



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

July 2026



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



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Welcome to our New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy a story and/or photos published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then please email/phone the Editor no later than the 2nd day of the month.

We forward to your contributions.

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 2nd day of any month but the earlier the better. The Newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or usually credited when known, unless requested otherwise.

Cover picture: GS Trophy G/S
Photo by: BMW Press Office
Date: July 2026



BMW Clubs
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BMW Motorcycle Club
New Zealand



A Very Warm Welcome to:

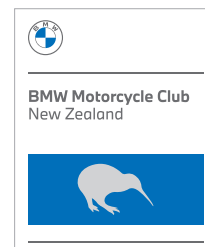
By Region (North to South)

AUSTIN	Guy	NORTHLAND
GORRIE	Jacob	NORTHLAND
VAN TONDER	Johan	AUCKLAND
CONROY	Paul	AUCKLAND
ZHOU	Jeff	AUCKLAND
JOUBERT	Charlene	WAIKATO
JOUBERT	Thomas	WAIKATO
KEMP	Neville	WAIKATO
MORRIS	Simon	EAST COAST
BLAMIRES	Ben	WELLINGTON
WEI	Li	CANTERBURY
GAUDIN	Rosco	SOUTHERN



President's Podium

Colin Gates



July 2026

I'm delighted that we continue to strengthen our relationships with BMW Car Club New Zealand, BMW Motorrad New Zealand, and BMW Clubs International.

2026 BMW GS Rallye – Registrations Open!

The 2026 BMW GS Rallye is ON! Hosted by BMW Motorrad, and will be held from 6th–8th of November 2026 at the Wairakei Resort, Taupō.

BMW Motorrad has provided some exclusive offers for members of official BMW Clubs. When registering, please use the promotional codes provided in the accompanying email or contact us if you need them again.

Free BMW Digital Birth Certificates

At the recent global online meeting hosted by BMW Clubs International, I was delighted to learn that BMW is once again generously providing 100 digital BMW Birth Certificates free of charge to members of official BMW Clubs worldwide.

As a member of BMW Motorcycle Club New Zealand, you're eligible to apply for one.

BMW Club New Zealand (our combined allocation with BMW Car Club New Zealand) has been granted four certificates for 2026 and four for 2027, with two allocated to each New Zealand club.

A BMW Birth Certificate can be invaluable when confirming a motorcycle's production date, original specification, or factory equipment. Only last year, a member contacted me seeking proof that his motorcycle had been manufactured earlier than the documented import date suggested. Unfortunately, the cost of obtaining a certificate at the time outweighed the benefit, so he chose not to proceed. Thanks to BMW's generosity, that cost is no longer a barrier for the lucky recipients.

If you're interested, please don't delay. Applications for the 2026 allocation must be submitted to Germany by 31 August 2026, while applications for the 2027 allocation close on 28 February 2027. Any certificates not allocated by these deadlines are forfeited and redistributed to other BMW Clubs around the world.



South Island RAG (SIRAG)

Registrations are now open, and full event details are available on the Events page of our website.

Motorcycle Registration & WoF Updates

I've heard plenty of conflicting information recently about motorcycle registration and the ACC Reward scheme, so I've included the ACC FAQs in this newsletter to help separate fact from fiction.

And if your motorcycle is spending the winter tucked away in the garage, it's worth remembering these upcoming WoF changes from 1 November 2026:

Motorcycles less than 14 years old will be eligible for two-year WoFs.

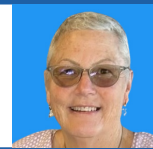
Motorcycles 40 years of age and older will require a WoF only once a year, instead of every six months.

Hopefully that saves some time, a little money, and another trip to the testing station.

Safe riding, everyone!

Colin





F 450 GS Reveal



Charlene Joubert on an F450GS

June

On Saturday, June 13th, Road and Sport Motorcycles, our local dealership, had the reveal of the new 450GS.

Local members Thomas and Charlene and the Duncans attended. Charlene is now the proud owner of one.

Planning for the Rally is well underway, with information being released soon.

Sue #3088



Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



Nev and Peter at Athol's Lookout, Tutaenui Reservoir.

After having a mixed bag of weather for our recent ride days, I was determined to try and 'make it happen' for our scheduled July ride, due on Sunday 12th.

The weather forecast looked good so in the absence of a pre-determined ride plan I suggested we meet at a café in Bulls and sort out a ride plan over coffee.

The day dawned fine, frosty and sunny, as per the forecast, and I left home at 9.00am with the air temp a chilly 4oC. It dropped a couple of degrees just north of Levin but by the time I got to Sanson it had crept up to 5oC! I have to say that in those conditions I appreciated the heated grips and seat on the GS! On to Bulls, where I was joined by Nev and Peter but, unfortunately, no other takers arrived. Over a coffee, Peter commented that he had sorted out a ride plan if we

were interested.

His proposal was to take back roads around Marton and head over Mt Curl to Hunterville. Just north of Hunterville he proposed to take a loop west of SH1, via Murimotu and Kie Kie Roads, which then re-joined the highway by the Rangatira golf course, just south of Ohingaiti. From there, we could either head back to Feilding, via Vinegar Hill, or go on to Apiti for lunch, then homewards via the Pohangina East Valley Road.

