



BMW Motorcycle Club  
of New Zealand  
1975 - 2025

BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

July 2025



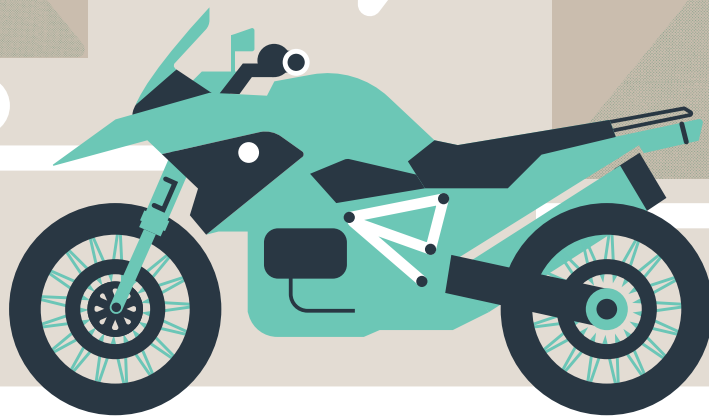
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**Welcome to our New Members**

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 2<sup>nd</sup> day of the month.

**We look forward to your contributions.**

**A Very Warm Welcome to:**

AIREY	Andrew	CANTERBURY
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F 900 GS: Style Passion/Black Storm	\$26,090	\$8,909	\$8,909	\$8,909
R 12 nineT: Green/Black	\$34,590	\$11,742	\$11,742	\$11,742
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R 18 Classic: Black/Red/Manhattan	\$32,590	\$11,076	\$11,076	\$11,076
R 1250 RS: White/Triple Black	\$35,590	\$12,076	\$12,076	\$12,076
R 1300 GS: Rallye/Trophy/Triple Black	\$46,590	\$15,742	\$15,742	\$15,742
R 1300 GS: Adventure Trophy Enduro	\$48,590	\$16,409	\$16,409	\$16,409
R 1300 GS: Adventure Triple Black	\$49,090	\$16,576	\$16,576	\$16,576
S 1000 RR: Black/Red (MY24)	\$46,590	\$15,742	\$15,742	\$15,742
S 1000 RR: M Sport White (MY24)	\$50,590	\$17,076	\$17,076	\$17,076
S 1000 RR: M Sport Carbon White (MY24)	\$56,090	\$18,909	\$18,909	\$18,909

<sup>^</sup>0% fixed for 2 years. An establishment fee of \$275, a PPSR of \$10.35, a dealer origination fee of \$350 and on road costs of \$600 apply and are included in the payment examples, offer is limited to selected models and for delivery to 31st of July 2025 or while stocks last. The total amount payable for the C 400 X is \$16,728, the CE 02 is \$18,228, the CE 04 is \$29,727, the F 800 GS is \$23,226, the F 900 GS is \$26,727, the R12 nineT is \$35,226, the R 12 is \$31,227, the R 18 is \$26,226, the R 18 Classic is \$33,228, the R 1250 RS is \$36,228, the R 1300 GS is \$47,226, the R 1300 GS Adventure Trophy Enduro is \$49,227, the R 1300 GS Adventure Triple Black is \$49,728, the S 1000 RR Black/Red is \$47,226, the S 1000 RR M Sport White is \$51,228 and the S 1000 RR M Sport Carbon White is \$56,727. BMW Financial Services Limited terms, conditions and standard lending criteria apply. \*Not available in conjunction with any other offer. \*Ride Away = Cash Price including ORC of \$600.

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## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



# July 2025

Hi Team,

We've passed the winter solstice, and the days are finally stretching out again which is great to see. That said, the recent wet weather hasn't exactly made for ideal riding. My thoughts go out to any of our members in flood-prone areas like Tasman and the upper South Island. Stay safe and dry, everyone.

Just a quick reminder, the roads are slick, the mornings are frosty, and cold tyres don't always play nicely. Please ride to the conditions, and remember arriving five minutes late is always better than not arriving at all.

Just a little tip to keep your visor clear! Fogged-up visors are a winter menace. Use an anti-fog insert or a dab of shaving cream (yes, really!) wiped clean to keep your vision sharp and don't forget to check your tyres before you venture out, cold rubber needs extra care.

Also, a gentle nudge about speed limits on club rides, they're not just friendly suggestions! We ride as a group, and that means looking out for each other. Let's keep it safe, legal, and enjoyable for everyone.

Now, on a more personal note: after a lot of thought, I've decided I won't be standing for re-election as President at our next AGM in January 2026. It's been an absolute pleasure leading the club, but it's time to let someone else take up the reins. I'll still be around, talking too much, but just not in the big chair.

So if you've ever thought, "I could do that job," or even, "I'd do it differently," now's your chance! Start thinking about nominations, we'll need fresh ideas and steady hands to keep the club roaring into the future.

Stay warm and dry, ride smart.

*Chris*







## An Afternoon of Adventure with Gregg Holmes



We recently had the pleasure of hosting a truly special guest—world traveller and adventure motorcyclist Gregg Holmes. The event took place over lunch at the Ruakura Squash Club, where more than 30 guests gathered to hear about Gregg's once-in-a-lifetime journey around the globe. The atmosphere was relaxed, the stories were wild, and the inspiration was undeniable.

