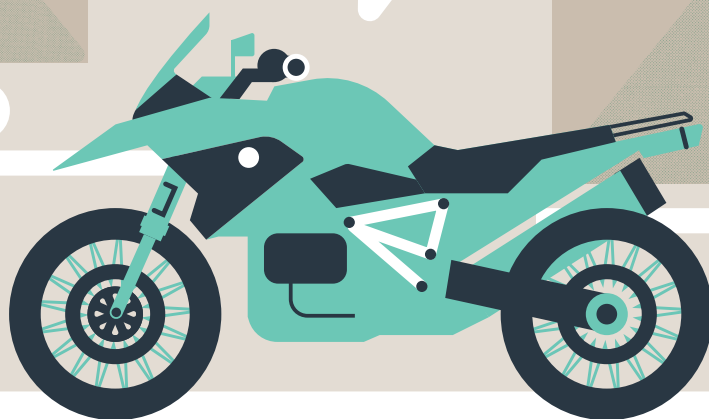




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Welcome to our New Members

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

We look forward to your contributions.

A Very Warm Welcome to:

| | | |
|------------|-----------|--------------|
| BATCHELOR | Annabelle | CHRISTCHURCH |
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| DAHYA | Baz | AUCKLAND |
| GERNHOEFER | Marc | NEW PLYMOUTH |
| GREY | Shane | TAUPO |
| HADIDI | Mostafa | NEW PLYMOUTH |
| HILL | Nik | UPPER HUTT |
| JANSSEN | Ingel | WHITIANGA |
| LONDON | Steve | AUCKLAND |
| OLSON | Philip | HOKITIKA |
| RAWLINSON | Alan | NEW PLYMOUTH |

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: Our National Rally at the Copthorne, Masterton

Photo by: Jason Batchelor

Date: Feb 2025



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



March 2025

Hey everyone!

Did you make it to the National Rally and AGM in Masterton earlier this month? If you did, I hope you had as much fun as I did! It was an awesome way to kick off our Club's 50th anniversary celebrations, and with over 120 people attending, it was always going to be a great few days.

We had members traveling from all over the country to join us. I have to say, my ride from Whitby in Porirua over the Rimutaka Hill felt pretty short compared to some of the epic journeys others took. It was great to hear that many folks used the Rally as an excuse for an extended trip, adding days or even weeks to their adventures!

We were lucky with the weather - just a bit of drizzle on Monday while we were packing up. The rides the Committee planned really showcased the fantastic tar and gravel options in the Wairarapa region, and they didn't let us down. The Mystery ride on Sunday to the Star Insurance-sponsored lunch in Ākitio was a definite highlight for me. I wish I'd packed my togs to join Grant for a swim in the surf!

I want to give a huge shoutout to the Committee—Peter Tibbs (#2806), Murray Petherick (#2690), and Denis Hulston (#3131)—for all their hard work organising the Rally. You guys did an amazing job!

We also received great support from our sponsors: BMW Motorrad NZ, Star Insure, Moto1, and the Quilter Family, who provided some fantastic items for our Sunday night raffles. A big thank you to all of you!

On Sunday night, Neil Barnard (#19) treated us to an awesome speech about his experiences as a member back in the 70s. If you missed it, don't worry - Neil at our request, shared a copy of his speech in this month's newsletter.

The AGM took place on Saturday evening, and we had two motions to vote on. Following a Facebook post that Tony Haddon made (thanks, Tony) regarding printing the forms, and because we wanted to reach and encourage the largest number of members, we (the Board) emailed a link so each member could have their say and vote online before the AGM. This was in addition to the large number of attendees, making it possibly the largest number of votes received. Due to its success, it's a model we plan to offer in the future. At the AGM, by request, we conducted a blind vote also. The counting was overseen by a member (independent of the Board),





President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



March 2025 cont.

and once any double votes and their financial status had been verified, we concluded the vote.

The first motion was to change our legal name to BMW Motorcycle Club New Zealand Incorporated.

Result: 173 voted (117 For, 56 Against). **Motion Carried**

The second motion was one we had little choice on; we needed to update our Constitution in preparation for re-registering as an incorporated society under the Act of 2022. We have until April 2026 to re-register but wanted to ensure we are ready and plan to later this year. The new constitution is based largely on their template and is, therefore, compliant and more generic now. In addition, we are in the process of formulating a new set of Club Guidelines for the Board (soon to be Committee) to follow.

Result: 118 votes (115 For, 3 Against). **Motion Carried**

The formal element aside, everyone I've talked to post-event had a fantastic time. It was a great way to kick off 2025, our 50th Anniversary year!