The proposal sounded good to Nev and me so after coffee, with the outside temperature having crept up to a lofty 9oC, we duly headed to Mt Curl via a series of back roads including Fern Flat Road, Tutaenui Road and Galpins Road, stopping off along the route to check out the Tutaenui Reservoir, which supplies water to Marton. The air was so clear



Nev with Mt Ruapehu backdrop

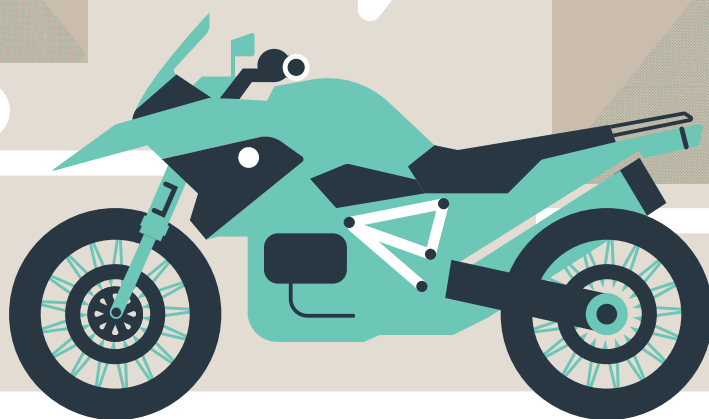
that from a few vantage points along the way, we had great views of the snow-capped peaks of Mt Ruapehu and Mt Taranaki. After a photo stop at Athol's Lookout, beside the reservoir, we headed over Mt Curl and on via Hunterville and the Kie Kie Road loop to the SH junction at Rangatira. A brief pow-wow at that point resulted in the decision to carry on via the Otara Bridge, Pemberton Corner and Rangiwahia for lunch at the Apiti Tavern. The stretch of road from Rangiwahia to Apiti traverses several shady gullies, and the combination of the prospect of lingering frost and loose grit in shady places called for a reasonably slow but uneventful ride to Apiti.

After lunch, we enjoyed a pleasant ride down the Pohangina Valley, with the temperature getting up around 12oC! Nev left the group at Ashhurst to head home to Whanganui and Peter and I headed down the east side of the river to Summerhill, on the outskirts of Palmy, which is home to Peter. From there I headed home to Oahu via Linton and Shannon, reaching home just on 4.00 pm.

A good day out, good company, and a good ride plan.
Thanks, Nev and Peter.

Murray #2690

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Denis Hulston - wellington@bmwmc.nz



Club night social, meet and eat at the Petone Club

Monday 6th June, Kings Birthday, saw sixteen members at the Petone Club for our first Monday of the month meet and eat. It was good to meet new members Mark and Gerry Fink, rider and pillion.

Our Mid-winter solstice meet and eat on Monday, 22nd June

Martyn found a Petone Club "two for the price of one steak special" running in June, so we used this as an excuse to eat together twice this month. And yes, the steak, chips and salad were very good. It even tempted Keith away from his usual fish chowder, so that Brian didn't have to eat two steaks on his own. A good night out, with nine of us braving the cold.

Thursday 11th June

Ian and Keith enjoyed an impromptu ride to Martinborough for lunch at Medici before riding the Gladstone – Ponatahi circuit on the return home, which is always a nice diversion.

Good weather and riding – unfortunately, the rest of us were preoccupied elsewhere.

Saturday 13th June BMW F450GS Launch



Martyn, checking out the 2-for-1 steak meal special

Michael looking into the new F 450 GS

Some of us just needed to check out the new F450GS at Motorrad Continental in Wellington.

Nice looking bike, which might well be suited to some of us in Wellington where we need sufficient power to get to our more remote parts of Wairarapa or Rangitikei, and to handle the back roads and gravel when we get there. Looks like a popular option for those wanting to downsize or find something new.



Ian, Denis, Oli, and Glenn seeing how it all works

Friday 19th June Impromptu Ride on Bitumen and Gravel

Our ride scheduled for Sunday 21st looked like being in bad weather no matter which direction we rode, so we cancelled it and sneaked an impromptu ride in on Friday 19th.

It was a cold start, but a perfect day for riding – sunshine without wind. Not sure how many riders would make the start, we scheduled a midmorning start at Remutaka.

We left Remutaka on six bikes and seven riders - Michael McK and Debbie McK as pillion, Martyn W, Richard M, Ian M, Stephen O, Denis.

We planned to ride to Clareville, stop for a coffee and snack at the Clareville Bakery and plan the rest of our ride depending on interests. Over

good coffee and a snack, we decided to ride both gravel and bitumen options to Eketahuna for more gravel backroads to the Pahiatua track for a ride over the saddle to return through Aokautere and Shannon.

Michael and Debbie returned to Greytown and Wellington. Martyn rode the bitumen SH2 to Eketahuna. Richard, Stephen, Denis and Ian rode via Opaki to gravel roads from Mauriceville West, North Road, to rejoin SH2 via Opaki-Kaiparoro Road before crossing to the western side of SH2 onto gravel roads - S Road No 2 and into Parkville Road back to Eketahuna, where we met Martyn for lunch.