Gregg has been travelling the long way around the world—crossing over 50 countries by motorcycle. His journey kicked off in Canada and took him south through the U.S., where he managed to stay ahead of winter storms. From there, he rode through Mexico and all the way to Argentina, where his travels came to a sudden halt due to the COVID-19 pandemic.

Like any true adventurer, Gregg wasn't finished yet. Once international

borders reopened, he resumed his journey—this time tackling Africa from the bottom up. He shared some intense and often nerve-wracking tales of navigating border controls, each with its own challenges and unpredictable moments. His resilience and humour in these situations were truly inspiring.

From Africa, he continued through Europe, where he reunited with his partner Debs in Germany. Together, they toured through Denmark, Norway, and Sweden—soaking up the incredible scenery, winding roads, and crisp northern air. After a memorable ride through Scandinavia, Debs flew home from Hamburg International, and Gregg continued solo once again.

After Europe, the journey took Gregg further east into Romania, through the striking landscapes of Iran, and then on to Nepal. Each leg of the trip





brought new cultures, stories, and moments of connection that reminded everyone how travel can truly shrink the world.

From Nepal, Gregg packed up his motorbike and flew to Kuala Lumpur. From there, he hit the road again—riding down through Malaysia and Indonesia, eventually reaching the tropical island of Bali. After exploring Bali, Gregg shipped his bike across the sea to Melbourne, where he began the next chapter of his ride—touring the vast and varied terrain of Australia.

The Australian leg of his journey was no small feat. Gregg rode clockwise from Melbourne, taking in the stunning coastline, the remote Outback, and making a memorable detour to Alice Springs. By the time he wrapped up this part of the trip, he'd clocked over 23,500 kilometers in Australia alone. His total mileage by that point? A staggering 142,000 kilometers around the globe—not bad at all for a trusty Honda Africa Twin.

The journey itself was incredible, but it was Gregg's reflections on



Cont...



human connection that really struck a chord. He spoke about the kindness of strangers, the shared smiles across language barriers, and the countless ways that people all over the world find connection through simple acts of hospitality and curiosity.

Our own connection with Gregg started in a very Kiwi way—over a coffee at the Nikau Café near the Waitomo Caves. A casual chat quickly turned into a great conversation, sparked by the unspoken camaraderie that motorcyclists often share. It's a bond built on adventure, risk, and the love of the open road.

That chance meeting led to an idea: why not bring Gregg in to share his story with the wider BMW Waikato community? And what a great decision that turned out to be. His lunchtime talk wasn't just a travel diary—it was a reminder of how big and small the world can feel at the same time.

We want to extend a big thank you to Sue Duncan for helping organise the afternoon, and to Chris and Helen McKinnon for their generous support. Without their help, this event wouldn't have been the same.

At BMW Waikato, we're all about the ride—but more importantly, we're about the people you meet along the way. Gregg's story reminded us why we love what we do, and we're already looking forward to our next community event. Wherever the road leads next, we hope to see you there.

-- **Chris #3983**

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# Rangitikei Roundup

Barry Petherick



## June's Monthly Ride



Since the closing of the Manawatu Gorge road in 2017 due to ongoing slip issues, the Manawatu/Tararua links of the Saddle Road and the Pahiatua Track have been under severe pressure. We had awaited the completion of the brand new 800+ million dollar Te Ahu a Turanga Ashhurst to Woodville route with high anticipation.

The first weekend after it opened,

our club ride went off to check it out. We assembled at a café in Ashhurst, 8 bikes ready but missing Murray, our Area Rep, as his 1250GS succumbed to mid-winter battery lethargy after he refuelled in Shannon. Once mobile, he and Jeanette took the prudent option of returning home.

Off we ventured, soon to be spread out in the deluge of motorists that had the same notion







to explore the new route on what was a stunningly fine day. It appeared that every car club, motorcycle club, cyclist, pedestrian and Sunday driver was on the road or shared walkways. The laybys were full, and it was safer to just keep going.

The road is superb, and the 11.5km distance is covered in just a few minutes. It will be a fantastic asset in our national roading network. Well done, NZTA!

If interested, please have a look at more details via the link below.

[www.nzta.govt.nz/projects/te-ahu-a-turanga/](http://www.nzta.govt.nz/projects/te-ahu-a-turanga/)

Once on the Woodville side, we decided to travel to Dannevirke via the rural Top Grass Road and from there a jaunt up SH 2 to Norsewood for lunch.

It's a great wee café in Norsewood and well worth a stop if you're passing.

The traffic had eased a bit on the return over Te Ahu a Turanga, which allowed for a brief stop to enjoy the views.

All in all, a great day out.

Barry #3104

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# Wellington Wanderings

Denis Hulston



## Club Social Meet & Eat at the Petone Club - 2<sup>nd</sup> June

Our usual gathering for chat and food was held on the first Monday of the month. We were pleased to welcome some new faces. Thanks, Martyn, for coordinating.