Looking ahead, our next event is the North Island RAG Rally, happening at Taylor Lodge in the National Park from April 4th to 6th. Clifton will once again be working his magic for the dinner Saturday night, and don't forget – as always, it's the weekend the clocks go back an hour, so we get an extra hour of sleep on Sunday! It's always a great weekend, so if you haven't booked it yet, check out the details and registration form in the newsletter or our website.

Wishing you all a wonderful month! Make the most of the last of the summer and autumn riding!

Chris





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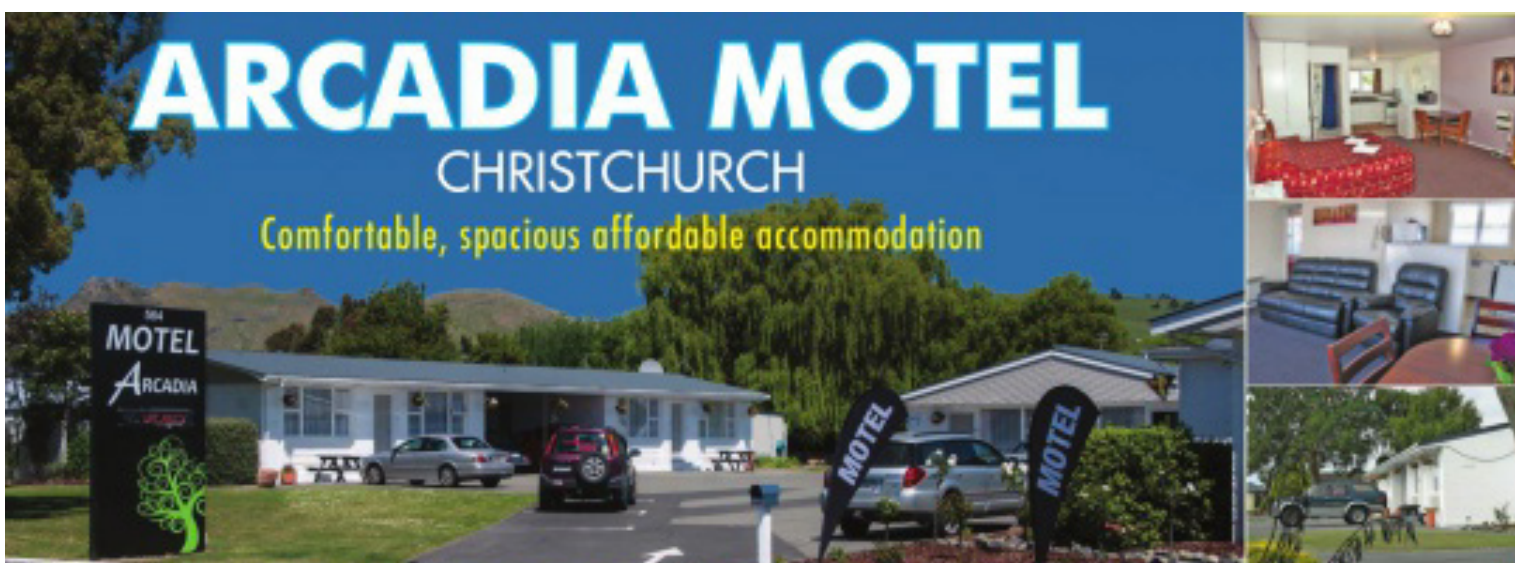


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Waikato Wonders

Sue Duncan



Waikato rides in February



The Waikato Area Group has had a very busy month. Thanks to Sue Duncan for this summary: (PQ)

After Sue volunteered to help by initiating a Ride Planner and getting members to offer rides on dates that suit them and places they want to ride, we now have a nice full program till May.

On Saturday, January 18th, Chris T organised a ride to Kaiaua with 7 bikes and 9 riders, a good size group for us. Not too far in, we had a couple of stops for a potential puncture, which turned out to most likely be a sensor issue.

Over Waitangi weekend, we had a crew of 12 on 9 bikes attend the Rally in Masterton. With brilliant weather, we all enjoyed a mix of gravel and road rides.

At the Sunday dinner, 2 members managed to win raffles, Chris T won some gloves courtesy of the Quilters, and lucky Matthew B won use of a GS 1300 for a weekend! He was rather stoked about that.

Returning home, one couple headed back on Sunday, and on Monday, the 3rd, they went via Napier. The remaining seven rode back together after taking the Iron Gate route, having a nice group lunch in Mangaweka. En route, they found the Totara Park Pongahina camp/accommodation, which would be an interesting option for a weekend away ride.

On February 19th, we tried a new restaurant for our monthly dinner meeting. Ten attended, which was a great turnout.