Lunch at the Lazy Graze, Eketahuna – Richard, Denis, Martyn, Stephen, Ian

After lunch, Martyn headed home via SH2. The rest of us rode more gravel roads west of SH2 – Cliff, Nireaha, Mangatainoka Valley, Mangaroa, Mangaraupiu, Tutaekara, Nikau roads before re-joining bitumen roads Makomako and Pahiatua Track for the ride over the saddle to Aokautere and our home via Shannon. There was heavy traffic on SH1 and a multiple car

accident that stopped traffic south of Tawa, which caught Richard in 4km of lane splitting to get off the motorway for slow riding on back roads before he could get clear of traffic. We were home in the dark, and happy.

Gravel conditions were good, although varied – some roads deep in gravel, others bare of gravel, and

Tutakara Road Mangahao River Bridge



we found a few muddy slippery spots. Some sections are also being lost to bitumen.

Ian's relatively new to gravel riding on his 1300GS, and both he and his bike

rode beautifully. Well done, Ian (aka gravel-man)!

Thanks Richard and Stephen for leading us into both some new and familiar gravel roads. **Denis #3131**





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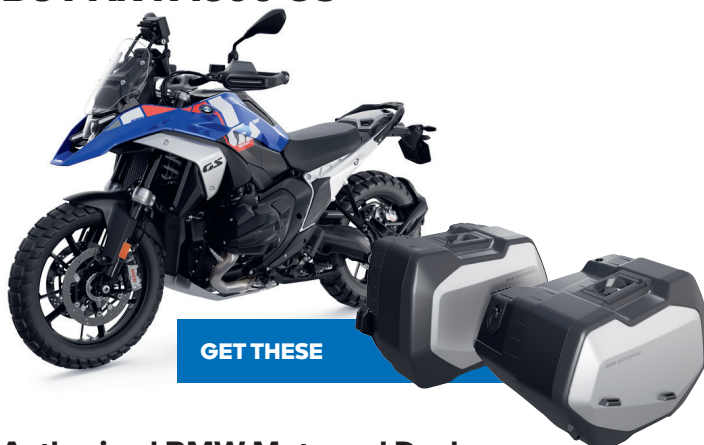
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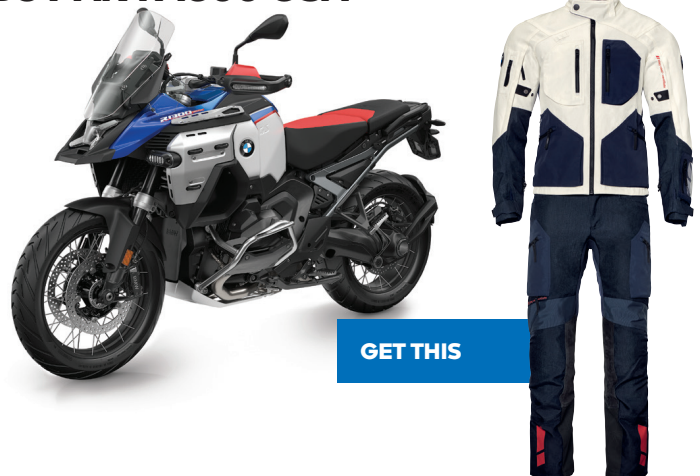
*Some exclusions may apply. Colour options shown and models are subject to availability; options and colours may differ from images. All prices, availability and specifications are subject to change without notice by BMW Motorrad New Zealand. GS Rallye GTX Adventure suit valued at \$3,807 inc GST. Vario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

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sales@roadandsport.co.nz
www.roadandsport.co.nz