### June's ride's

#### Manawatu Tararua Highway 3 Ride

It's not often we arrange a ride to seek out a highway. Our preferred riding is usually for twisties or back roads. However, the new Manawatu Tararua Highway 3 from Ashhurst to Woodville had recently opened and just had to be explored.

Wellington, like much of the country, had a couple of weeks of bad riding weather, so it was a relief to be out on the bikes again. Eleven riders (Keith Thomson, Michael Maenu'u, David Thomson, Michael Cunningham, Ian Miller, Glenn Cooper, Dave Oldershaw, Philip Yearly, Scott Ford, Dave Gamble, Denis Hulston) rode the Paekakariki coast road and Kapiti Expressway for a first stop to warm up at The Horseman

Cafe in Shannon.

We continued to the new highway south east of Ashhurst, near the old entry to the Manawatu Gorge road. This new highway isn't long, is quite steep, and the road surface is impressive. There are a couple of scenic laybys on the road, providing views to the east over Woodville and the west over Palmerston North. Up here you realise how extensive the windfarms are.

We had expected to lunch Woodville, however, Woodville was buzzing with lunch queues and traffic queues, so we decided to ride on and eat in Pahiatua. We weren't the only ones checking out the new road.



Lay-by stop on the Manawatu Tararua Highway





We rode to the eastern Manawatu Gorge entrance, across the bridge and slipped through Ballance Valley to the old Pahiatua Track and then back to Pahiatua – great scenic riding with very little traffic.

Our return to Wellington was relaxed riding back through the Wairarapa on main roads, by-passing Masterton, and with very little traffic over the Remutaka. A good day of main road riding. Denis #3184



Manawatu Tararua Highway – Ian, Keith, Dave, Scott, Glenn, Dave, Mike, (Dave and Denis)



And, a day or two later, some of us rode it again...  
The new Manawatu Highway western windfarms - Martyn



# Top of the South Beemers/Te Tauihu

Dale Grover



## Kaiteriteri - Sunday 8<sup>th</sup> June



10 bikes & 11 riders met up in Richmond on a typical Nelson winter morning, frosty but sunny, our temps during the day ranged from 1 – 14.

We headed out towards Tapawera & stopped at Flat Rock Cafe for a scheduled warm up, a good plan as a common comment as helmets came off was 'brrr that was cold

coming over the hill'.

Suitably defrosted, we carried on down Motueka Valley. The original plan was to turn off & go via the West Bank, but the consensus was that it might be a bit icy in the shade on that side of the river.

Our destination was Kaiteriteri via the Marahau hill, which was a







great ride as usual. The plan was for people to either bring lunch or eat at either food places. It turns out that a large portion of us opted for a hot meal, a high percentage of us also ordered the kids meals, which were very generous & good value.

We all split up after lunch & made our own way home via different routes.

It was great to see the regulars & also to see some new faces.

Dale #3170

Riders were – Dale, Odette, John, Anja, Gretchen, Trevor, Murray, Gary, Peter. Terry and his little dog came on his bike to see us off

Visitors were – Tony, Chris

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Geoff Lester 027 285 1293



# Canterbury Tales

Jason Batchelor



## Saturday 14<sup>th</sup> June - Road Ride



This month's ride was what is known as a Two-fer, where you get two rides for the price of one. I had organised our monthly road ride to go to Cheviot, and Geoff Davis very kindly offered to run a gravel ride at the same time. He has a separate report of his ride here too. The Gravel riders met at the same place and departed 30 mins before us as their route would take longer. Much longer as it turned out. There was a good turnout of bikes this month again, and at 10am, Geoff set off with another 8 bikes following on their gravel adventure. One of the gravel

group decided to put the rest of us at ease by putting his GS down for a little nap while departing the service station, and of course, we had to have a photo, sorry Terry!! Firstly, they headed out through Pyramid Valley, and we would all meet up at Culverden later. At 10:30am I set off with the road riders, 5 bikes in total, taking a varied,

meandering route, trying to avoid SH1 north to Culverden, where we stopped for a comfort stop. Just as we were about to leave, the Gravel riders showed up, so we had a quick catch-up and then watched them leave to head over St Leonards/Kaiwara Rds to Cheviot, while we departed soon after at a leisurely pace up and





through Waiau and the Leader Rd across to Cheviot. We then headed into the tea rooms for lunch. About 20 mins later, 2 bikes turned up from the gravel group. We later found out that upon arriving at the first hill, they decided to turn back and come via the tar seal. It was around an hour after we arrived in Cheviot that the gravel riders turned up, and they certainly had been in an adventure. See Geoff's write-up for more details of their exploits. I did hear rumours of a bike going down in the mud, but everyone was a bit cagey and there weren't any photos, so that's just a rumour apparently. After lunch, the road riders made their separate way home, and I tagged along with the gravel group to go the long way home via the Hurunui River Mouth down to Mutonau, what a great blast along some shingle roads, I got the best of both worlds while avoiding the worst of the mud. We all had a great day, and the weather was superb. Thanks to everyone who came along and especially Fran, who was pillion with Geoff through all that mud, great effort that was from both of them.