The 22nd saw another ride out on the Coromandel Loop organised by Graeme D, but as only 2 made it they only went to Coromandel town for lunch and back.

We have another two rides coming up in March, an election for Area Rep as we have more than one interested party, and a small group heading to Tasmania.

The Quilters have been away for most of the month, with a week taken for the Annual Rally in Masterton, then a single day back home before another trip up to Northland riding with a varied assortment of bikes in a group that first met whilst riding in Thailand.

That was followed by another couple of days at home before another ride with fellow BMW Club member David T from Wellington, whose turn it was to choose a route, which ended up being Northland again. His trip was cut short by a puncture in the middle of one of the best bits of road up there – the Mangamukas.

Sue #3456

Seen a low-res image and have the original? Please email it to editor@bmwmc.nz and I'll update it. Thanks



East Coast Exclusive

Alan Robinson



From the left: Rosemary Young, Ann Galloway, Stella Wilde, Walter Wilde, Danny Young, Leonie Forster, Les Ennor, John Forster, Alan Robinson, John Wuts, Pam Wuts and Robyn Welch.

Time has flown by and I am still getting to grips with the changes. Hopefully things will become more streamlined as I become familiar with my new role.

I also sold my F800GT recently and am now looking to buy another bike. Ann and I are currently considering a F900XR and we will have a look at one in Auckland. Apart from not having a BMW to ride, I have also run out of weekends this month where I could take part in a ride. I hope this is not going to be a trend.

Alan #4049



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North Island RAG 2025
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email it to
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Registration now open



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.

Taranaki Tales

Wayne Higgins



Toi Toi Cafe

Well, the weather has certainly been perfect for riding, and last month's ride did not disappoint.

We had an early start, with an 8.30 am kick-off, and we headed straight to Marakopa for a break.

Afterwards, we made our way to the Toi Toi Café for a late morning tea stop. This café is located in the middle of nowhere, between Marakopa and Waitomo. It is run by a couple of ladies with exceptional baking skills, and every motorbike rider who stops receives a chocolate fish.

We collectively decided to stop at the 'Natural Bridge', as half of the riders had not been there before. It is well worth the visit, with natural beauty that makes it one of my favourite stops.

From there, we went through Waitomo and briefly joined the main road before turning off just before Te Kuiti, where we took the back roads to Pio Pio.

Another incredible stop was at a man-made lake, which appeared to be an old quarry. It provides a magical swimming hole. A few of us cooled off by splashing water over our heads, but no one went for a swim.



Natural Bridge

Our final stop was a late lunch at the Awakino Pub, always a great place to refuel the body.

I always find this ride enjoyable, as there are plenty of twists and turns, with hardly a straight road in sight.

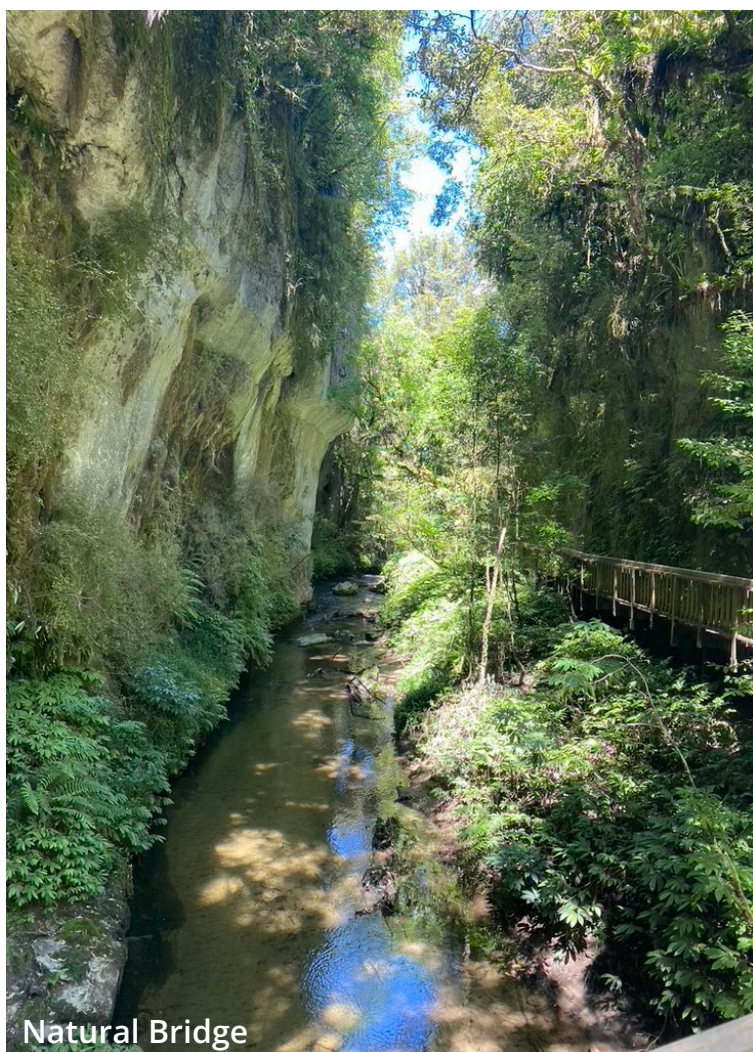
On another note, we had a fantastic time at the BMWMC AGM with three other Taranaki couples. There were some great rides organised, along with a wine tour. I joined the ride to Castle Point, which was well worth the trip as I had never been before. Another bucket list item ticked off! Vicky joined the wine tour and had a fabulous day, bringing a couple of treats home.