Top of the South Beemers/Te Tauihu

Anja Claus - topofthesouth@bmwmc.nz



Our monthly ride

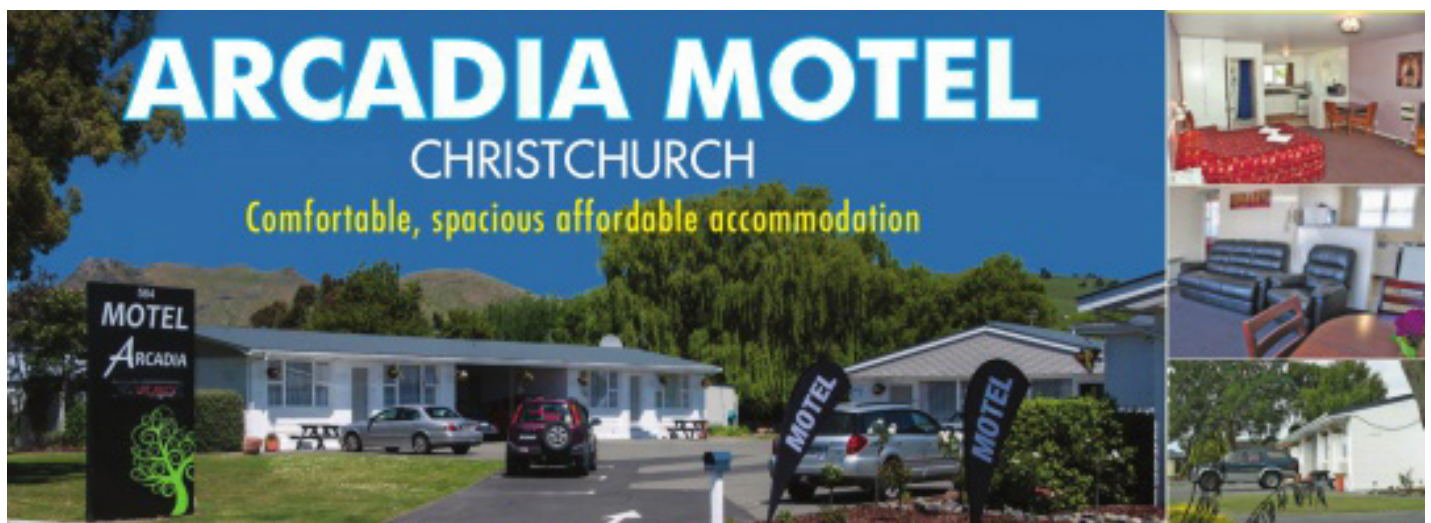


We came together on this beautiful day. No frost but definitely chilly, ranging from 4 to 11 degrees Celsius. There were 15 bikes at the start at Jacks Tyres, with the promise of another one joining us for lunch. (This never happened as the soccer game England – Norway was extended)

Tony set off early as he was afraid he would not be able to keep up with

us on his postie bike. He needn't have worried as he was there way before the rest of us, holding a table at the Waterfront in Kaiteriteri. Annette joined us, arriving by car. A nice lunch was had by all.

The roads were not too bad. Some grid on the Riwaka Sandy Bay Road. To be expected as there had been some road works previously and the road only recently opened again. No



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Geoff Lester 027 285 1293

frosty or icy bits, which was nice.

A great catch-up and enjoyable ride with good company. A marvellous day out.

Going round the table, there were: Andrew, Revti, Peter, James, Tony, Odette, Dale, Rodney, Murray, Trevor, Anja, Rick, Chris, Shep, Gretchen, Collin and Annette.

Anja #3706



OUR RIDING HOLIDAY IN SPAIN AND PORTUGAL

October 2025 by Denis Hulston



Whenever I visited London to see the grandchildren, my stepson Scott would suggest we go travelling for a boy's own trip. We travelled to various parts of the world – Morocco, Jordan, Slovenia, Spain. The trips were always short-notice specials; let's go and see what unfolds. There was never anything routine about the trips.

I once suggested to Scott that he go to Portugal. His reply: "No, you don't go there until you're old, Denis".

So many years later, Annie and I travelled to Malaga to ride an organised sixteen-day Spain and Portugal tour with Hispania Motorcycle Tours. We'd ridden a Hispania tour in the Pyrenees and enjoyed the riding, accommodation and routes in places it would have taken us months to plan, so we were keen to ride in Portugal where someone else was doing all the preparation, route planning and accommodation bookings.

We were a group of ten riders, including three pillion, six bikes and our guide, the

lead rider. Most of the group were German and knew each other from previous rides with Hispania. One had ridden eleven times with Hispania and others had ridden this Hispania route five or six times. Two, father and daughter, were from Argentina.

Our first night was in Malaga, where we picked up our bikes and met our fellow riders and tour leader, were briefed on the route and geared up for our first day of riding. I had ordered an R1250GS, the bike we ride back home, but we were upgraded to a new R1300GS, a nice opportunity to familiarise ourselves with the new bike.

Our route took us to Aracena on the first day of riding. The route map included Ronda, and as Annie and I had ridden parts of Andalucia before, we were keen to revisit Ronda, a stunning city built around deep gorges and a favourite of Ernest Hemingway, who loved the drama of bullfighting in the historic Ronda bullring, Plaza de Toros de Ronda. However, the route on the day bypassed

Ronda and took us more directly to Aracena.

We did stop for coffee in Algamitas, at one of the many Hogar del Pensionista, very popular establishments in various towns and municipalities of Spain. These places usually stand out for offering a family atmosphere, traditional home cooking at affordable prices and serving as a social meeting point in the localities where they are located. This Hogar del Pensionista in this small mountain village was full of men playing cards, chess, dominoes, backgammon and board games. Most people in this village were elderly, with their assistants to help with mobility and wheelchairs, something of a challenge on cobbled streets. This was a pattern through many subsequent villages we visited.

I was introduced to Cortado, a small, powerful espresso cut with a splash of hot milk, which captured my coffee taste for the rest of our tour.





Our lunch was a magnificent multicourse meal in Hotel Monastero de San Francisco, a beautiful old, well-restored monastery. We were being re-introduced to large multi-course midday meals which we had experienced in the Pyrenees but isn't quite our habit back home. Temperatures were hot, up to 35 degrees.

Our riding was characterised by twisty, narrow mountain roads.

We learned the hard way on our second day of riding to be cautious about other traffic. We rounded a corner to see an oncoming vehicle on our side of the narrow road. A quick swerve right to avoid an inevitable head-on crash and we escaped with only the left side pannier being torn from our bike, with no other damage to the bike or to us. It took ages for the back-up van to arrive to pick up the pannier, and to negotiate insurance with the driver. During our wait, we watched numerous cars cut the same corner.