Jason #4267







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# Canterbury Tales

Geoff Davis



## Saturday 14<sup>th</sup> June - Gravel Ride, BMWMC Learners Ride To Cheviot

When Jason announced the June club ride was to Cheviot via Culverden, I thought what a great opportunity to have both a road ride and a gravel ride with everyone meeting up in Cheviot for lunch.

As it would all be on public roads, I would open it up to people who may not have ridden much gravel, but wanted to give it a go and those with a GS who wanted to see how it looked dusty. Jason is doing an excellent job encouraging road riders to attend the monthly rides, and it was good to see so many people at Gull Pegasus when we arrived-It could have been more eh Nikko!

So about 10 of us tried to leave Pegasus together, but Terry working on the principle that if some-one fell over right at the start, then no one else would all day; a similar principle to "as long as 1 person puts their wet weather gear on and overheats, the rain holds off till everyone else gets home" - this meant



we did get a little split up at the start, but surprisingly coming from different directions we all came back together on Ram Paddock Road.

The ride through MacDonald Downs to Medbury to join SH7 went really well; the gravel was easy to ride, and due to the rain during the week, we didn't have to worry about dust. At Culverden, we re-joined the Road Riders, which I was very pleased to see also had a good turnout







Talking of the rain during the week, I was a little concerned about what the Kaiwara Road would be like. The centre section can be a little rutted and greasy if wet.

We didn't need to worry at all about the central section, no worries at all, as the whole road (18kms) was greasy and muddy! At one stage, I was riding up a hill and a couple were walking



their dog, the bike was going sideways as much as forward. Fortunately, the couple stepped off the road; otherwise, it was going to be a very close thing. This was right at the beginning, fingers crossed, it would improve. The two big 1200s decided they would prefer lunch at a reasonable time with less possibility of a mud sandwich, so they left us to play.



Cont...



Actually once through the top layer of mud there was reasonable traction underneath, just that by the time you found it, you were often not going exactly in the direction you were hoping for.



Despite all the playing around we were all in Cheviot by 13.30 for a very well deserved lunch.

After lunch people split up and went their own way but about 7 of us took the gravel option from the Mouth of the Hurunui River to Motanau Beach. The road was in really good

condition the only problems being livestock not deciding what side on the road they wanted to be on and a sheep dog who did what all good sheep dogs do and tried to round up the messy group of motorcyclists, much to the farmers disgust. With the sun shining, the blue sea and a few trees still in colour it was quite a spectacular sight to come around the corner and see the village at Motanau with Banks Peninsula in the far distance.



This was the end of the training ride and I must say that Andy, not yet on his full licence and on his near new CF Moto 450 showed great skills all day. Well done! Hope to see you on a ride again.

Thanks also to Fran who pillioned the whole ride and didn't complain once, even when we were going sideways.

The only downside of the ride was that the 901 was booked in for a service on Monday morning so I had to give it a really good clean before dropping it off.

Cheers

**Geoff #4333**



# Canterbury Tales

Jason Batchelor



Sunday 29<sup>th</sup> June



A few of the guys were keen to head out last Sunday, and so at short notice it was advertised via our Facebook chat to anyone who was keen to meet at the Sign of the Kiwi and we would go and explore the Peninsula. Another good turnout with approx 8 bikes showed up and after most people had finished their coffee, we headed off around the Summit Rd to Gebbies Pass and over to Purau and on to Port Levy, where we took Western Valley Rd to Little River. A quick stop there where more coffee was consumed, and surprisingly, most of the

group decided to head home. Garth and I were keen to do some more gravel and so we headed off up Kinloch Rd and over Bossu Rd and discovered that the road had been repaired and re-opened recently so we were able to head down into Wainui, from there it was through Duvauchelle and up Pipers Valley Rd, around the Summit

Rd to the Hilltop and down Harmans Track. We then proceeded back to Little River and home the way we had come over Western Valley Road again. Another great winter excursion, albeit with gale-force Southerlies over Bossu Rd. Thanks, everyone and especially Garth, for making a day of it.

Jason #4267











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BMWMC

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



South Island RAG 2025  
7th-9th November 2025

Register on the website soon  
www.bmwmc.nz

Check the website for  
the latest details.

## Motorcycle Rego Cashback programme

Great news! We have extended the programme until 30 June 2025. We offer experienced riders, who are eligible, \$200 Cashback on their motorcycle rego.



# My Search for a Lightweight Adventure Bike

Jason Batchelor



This is just my opinion and thoughts. I understand we are all different and are looking for different things and have widely varying skills, either on or off-road. This is my journey. I currently own a 2002 R1200CL cruiser that weighs in at a whopping 320kgs that Annabelle and I use to travel on. I also have a 2014 R1200GS, which weighs around 240kgs, which we also use for travelling, where we are intending to explore gravel roads, etc, 2 up. I have used this bike on my days off (I work shift work), where I am trying to upskill myself at the ripe old age of 59 to be a better off-road rider. I have ridden motorcycles since before I was 15 but generally am a tar seal rider. So around 13 years ago I got my first "Adventure Bike" and have tried to explore gravel roads and see the back country around NZ, which is something I absolutely love. However, my gravel and/or off-road skills are mediocre at best, and I try to explore but a lot of the time I end up turning around as it just gets too hard on the 1200GS. It's an awesome