Thanks to all the organisers for their hard work.

Wayne #4097



Luna Winery



Natural Bridge



Castle Point



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Rangitikei Roundup

Murray Petherick



February - *(Sorry, no pics)*

The last few weeks have been fairly quiet in the Rangitikei. We had a small representation, number-wise, at the annual Rally in Masterton but a few of the group took the opportunity, under the guidance of Peter Truter, to do a Sunday ride around some of the 'local' west coast beaches and a couple of other places of interest. Peter's report follows.

"On Sunday, 10th February, Robin, Joy, Peer, Liz, John, Don, Ann and I (Peter) embarked on our monthly club ride, which involved visiting some of the beaches up the east coast of the North Island between Levin and Bulls. The beaches we visited were at Hokio, Waitarere, Foxton Beach, Himatangi, Tangimoana and Scotts Ferry. The route included roads a little less travelled, and pleasingly for most, some that had not been travelled before. This made for an enjoyable and relaxing ride, with many stops along the way. It was only fitting that a visit to the beach on a hot summer's day be accompanied by a stop for ice-cream, which was duly enjoyed at Foxton Beach. Lunch, eaten in the outside courtyard under the shade of a large tree at La Bull Café and Bar in Bulls, appeared to have been enjoyed by all.

After lunch, a loop ride via Scotts Ferry, Santoft, and Lake Alice (to see what was left of this notorious site - the answer is nothing other than a water tower) saw us returning to Bulls to complete the organised component of the day. Farewells were said before heading for home with smiles on our faces following a great day made all the better by the wonderful company of all and the motorcycles we love to ride."

Our February brunch gathering saw a small group of nine, including only two ladies, meet at the Woolshed Café in Sanson for coffee, a snack and a chat. It was good to catch up with Neil R following his recent absence from club activities, and we hope he will be able to join in with more of our coming gatherings.

Planning for our scheduled March ride was complicated by the fact that several of the 'regulars', including yours truly, were out of the area in various places, including Omori, Christchurch and Melbourne. Neville Parker agreed to pick up the mantle of ride organiser and leader, but unfortunately, only a couple of riders turned up, so it turned out to be a quiet day for them. However, they did enjoy their ride, and I thank Neville for standing in for me on the day.

The usual band of 5 or 6 'Rangitikei-ites' will be attending the NI RAG so we're looking forward to catching up with other like-minded citizens for that occasion.

Murray #2690

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Wellington Wanderings

Denis Hulston



Club Social Meet & Eat - 3rd February

Fifteen members turned out to our first Monday of the month meeting and meal at the PWMC (Petone's Working Man Club), an early start to our February programme.

50th Anniversary National Rally 7th – 9th February

There was a good turnout of Wellington members for the Rally (twenty-three), given this is our back yard and familiar riding territory. It was great to share some of our Wairarapa riding spots with another hundred riders from all over New Zealand.

Club Rides -

Sunday 16th - Sealed Ride back roads circuit to Kimbolton

We planned a Manawatu ride as we'd spent lots of January and Rally weekend time riding the Wairarapa. Our ride took us via back roads to Kimbolton. Seven Wellington riders (Denis, Ian H, Mike M, Michael McK, Philip Y, Chester C, and Peter N) met for a 9am departure for the coast road along Pukerua Bay and on to Shannon, where we met with Stephen O. for a Wild Horseman coffee stop.