Pannier trashed

We were riding good twisty mountain roads. There was a lot to see – beautiful little villages high in the mountains where they'd been for centuries. We saw stork nests, citrus and olives despite it being very dry and bare.

Our German friends were on a racing roll – fast riding usually at twice the speed limit, often travelling winding roads at 130km per hour with heavy braking into corners. They'd ridden these roads many times before. We enjoyed the riding, but the speed left little time to take in the vistas or pause for photos. Our style, and our Argentinian friends, preferred a more leisurely pace for two-up riding, less heavy braking and the chance to take in the landscape.

Aracena, where we spent our first night in the mountains, was an interesting hill town with old churches and cobbles, a pattern set for many other beautiful old mountain villages to follow.



Street Dining in Aracena

Hotel Monsaterio de San Francisco

Beautiful food



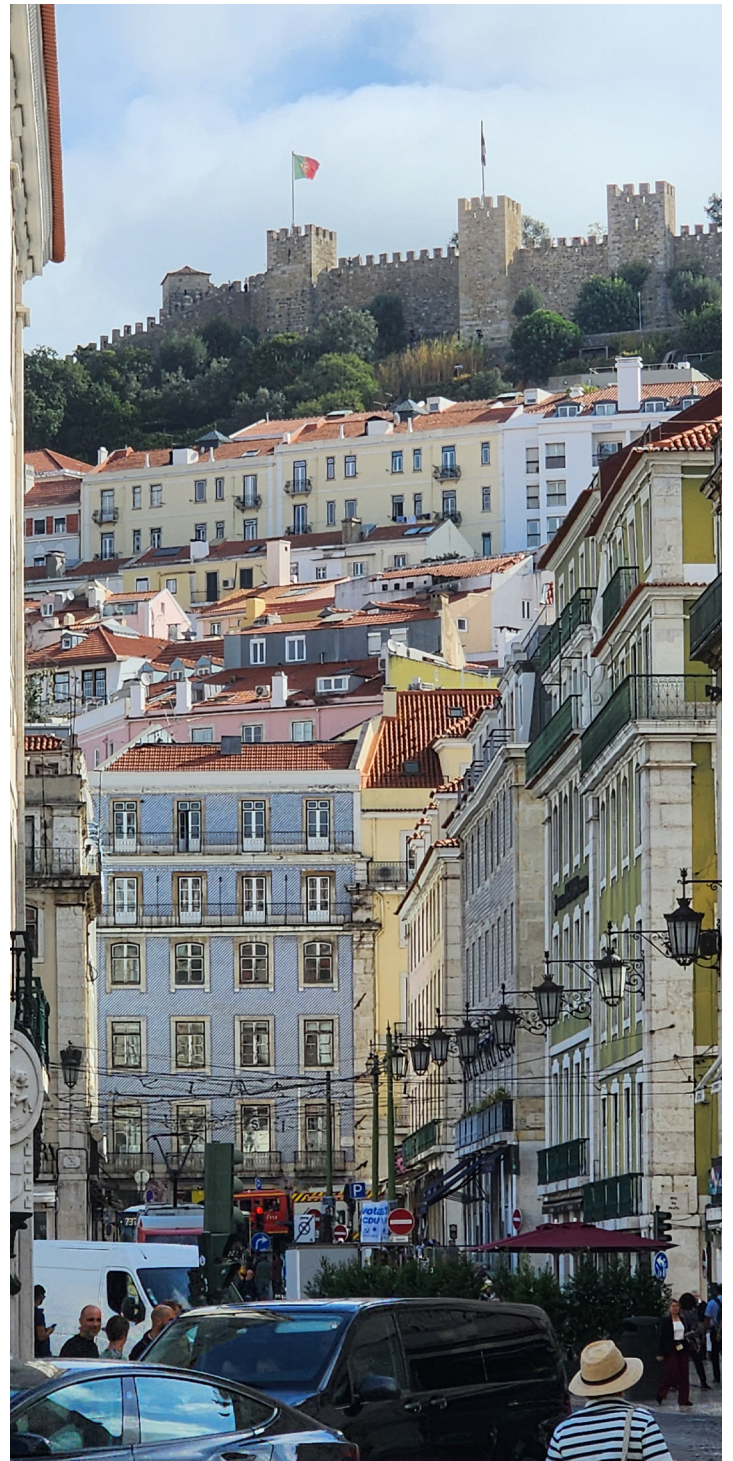
Our route took us out to the Algarve Coast, Lagos and Ponta da Piedade. Sagres, Ponta de Atalaia. The coast was impressive, but these stops on the Atlantic were crowded with sightseers at predictable sites, so we were pleased to get back on the bike.



Atlantic coastline



Ferry Troia to Setubal (Cais Sul) Costa de Gale



We had another fast ride to Lisbon, where we stayed for two nights, time to explore the old city, markets, and to eat beautiful seafood.