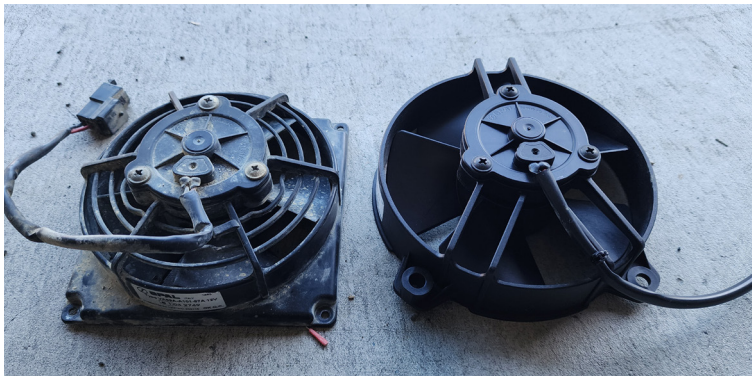
bike and I love it to bits, and it's way better than it should be at off-road stuff with the limiting factor always being me!! And its a heavy beast if it gets stuck or falls over, and I do drop it from time to time.

About a year ago I started searching off and on for something smaller, not to replace the 1200GS but rather something for

me to take out when I am on my own or with the very staunch capable Canterbury BMW off road crowd, when they head out somewhere (I have been too scared to go along on my current bike). Now, these days there are many options, and I see lots of videos on YouTube and information elsewhere showing all sorts of bikes like the various RE Himalayans,







KTM 390, BMW 310GS, CF Moto 450, plus the older styled DRZ400, DR650 and KLR650. The older DRZ and DR are around 150kg then the KTM and baby GS are approx 175kg and the rest are all around the 195kg (or heavier) mark, full of fuel. Now, to add to my dilemma, I am on a tight budget, due to various factors (not to mention the upcoming cost of Rego for 2 x 1200cc bikes?? But that's another article, and I am very much a BMW fanboy. As this is going to be a bike which I will inevitably be dropping quite a bit, in my ongoing quest for off-road skills, I didn't want an expensive bike, so I set a budget of \$5k. At that price, I certainly won't be crying if it gets a little scratched while I am "learning". In particular, I do love the

Boxer engines, but they are, of course, too heavy for what I want here. I looked at various bikes and they all have their pros and cons, and as mentioned previously, what's right for me may not be right for you. My main considerations were, firstly, the weight; I wanted something light, and all those small 400cc bikes at around 200kg did not interest me. Secondly, it was power; I didn't want anything smaller than a 650 as I am robustly built, if you get my drift, and I like to twist that throttle. Thirdly, of course, a 21-inch front wheel would be amazing.

I have previously looked at and test ridden a BMW X Challenge (and loved it, apart from the skinny seat) but they are rare and don't come up very often. They were

only made for 3 years around 2008 to 2011. A similar model, the X Country, which uses the same engine and frame, etc. but is slightly more road-focused, was the next option; however, this model has 17/19 inch wheels and a low front mudguard. Strangely enough, there were two for sale in the Nelson area. I seemed to remember Dale Grover mentioning something about having a friend who was selling one, so I messaged him to find out more. As it turns out the neither of the two bikes for sale were the one he had mentioned, but we had a great chat on the phone and it was at that point he happened to mention that the bike he was referring to, owned by and ridden until some months before by Anja



Cont...





Claus from Nelson had different rims on it and had the same 18/21 inch combination found on the X Challenge. The 21-inch front wheel was the clincher!! I remembered meeting Anja at the AGM in Masterton, and Dale put me in touch with her. After some discussion and a couple of days later, I made a deal to purchase the bike sight unseen. It had been sitting in the shed since last December when Anja got her nice new F750GS and had a flat battery and had a history of blowing the main ignition fuse at odd times, and this had also happened again, so it wouldn't run and needed work.

A few Days later, I made the trip up to Nelson to collect the bike and trailer it home along with a box of spare parts and sundries like extra brake pads, etc. Upon getting it home, I then had to wait a couple of days until I had some time to get stuck into the bike. I stripped it down, removing the seat, all the fairings and air box, plus the battery

and was finally able to get stuck into it with the pressure washer to give it a good clean. I had been researching online about fuse blowing issues with this bike, and it seemed like the radiator fan could cause problems, so I removed more parts and finally got the radiator out. The fan was toast, and even better, there was damaged wiring between it and the frame, as at some stage the bike had had a heavy impact on the right side, bending the radiator like a banana. At the same time, I gathered that the wiring got damaged, the engine protection bar got broken, and the same side hand guard also assumed a funny shape. More online research led to finding a similar replacement fan in Auckland. By this stage, after replacing the blown fuse, I had purchased a new battery and attempted to get the bike running, to my surprise, it fired up first pop. I repaired the wiring, and I briefly flirted with the idea of trying to bend the radiator straight, but soon gave up as it was

still in good condition and not leaking. I flushed out the cooling system, reassembled everything, straightened various parts, welded up the engine bars and got the bike running.