Michael left us to return to Wellington, and the rest of us rode on to Ohingaiti via back roads from Shannon to emerge on SH3 and on to Feilding and Vinegar Hill. This gave us a short SH1 ride before descending to the Otara Suspension Bridge over the Rangitikei River. This is a place with spectacular cliff faces

and views over the river. We rode the twisties through the Mangamako Valley to Pemberton Corner before turning south for some more great twisties with views toward the Ruahine range on our left and the Ruapehu mountain hidden in the cloud behind us. At Kimbolton we took a break at Hansens Café before we split for return routes. Peter returned home via Feilding, Ian and Stephen via Ashhurst and Shannon. Philip, Chester, Michael, and Denis rode the Pahiatua Track to the Wairarapa and back home over the Remutaka. This was a 480km trip for us – a very satisfying day's riding and a reminder of how stunning our landscape can be with so much great riding.





Pemberton Corner



Ruahines from Rangiwahia Rd lookout



Riders on Rangiwahia Road north of Kimbolton

Sunday 23rd - Sealed ride Pahiatua Track and Saddle Road



This ride takes in two saddles and back roads, two coffee stops and a variety of ways to get home without riding main highways. We had ten riders all up – Denis H, Glenn C, Dave O, Ian M, Peter N, Michael Mck, Michael Maenu'u, Chester C, Louis van der Merwe, Scott J, whom we met at Paraparumu.

We stopped for coffee and snacks at The Horseman, Shannon, before continuing our ride over the Pahiatua Track, left into Balance Valley Road, and then over the Saddle Road to Ashhurst for lunch.

No hold-ups and good riding conditions,

Dave, Peter, Louis, Glenn, Chester, Scott, Mike, Michael, Ian at Shannon

so with plenty of the day left, some returned home via the most direct route, Ian returned via the Wairarapa, others rode via Valley Road to Colyton, Feilding, and ably led by Dave O to bypass Longburn and Opiki road works to Shannon for fuel and the ride back onto Transmission Gully.

It was great to catch up with Glenn, who has been a member for some time but joined us for his first (of many we hope) club ride. Also good to see Louis back in the saddle. This was a 380km ride.

Denis #3184



Michael



Glenn



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A Short history

Neil 'Barney' Barnard #19

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

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

Being a "Register" rather than just a "Club" was intended to draw the focus back to the bikes themselves. This was certainly more relevant for the racing bikes for their important documented history, but the emphasis for BMW was reinforced by the early decision to have "Full" and "Associate" memberships. Only a Full member would have voting rights, and to be a Full member relied on being an actual BMW motorcycle owner. Associate members with other bikes (like me with my Vincent, for instance) would not be able to vote. This was to ensure that the Register control would always remain within the BMW motorcycle ownership group.

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

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

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

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

The general consensus was for the Register to provide not only companionship of like-minded people but also be able to supply advice and assistance on bike maintenance. Most of us were quite familiar with the "tricks of the trade" as far as general care and attention of our more temperamental British or Italian machines. The German ones were rather different, and there was virtually no local supply of spares or experienced workshop knowledge.

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



BMW's or R5 machines!



Double Trouble



My first Beemer, a 1972 R75/5 had been ridden overland from the UK by Jenny Hammond in convoy with her husband Mark on another R75/5. Having already been ridden from Scotland, through England and Wales, then onto the Continent to Holland, West and East Germany, Denmark, Austria, Yugoslavia, Greece, Crete, Italy,

France, Turkey, Persia, Afghanistan, Pakistan, India, and finally across Australia to New Zealand. A well-proven machine indeed.

Now suitably qualified with a Bavarian steed, I looked forward to the first NZ BMW Owners' Register Annual Rally. The Hawkes Bay Vintage Car Club had its clubrooms at Woburn,

an original old farmstead in Hatuma Road, just outside Waipukurau. I had stayed there previously when on a Morgan Sports Car Club Rally.

Peter Russell, the farm owner, lived in a relatively new house closer to the road. He was a real classic vintage car enthusiast, and his collection included a



Far left a
~~at~~ Moggly
bottom!
• The other two
are BMW
bottoms!!
#

“chain gang” Frazer Nash, a genuine “low chassis” 100mph Invicta, and a vintage Aston Martin drop head coupe, just to name a few. All the most interesting and desirable cars, and they all got used and driven with a fair degree of enthusiasm.

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

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

“The building was unpretentious, yet proud; bare and appealing. The weather-worn Kauri timbers, enhanced by age,

led to a bay window, and upwards to the peaked attics. The window looked out to an age old setting of twisted fruit trees, cloistered in a soft lacework of moss. The last of the spring daffodils peeped out from the profusion of tall grasses, and forget-me-nots abounded in confusion. For city folk, it was a haven of peace and tranquillity.”

Well, at least it was until we arrived!

Kentucky Fried Chicken was very much new to NZ at this stage, and there was an outlet in nearby Hastings. Ivan Small gathered up a convoy of conscripts with adequate carrying capacity on their bikes and we headed off in search of the KFC for a group dinner pick up. Somehow, we encountered the rather

inviting Takapau Pub on the way there, and a few ales triggered an appetite.