We rode the coast north from Lisbon through wealthy seaside housing overlooking the beaches and tourist holiday places. We enjoyed the sax player at the westernmost land point of Europe, with obligatory tour photos, before turning inland to more hilltop villages and a stop at Castelo de Obidos, a cosy castle town originally an 11th-century Celt, Visigoth and Moor-built fortification. The Christian conquest saw King Alfonso gift the castle and village to his wife as a wedding gift. This became a Portuguese tradition, and the village was gifted to subsequent royal wives for over 550 years. We arrived early and spent several hours exploring the village and fortification walls. By the time we returned to

our bikes, the carpark was full of tour buses we were pleased to have avoided.

The next days were spent riding through many inland mountain villages, poorer areas away from the coastal area, through Fatima, and Tomar, on route to Porto. We could see extensive areas where fires had raged through much of this landscape a few months earlier. 2025 was the most destructive wildfire season on record in Europe and involved village evacuations and huge areas of burned landscapes.

Porto was an interesting old city, built on the Douro River, with steep cobbled streets to be explored. We stayed two nights and wandered the city and riverside markets on Sunday. There were hundreds of motorcyclists out for a Sunday lunch beside the river.



Porto Sunday motorcyclists – a day off riding for us to check out the city

We continued riding through the Douro Valley, a landscape of steep mountain valleys and hillside wine growing. We rode countless twisties and climbs along hillside drop-offs, some of the most engaging landscapes. We rode a mountain circuit, watchful for cars cutting corners on tight twisties, in a landscape of beautiful mountain villages and steep hillside vineyards.





We spent two days riding high mountain roads through the Sierra da Estrela natural park. This area surrounds Portugal's highest mountain. We were again fascinated by the numerous beautiful and very old mountain villages. We recovered in a hotel which had once been a grand sanatorium. We had a grand room and balcony overlooking the ranges and the valley.

Our next stop was Merida. The ride revealed more remnants of wildfire, bare burnt plantations and evidence of the fire threateningly close to villages. There were more fascinating old mountain villages. The Roman Amphitheatre, a UNESCO World Heritage site in Merida, was closed, but our old monastery hotel was welcoming.

Our final day riding to Malaga was fast and

furious. The Germans had the bit between their teeth. We stopped for coffee at an old village, Guadalcanal Sevilla, and enjoyed the village square with many old people and their caregiver nurses. On our final return to Malaga, Annie and I could see the hillside village, Teba, where we had based ourselves several years ago on our first riding experience in Andalucia.

This had been a very good trip filled with fascinating mountain villages, twisty mountain roads, stunningly interesting food and insights into Portuguese ageing villages. The 1300GS was a great bike to ride, lively and responsive two-up, at speed. We would have preferred a more leisurely wander through our route, with a chance to get to know more about the villages we passed through, but maybe that will be another time.

Denis #3131









Denis #3131

Here's To Our Hosts

by Dave Morris



I've travelled far on the motor-cycle, see,
Beautiful places I've happened to be.
But one little thing I could not forgo,
Our accommodation hosts, John & Jane Doe.
They offered me a sheltered, locked space,
To secure the bike while I slept in my place,
The bike was kept dry and out of sight,
I slept like a log, dry: Right through the night.
So, this is a tribute to accommodation hosts,
Weather heart of the city or around our coasts
A toast to our managers, their staff and the like,
All 'round our fair land, who secure our loved bikes.
Here's to our hosts, they tend to our cares,
Promoting goodwill, inspiring repairs. *
Here's to, here's to....
Here's to our hosts. Cheers.

*Go frequently.

Dave Morris #1774

**MORE
ADVENTURE
INCLUDED**



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BUY AN R 1300 GSA



**BMW Motorrad presents the
GS Trophy Competition Bike – the BMW R 12 G/S.**

**Authentic off-road performance for the
BMW Motorrad International GS Trophy 2026 Romania.**



Munich. When the BMW Motorrad International GS Trophy 2026 returns to Europe in late summer 2026, the country teams will encounter Romania's spectacular natural landscapes, rugged terrain and deeply rooted culture. The impressive diversity of the scenery is made for authentic off-road adventures — through mountains, forests, rivers, and villages where time seems to stand still. The teams can expect a setting that demands riding skill, precision and the ultimate piece of equipment:
the BMW R 12 G/S GS Trophy Competition Bike.

The GS Trophy Competition Bike, designed exclusively for this competition — which has been held since 2008 — is based on the BMW R 12 G/S and fully equipped for any off-road adventure thanks to its specific range of accessories.

The equipment of this special BMW R 12 G/S includes, among other features, the Comfort Package, comprising Hill Start Control, Gear Shift Assist Pro, heated grips and cruise control. Additional components include Headlight Pro (adaptive cornering light), Riding Modes Pro, and the Enduro Package Pro with off-road tires, an 18-inch rear wheel and handlebar risers. Engine protection bars, cylinder head covers, a Rally cockpit fairing, navigation preparation, an Akrapovič silencer, and a 5-litre tank bag, used as a rear bag, complete the extensive equipment specification of the BMW R 12 G/S GS Trophy Competition Bike.



The GS Trophy Competition Bike can be configured — apart from a few details — based on the BMW R 12 G/S.

Although this competition machine is not available for purchase in exactly this form, customers can recreate it on the basis of the BMW R 12 G/S, with only minor differences such as the decals. The base colour is Lightwhite uni, as the blue tank tapes and the red seat bring the BMW Motorrad Motorsport DNA to life, clearly expressing its sporting purpose in off-road use — just as the teams will experience it in the wild landscapes of Romania.