I still have more work to do to tidy the bike up and get it set up for myself, but at least it's rideable, so I can get out and see how it goes. I was able to go out after work and rode the North Bank of the Waimak after work the next day and overall, I am very pleased with my purchase, it doesn't have all the bells and whistles of the 1200GS and doesn't even have any ABS but as its mainly for shingle and off road that's just fine by me. It has all the important stuff, and none of what can sometimes be distracting stuff that I feel interferes with the simple pleasure of just riding a motorbike. It is nice and light, it only weighs 155kg with its little 9.5 litre fuel tank full to the brim, and yet the little 650cc manages a healthy 53hp for a spirited ride. For comparison, my Cont...





R1200CL weighs 320kg and puts out 61hp!! Last Saturday, I went on the Canterbury monthly ride over Banks Peninsula and it performed just fine. I know other people would possibly have made a different choice and I hear there is a new 450GS coming for those people who prefer a

more modern bike, and for some, I guess the weight isn't such an issue. However, having dropped my previous 800GS, getting my leg trapped under it and having an injury that kept me off the bike for 2 months had me wanting something as light as possible. My mission going forward is

to get out and practise on the shingle and attempt those places I was too chicken to take the GS, so I will be out over winter, hopefully getting my skills up and not falling off too much, so I am ready for next summer.

**Jason #4267**





**Over 40,000 visitors celebrate the BMW Motorrad Days 2025 in Garmisch-Partenkirchen. The world's largest BMW Motorrad gathering once again set against the magnificent backdrop of the Alps.**



**Munich.** After the successful return of the BMW Motorrad Days to Garmisch-Partenkirchen in 2024, the Hausberg became once again in 2025 the international hotspot of BMW Motorrad lifestyle and pure motorcycle culture for over 40,000 fans from around 50 nations.

For the 20th anniversary in Garmisch-Partenkirchen at the Hausbergbahn - overall the 23rd BMW Motorrad Days - the international BMW Motorrad community celebrated with product innovations, exhibitors, shows, test ride opportunities, and not least with rustic Bavarian lifestyle and great party atmosphere.

The extensive program of the BMW Motorrad Days left no wishes unfulfilled and the fans could experience the full range of the brand.

In the tents as well as the open areas of the BMW Motorrad

Cont...





Days, there was a lot on offer: In the Heritage Area, unique custom bikes could be admired alongside shows in the original Motodrom. Besides various stunt shows, the focus was especially on the brand experience of BMW Motorrad. With the latest motorcycle models, which were extensively tested in around 1,600 test rides, concept bikes, accessories, a large fan shop, international travel, training and test ride partners, Rent A Ride, Fuel for Life, the BMW Motorrad Plant Berlin, the BMW Group Classic as well as numerous international exhibitors and partners, there was much for visitors to see and experience.



Cont...





For fans of the BMW GS and G/S models, BMW Motorrad had something special in store. An off-road track was specially created for this event at Hausberg, where the current F 900 GS, R 1300 GS, and the brand-new R 12 G/S could be tested off-road in their respective segments.

As a special highlight, the two BMW WorldSBK factory riders Toprak Razgatlıoğlu and Michael van der Mark honored the event, being available to fans for autographs and photos, and showcasing their extraordinary skills both off-road with the BMW R 1300 GS and at the stunt show, thus generating excitement among the fans.

## The BMW Group





# BY THE WAY...

Dave Morris



If, like me, you are a tourist, you may have observed that there are actually quite a few old cars as decoration around the country. Not restored, just put on display by deliberation.

I've been taking photos of vehicle wrecks, on and off, over the years of motorcycling, but with an extemporaneous attitude. It might be raining, or just want to arrive at a destination. Consequently, I have a somewhat small collection of this vintage... I use

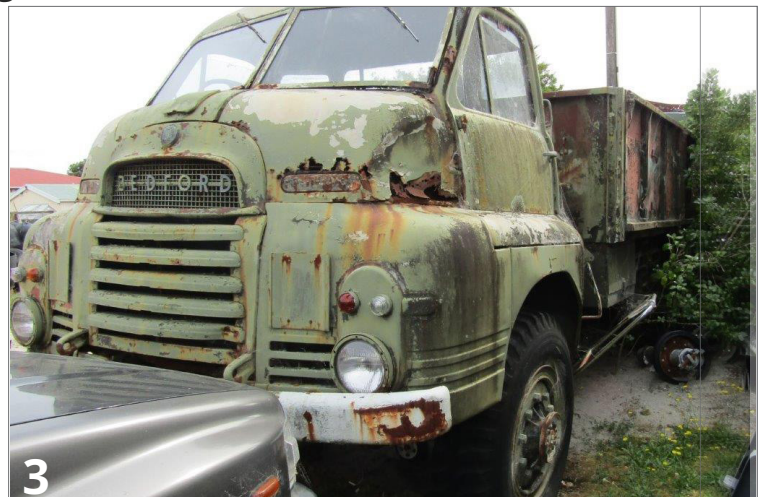
this term generically: (P.S. You probably know this: Antique Cars: Built before 1920. Vintage Cars: Manufactured between 1920 and 1930. Classic Cars: At least 25 years old.)