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

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

the side of the road.

We relied heavily on multiple inputs from many sensors which needed to be evaluated and acted upon, often promptly, by the on-board computer which was situated inside the riders' crash helmet!

The modern rider doesn't even consider these options. The tool

Neil 'Barny' Barnard with niece Alana Barnard



COLD KIWI RALLY - SEPTEMBER 1995



and from, supplemented by a dose of socialisation in between. The best of both worlds!

I've enjoyed the friendship of many motorcyclists over more than 60 years. Vintage rallies, classic racing, especially on the street circuits, and touring on a range of machines. A solo ride coast to coast across the USA remains an enjoyable memory.

I would like to take this opportunity to sincerely thank all those involved in making this 50th Anniversary Rally such an enjoyable success and our very hard-working Executives who continue to keep our Club operating efficiently.

Thank you all!

**Neil "Barny" Barnard
NZ BMWOR #19.**

kit of choice is now a cell phone. Who now does their own bike maintenance and repair? Not many, I suspect.

Personally, I really enjoy the freedom that motorcycling provides. As such, I generally avoid group rides and prefer to either ride alone or with only a couple of other riders. However, these Annual Rallies provide a great opportunity to have a good ride to

Top of the South Beemers/Te Tauihu

Peter Wood



Mussell Inn in Golden Bay for lunch – 9th of February



As a lot of our members were attending the 50th AGM & Rally at Masterton on this weekend. I volunteered to organise our monthly ride with the Top of the South/Te Tauihu group left behind.

Eight bikes (one pillion) turned up at Jacks Tyres, our meet and departure place. We decided to ride via the Moutere highway to Motueka, then up to The Wool Shed Café at the top of the Takaka Hill for a coffee stop. As usual it was good service, coffee and food, with a variety of animals nearby to entertain us.



When it came time to ride on down to the Mussell Inn, most of our group decided that was far enough and turned back. John and first-time visitor Andrew, on a BMW F650, Peter F and Peter W carried on down to Takaka. Peter F turned back at Takaka for a fast ride home - leaving only three of us for a lovely lunch at the Mussell Inn.

A pleasant day out and the Takaka Hill road was in excellent condition. **Peter #3460**

On the ride - Andy and Victoria, Peter Wood, Murray and.
Visitors - Peter F, Trevor, Dean, John, Andrew





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**BMW Motorrad presents the strongest sales result in company history.**

**210,408 bikes from BMW were sold worldwide in 2024.**



**Munich.** After selling 210.408 bikes in 2024, BMW Motorrad was able to achieve the strongest sales result in company history. Germany stays the largest market and carries a significant share on the sales record of BMW Motorrad, with the regions Europe, USA, Asia and Latin America. Strongest arguments for the successful performance in 2024 were the convincing product portfolio with successful and for each segment formative offerings, as well as the market introduction of sought-after new models, like the mighty BMW M 1000 XR and S 1000 XR, the new GS models from the middle class BMW F 800 GS, F 900 GS and F 900 GS Adventure, the casual Heritage models BMW R 12 and R 12 NineT and leading the way, the adventure touring icons BMW R 1300 GS and GS Adventure with the legendary BMW Boxer Engine.



Markus Flasch, head of BMW Motorrad: "I would like to extend my heartfelt thanks to our customers and community around the world for the tremendous trust they have placed in us once again in 2024.

With the strongest sales result in company history, BMW Motorrad remarkably claims the 1st Place in the global Premium Motorcycle segment. Our market leadership in numerous segments and markets is based on our claim to innovation leadership, our highly attractive product offering as well as the consistent strategic focus on brand strength. Based on these success drivers, BMW Motorrad is well-positioned for the future and so I approach the year 2025 with a very positive outlook."

### **BMW R 1300 GS and R 1250 GS Adventure at the top, with the successfully introduced BMW R 1300 GS Adventure.**

The boxer models BMW R 1300 GS and R 1250 GS Adventure performed remarkably well with the successfully introduced BMW R 1300 GS Adventure. Over 68,000 customers worldwide decided on these three GS icons, as well as the BMW R 1250 GS.

### **Top-performance in the middle-class as well as the segment up to 500 ccm from BMW Motorrad.**

With a total of 40,890 units sold, the renewed F-series with the models BMW F 800 GS, F 900 GS, F 900 GS Adventure, F 900 R and the F 900 XR contributed a significant deal to the record performance of BMW Motorrad. Other success drivers were the versatile all-rounders of BMW Motorrad in the sub-500cc displacement segment. Up until the end of the year, 22,339 units of the models BMW G 310 GS, G 310 R and G 310 RR were sold.

