motorrad.com

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.



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