So let me present some of these vehicles and see if you have travelled the same road. I don't know what all the cars are either. I should. I grew up with my father and (later) a brother, choosing to be a mechanic, and my brother Richard was into restoring some as a

hobby. He first restored a 1924 Overland went on to buy a Mk2 Jaguar written off and restored that. Then he moved over to ocean-going yachts!

These photos here are in order of geographical north to south.

1. Austin and an International truck are side by side at the gates of the Blue Duck Lodge on the eastern bank of the Whanganui River at the end of the Oio Road, Retaruke, Owhango, south of Taumarunui.





2. Akatarawa Hill Road. An unidentified American car of the early 1950s. I have seen this tree growing in the bonnet since I first found this car.

3. Bedford RL. Long-term parking at Collingwood, Golden Bay. Standard fleet truck of the New Zealand Army and replacing the WW2 fleet from about the early 1960s. I learnt to drive in one of these trucks, and they were great fun to drive; so high up! Getting the hang of a non-synchronised first gear gave one a comfortable sense of smugness!

4. 1940s Morris 8. After the Reefton SI Rally recently, I found this in a property as I rode out of town to the West Coast. Nice example of a 2-door model.

5. Jaguar XJ 6. There are a pair of these cars standing as sentinels to a driveway property a stone's throw from Greymouth and just north of Stillwater. Been there for decades and now showing signs of rust.

6. Another Morrie 8 at Otira.

7. An old Ute at an intersection at Kowhai, Canterbury. Sorry, the detail is vague, and a search in Google Earth didn't bring it up. But I am sure it was Canty Plains.

8. An old crane near the Invercargill/ Riverton area.

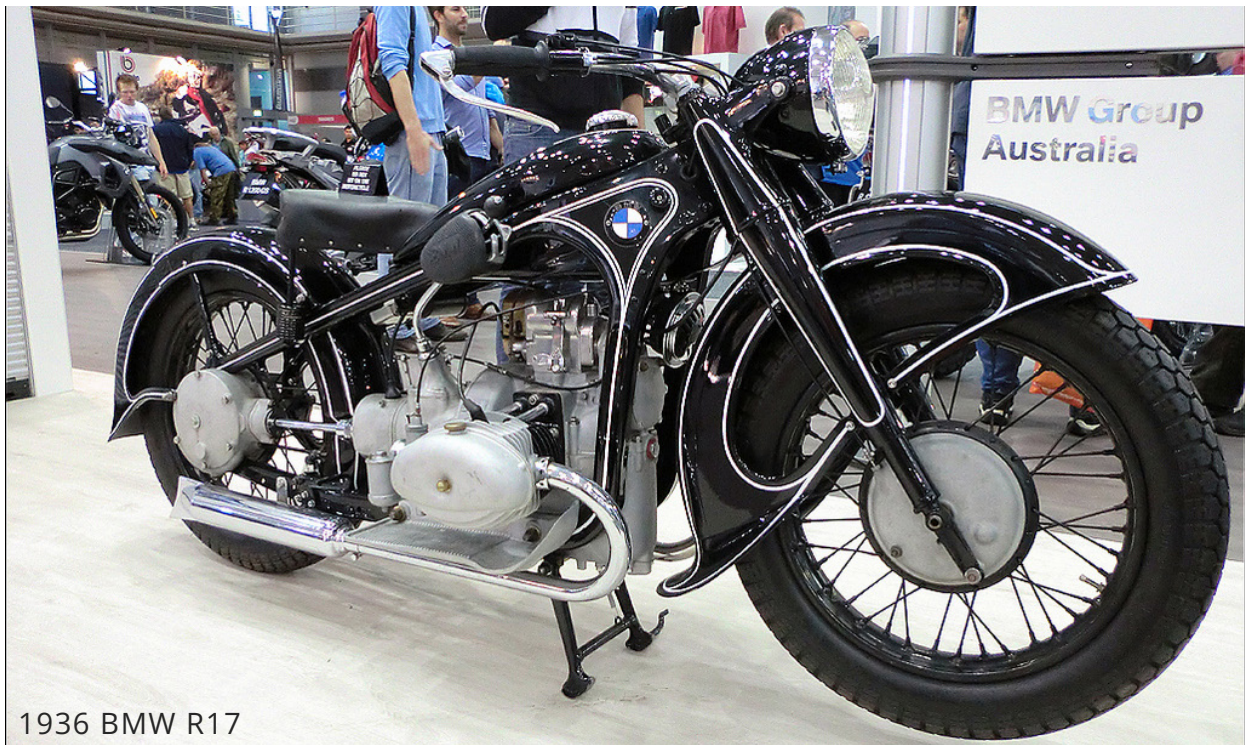
Dave #1744





# That reminds me...

Simon Ganley



1936 BMW R17

The article on Elspeth Beard in the mag recently was good. And, the book was a great read.

I did something a lot less involved in 1979. I flew to the USA and bought a used 1973 R60/5 in Santa Barbara, California. I had contacted the owner, who, like me, was a member of the Vintage BMW Club.