As I have heard many incorrect statements regarding to the new (starting this month!) “ACC Rider Reward” programme, replacing their “Motorcycle Rego Cashback Programme”. So I thought it would be useful print their FAQ, which is available on their website and hope it helps. And, don’t forget lengthier WOFs come in from November 2026. Ed.

ACC Rider Reward

“For licences starting 1 July 2026, motorcyclists who complete a Ride Forever Gold course will be eligible for a 25% discount on their ACC motorcycle levy for each vehicle they own and licence. This discount is called ACC Rider Reward.”

ACC Rider Reward recognises and rewards riders who take proactive steps to develop their skills and enhance their on-road decision-making. It provides a clear, practical way for eligible riders to reduce their motorcycle levies by building advanced rider skills.

Courses completed on or after 1 July 2025 count towards eligibility. This aligns with the end of the previous Cashback offer in June 2025, ensuring riders who have continued their training are not missing out on the benefits of these discounts.

ACC Rider Reward FAQ's

Who is eligible for the levy discount?

Riders will be eligible for the ACC Rider Reward if they:

- have completed an approved Ride Forever Gold course in the last 2 years
- have completed the course on or after 1 July 2025
- purchase a vehicle licence for a motorcycle for a period that starts on or after 1 July 2026
- hold a New Zealand driver licence

International driver licence/deemed NZ licence holders are ineligible.

To complete the Gold Ride Forever course, the rider must participate in the training activities for the whole training day, though there is no formal assessment involved.

If eligibility criteria are met, the discount applies to all motorcycles registered in the rider’s name and is applied automatically when a vehicle licence is purchased with NZTA.

How much will the discount be?

In simple terms, an eligible registered person is entitled to 25% off the ACC Motor Vehicle Account levy **for every motorcycle licensed in their name.**

For petrol-powered motorcycles, the licence fee may appear discounted by more than 25%. This is because ACC cannot apply the discount to the petrol portion of the levy, so the licence levy component is adjusted to achieve an overall 25% discount.

Riders who try to calculate the discount themselves may notice differences between a simple 25% calculation and the final levy amount, due to how levies are set and applied.

What is required to take a Ride Forever course?

Key requirements include having a valid driver's licence with the class that is appropriate to the bike they ride on training day. Their bike must be licensed, be in warrantable condition, etc. They must have the appropriate riding gear. They must have an appropriate level of skill for the course they are booked into.

If any of the above is not met, the training coach may send the rider home and schedule them for a future training. Until the rider has completed a full training day on a Gold course, they will not be eligible.

Can a customer receive the ACC Rider Reward discount immediately after completing Ride Forever Gold?

We ask riders to wait 2 business days after completing Ride Forever Gold before attempting to license their vehicle with NZTA. This allows training providers time to submit course completion data so NZTA can apply the ACC Rider Reward discount at the point of licensing.

Riders who complete a Ride Forever Gold course in May or June 2026 may experience processing delays while systems are being finalised.

If a rider completes Ride Forever Gold in May or June, we encourage them to wait until 6 July 2026 before licensing their motorcycle if they want the ACC Rider Reward discount to be applied automatically at the point of purchase.

How long does the discount last for/how many times can it be claimed?

The trained motorcyclist will be eligible for the discount for two calendar years from the date they complete Ride Forever Gold, and it will be applied to any motorcycle attached to the registered person that is licensed during that time. **There is no cap on the number of bikes or number of licence periods (since customers can select a licence period ranging from one day to one year).**

This means a registered person with three bikes who purchases one-year licences for both eligible years would get all 6 licences discounted. Likewise, a registered person with one bike who licenses it for six months at a time for both years would have all four licences discounted.

Can a discount be applied if someone is licensing a motorcycle that they are not the registered person of?

No. The levy discount only applies if the registered person is eligible. This means a person who has completed Ride Forever Gold will not receive the discount when licensing a motorcycle that is registered to someone else.

An eligible registered person can receive the levy discount on every motorcycle registered in their name, regardless of who pays for the licence. This is because the registered person is the person legally responsible for the motorcycle, but anyone can pay for the licence.

Are international driver licences/deemed NZ licence holders eligible for ACC Rider Reward?

Registered Persons who would otherwise be eligible but hold an international driver licence/deemed NZ licence are ineligible for the discount under the regulations. If they wish to receive the levy discount, they will need to attain a valid NZ driver licence. Once an NZ licence is obtained, the discount will be applied to future vehicle licences purchased.

How are licences with start dates in the past handled?

NZTA's continuous licensing system calls for a vehicle to be licensed nonstop. However, some customers fail to license on time, and therefore, when they license their vehicle (which may be months after their due date), their start date occurs in the past. These customers will pay whatever levy should have been applied at their start date, not whatever the levy is at the date of purchase. This includes the discount being applied if they were eligible at the time of the licence start date, if they are also eligible presently (at the time of application).

Will ACC Rider Reward change the NZTA licensing process for customers?

No. From a customer perspective, the licensing process should appear the same as it is currently. When they enter their details online or in person, NZTA's system should seamlessly check ACC's systems to see if the customer is eligible for the discount and apply it. It will be an automatic and instantaneous process.