### **Optimistic outlook for 2025.**

Stephan Reiff, head of sales and brand: "Our sales record in 2024 is a definitive receipt for the strong global radiance of BMW Motorrad and our attractive product portfolio. We at BMW Motorrad will spare no effort to expand our top position in the global motorcycle premium segment, with numerous new and innovative models and products for our customers in 2025. Again, this year, our customers and fans can look forward to numerous world premieres, highlights, events and sentiment-focused offers, all about motorcycles."



# BMWMC 50<sup>th</sup> Anniversary Rally 2025

## Copthorne Hotel, Masterton



### Friday night

Copthorne Hotel – one hundred and twenty-plus bikers – all registered – honorary citizens of Masterton for the weekend. Here's to a good time.

For every annual rally, getting there and back home is a significant pre-amble and exit to the rally itself. Whether riders come from Northland, Otago or anywhere in between, the pre and post-ride might be another four- or five-day solo riding or less-ridden routes with riding mates. It's an integral part of the Rally.

Friday night – checking in, checking out who's about and checking the what's the programme? The Copthorne Hotel served us well for space to display bikes, mix and mingle.

There were some glitches. The hotel had under catered for Friday nights tapas 🙄 – hungry riders ready for food, resolved with extra food, but not without anxiety. And the accommodation that was arranged to have all the riders grouped together didn't happen. However...

### Saturday

Tempted to explore Wairarapa vineyards, wine tasting, lunch at the White Swan in Greytown, or check out Mount Bruce Bird Sanctuary for Takahe? Three mini buses made it possible.

There was a choice of two sealed road routes, both to significant landmark sites –





Cape Palliser or Castlepoint and Riversdale.

Gravel riders had the opportunity to ride through Cape Palliser station, not normally accessible following a route gravel route to Alfredton, Tinui and Castlepoint. This provided some spectacular views along the coast, and unexpected sand traps blown in by recent southerlies.

At the AGM all Board members were re-elected, aside Barry Petherick who stood down this year. Our thanks to Barry for his work on membership, and to Dave Oldershaw who has taken on the task.

## Sunday

Akitio was the destination for all riders for a great Star Insurance sponsored lunch, catered for by Akitio Boating Club volunteers.

Akitio is a remote part of the Wairarapa coast so the rides to lunch weren't short, but they were memorable. Some unexpected road works just short of Akitio provided brief challenges for bitumen riders. A corner man mix-up made for some additional gravel ride challenges.

Many thanks to generous sponsors for their rally support – BMW Continental Motorrad, Star Insurance, Paul & Joy Quilter PQ Imports, Kiwirider, Moto1.

Thanks all to everyone involved and attending, for making this rally a great 50th celebration!

Peter, Denis & Murray





# 1975 - The First two Pages of BMWOR

More to come - please email any old stories, pics or vids

\* the pictures are three of the names listed and they help to mask addresses.

## LIST OF REGISTERED FINANCIAL MEMBERS FOR YEAR 1975 - 1976

Daiane & Neil Barnard

Evan Berryman

Walter & Meryl DeBeurs

Martin Bootten

Brian Bird

David Cross

Mark & Jenny Hammond

Mr. & Mrs. Neil Hunt

Ross Oldfield

Daphne & Vic. Paivinen

Stephen Parry

Gordon Rigg

Dave Rogers

John Samson

Gail & Phil. Scott

Ron Rutherford

Jean & Peter Southern

Barry Williams



Neil Barnard



Meryl DeBeurs



Martin Bootten

Vincent

R75/6

R50/5

R75/5

R60/6

R75/5

R75/5

R75/5

R60/6

R60 &  
s/car

R75/5

R75/5

R90S

R60/5

R50

R60/5

+++++





# B.M.W.



## OWNERS REGISTER AUCKLAND, NEW ZEALAND

### NEWSLETTER - FEBRUARY

President: Ross Oldfield

Secretary: Jean Southern

All correspondence to: B.M.W. Owners Register  
c/- 26 Kay Drive  
AUCKLAND 7

MEMBERSHIP: Husband-Wife \$5.00

SINGLE & ASSOCIATE: \$4.00

### CLUB CALENDER

Meetings are held on the first Thursday of every month at the above address - 8pm start.

Next Meeting: 4th March

Next Club Run: Sunday 14th March - Port Albert  
(Meet Albany Hotel 10 a.m.)

### REGISTER MEETING

February 5th saw the first Register Meeting for 1976 and the 18 Members present enjoyed a lively and entertaining evening.