At the time, I had a 1936 R17 750cc BMW. The R60 had been a minor fight, and this had munted the toaster tank, so it had the later, far larger R90S tank, which it still wears. I rocked up with my NZ

made Krauser copy fibreglass panniers, only there was nowhere to fit them, and there were no pannier frames to be had. So, I wandered down the road and found a shop that sold steel tubes. Closer in, I found a small hole-in-the-wall engineering shop that had a gas welder but no tube bender or spare room. The owner had been a Marine who had been in Guadalcanal and had got his face shot to bits with a Japanese mortar. Not great for a young teenager. He got evacuated to NZ to recover and was

sent to Whakatane and billeted on a farm. The farmer's son had sadly been killed in the Fleet Air Arm. So, the parents adopted him as their own. I had thought they would have sent him Stateside rather than NZ. But maybe it was bad for morale to have a disfigured teenager on display in the States.

Anyway, all the girls in Whakatane gave him lots of encouragement, restored his body and spirit, and he was happy to pay something back to a Kiwi. So, I used his vice and





oxy-acetylene welder and fabricated a custom pannier frame without any bends. It is still on the bike and works as intended.

Anyway, I headed east out of California and took in a bunch of BMW rallies, winding up on the East Coast. I got lots of invitations to stay. Touring Kiwis were a rarity in those days. Touring interstate on motorbikes was incredibly rare as well. If you didn't ride a BMW in those days, you would have struggled. So rode across to catch up with BMW Vintage contacts in Boston and toured

the northeast. Then, basically, I rode all around the USA over the next 6 months following wherever my front wheel took me and whatever BMW rally appealed. I had my share of adventures, no catastrophes, few hassles, and a lot of fun. I rode across the Bonneville Salt Flats and through the cowboy towns.

The bike was well run-in by the time I got back to Los Angeles. I then boxed it up and shipped it home, and proceeded to really wear it out. Everywhere from North Cape to the Bluff and many places in between.

Now it has the engine out for the first time in its life and is being completely rebuilt. As I have continuously owned and ridden BMWs for over 50 years (I am member #32 and a 2-term past president of the club). I still ride them. I was at our first BMW National Rally and managed to find and ship a MK 5 Jaguar diff to Peter, who hosted it, as koha. My current main ride is an Edition 80 BMW Rockster, which is well-used. Once my old /5 BMW is resuscitated, you will see me on that.

**Simon #32**



# Coming Events - Details on our Website



**31**  
**October**  
**2025**



## GS Rallye 2025 – 31st Oct – 2nd November 2025

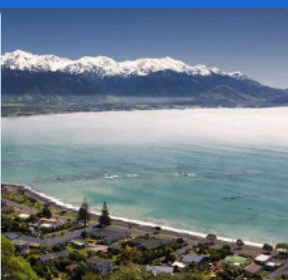
Updated: 11/06/2025 GS Rallye 2025 - In association with BMWMC NZ  
Friday the 31st Oct - Sunday the 2nd November 2025 Registrations - Opening  
Soon Location: Whanganui For all brands of motorcycles Route options of:  
Sealed Gravel Mud/Gravel Challenge sections (Full knobbles essential) Details  
coming soon. For any questions, please email [gsrallye@bmwmc.nz](mailto:gsrallye@bmwmc.nz)

[Find out more](#)

Whanganui,



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



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

Updated: 10/06/2025 South Island RAG Rally: 7th-9th of November 2025  
Kaikōura! We're going to be at the Top 10, Kaikōura for Another exciting  
SIRAG! Put the dates in your diary. More details and registration are coming  
very soon... For any questions, please email [sirag@bmwmc.nz](mailto:sirag@bmwmc.nz) We look  
forward to seeing you all there.

[Find out more](#)

Kaikōura,



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



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

Updated: 25/03/2025 BMWMC AGM Rally 2026 - Friday 30th January – Monday 2nd February 2026: Save the  
dates - more details and registration to follow nearer the event: Email any questions to [agmrally@bmwmc.nz](mailto:agmrally@bmwmc.nz)  
Registration will be online only. However, anyone who would like a registration form (PDF or Excel) to complete,  
can email for a

[Find out more](#)





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1975 - 2025



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The first 500 members will go into the draw to win a Triumph 400, Street or Scrambler model (Worth \$8,995). Prize not redeemable for cash.

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Hassle free buying, quality products from NZ's leading wholesalers, goods delivered to your door and all of this for only \$100 per year, do not delay, sign up today!

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you get 10% discount for 12 months from our online store and your choice of tee\*

**PLUS**

The first 500 members go into the draw to win a Triumph 400!

**WORTH \$8,995**



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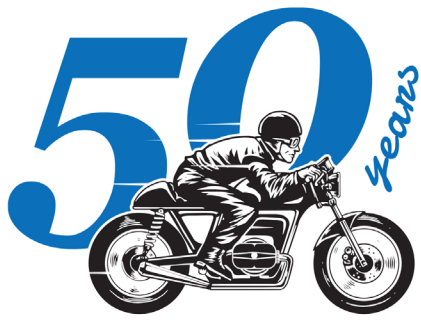
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# CREATING MOTORCYCLING MAGIC





# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
New Zealand



*Making Life a Ride!*

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

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

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

*Thank you*

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

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

#### Riding Code:

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

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

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

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

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

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

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





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