A customer should have received the discount but didn't. What happens now?

If a customer should have received the discount but for whatever reason it was not applied (such as a system or data error), the customer can apply for a partial levy refund with NZTA. NZTA will work with ACC to investigate the validity of the refund request, resolve any errors and issue any refund directly to the customer if warranted within 10 business days.

How does a customer apply for a refund?

If a customer believes they are eligible for a refund, they need to contact the NZ Transport Agency Waka Kotahi contact centre:

Phone 0800 108 809

Email info@nzta.govt.nz

To ensure their request can be processed quickly, customers should be prepared to provide the following information:

- Registered Person's NZ driver licence number
- Registered Person's first name
- Registered Person's surname
- Vehicle licence start date
- Vehicle licence purchase date
- Ride Forever Training provider
- Training date

Links to their website to stay updated:

www.rideforever.co.nz/improve-your-skills/course-discounts/acc-rider-reward

www.rideforever.co.nz/improve-your-skills

RIDE FOREVER

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On road coaching

Coming Events - Details on our Website

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



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

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

[Find out more](#)



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



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

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

[Find out more](#)







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SIRAG 2026
13th-15th November 2026

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www.bmwmc.nz/sirag-2026

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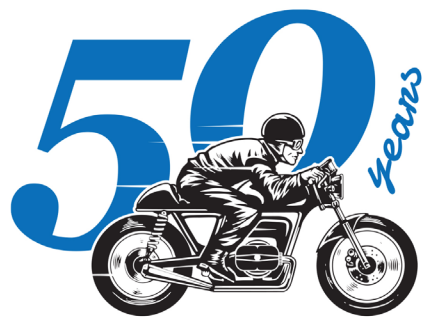
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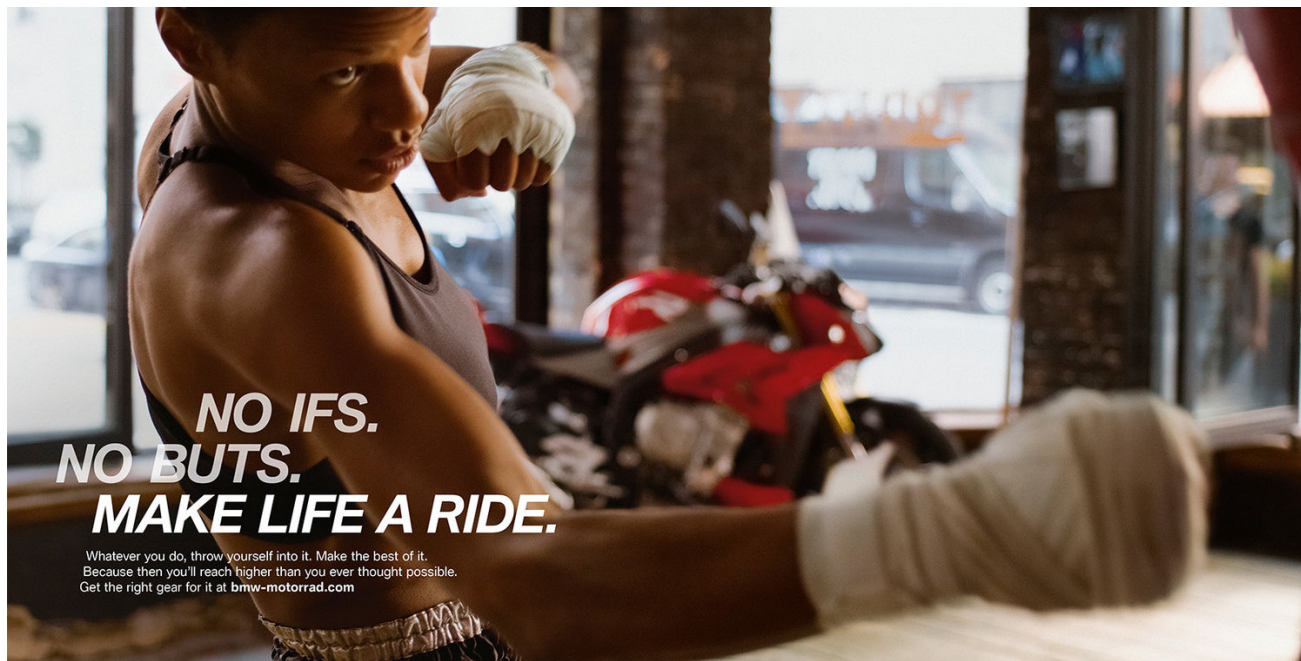
New Zealand 1975 - 2025



BMW Motorcycle Club
New Zealand



Making Life a Ride!



IMPORTANT NOTICE

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

Riding/Attendance Code:

1. Personal Responsibility

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

2. Motorcycle Condition

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

3. Protective Gear

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

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

4. Assisting Others

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

5. Ride Organisation

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

6. Riding Pace

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

7. Route Familiarity

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

8. Group Riding Formation

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

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

9. Participation at Own Risk

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

10. Photography & Media Permission

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

Our wonderful Team of BMW Motorcycle Club NZ volunteers



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