Members included Mark & Jenny Hammond and Walter & Meryl DeBeurs, and we hope to see more of them. Mark & Jenny are committed to bread, not BeEm's at present, so we were fortunate to have them along and Walter & Meryl (on the Japanese Laverda?) were a welcome addition. Everyone was interested to hear of their B.M.W. just waiting for them in a shed in Holland, but the torment will soon be over when they leave our shores in May.

Well, the Minutes of the previous Meeting were read out and correspondence discussed. The large amount of South Island mail was a direct result of "Liason Officer Parry's" efforts to trace every known BeEm in the country, and as the only pipe fitter in the Register, it became obvious that no one else had the necessary qualifications to carry out the task as he did! Any Government would be proud of such an advocate of local manufacture, and his inherent desire to save overseas funds, left no doubt that it should be "Parry for Parliament" next time round - they don't know what they're missing!!

A reply from Tai Tapu Engineering outlining construction of stainless steel Mufflers and price, received a favourable response, and this was endorsed by Stephen who called on John Williams on his trip South. He was impressed with the quality and workmanship of this product and found them very competitive compared with the standard replacement pipes.



# 1970's



HOISTING THE FLAG AT WOBURN



REGISTER RUN - KARAPIRO - OCTOBER 1976



JOHN SAMSON, OUR SECOND PRESIDENT.

FRANGA VALLEY - MAY 1976



REGISTER RUN - RON ROYCROFTS VINTAGE FARM - JULY 1976

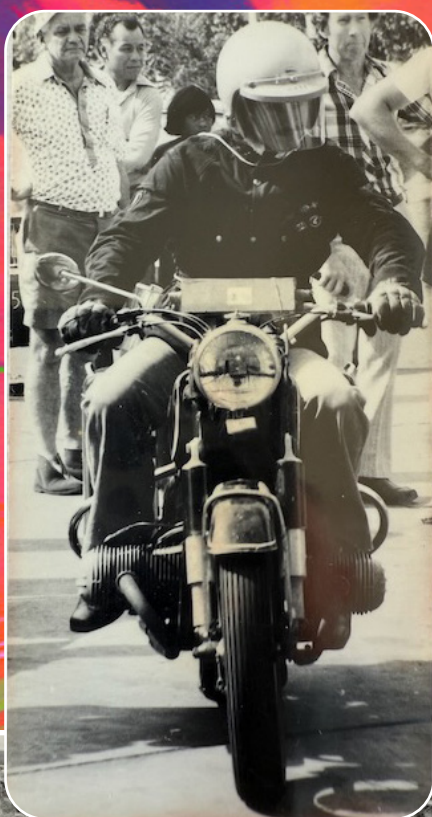




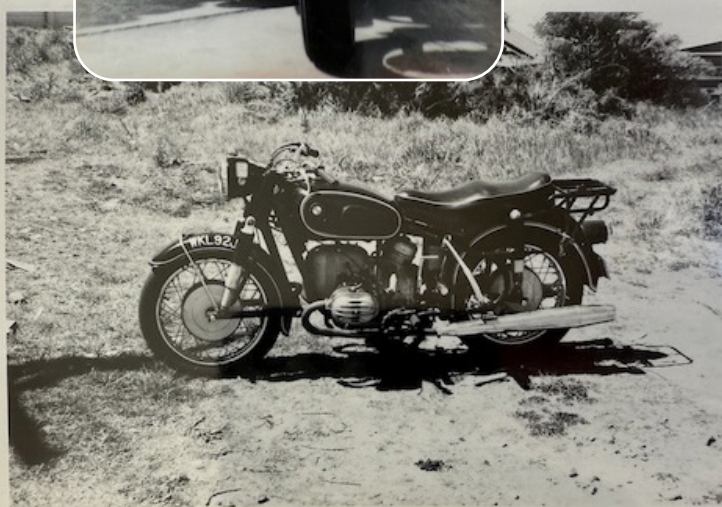
*Making Life a Ride!*

**BMW Motorcycle Club  
of New Zealand**

**1975 - 2025**



Meryl - in new suit



RAY HOLMES' R60/2 PRIOR TO REBUILDING & THE SIDECAR BEING FITTED. THIS BIKE HAS TRAVELLED MORE THAN 250,000 MILES. IT'S FIRST 100,000 MILES WAS WITH THE SOUTH AFRICAN POLICE & MOST OF THE REST BY A KIWIS WHO RODE IT AROUND THE WORLD.



And to refresh your memory...

**1975**

## **Robert Muldoon Becomes Prime Minister –**

The National Party, led by Robert Muldoon, won the general election in November, defeating the Labour government of Norman Kirk (who had passed away in 1974). Muldoon introduced his well-known economic policies, including the controversial “Think Big” projects.

## **The Hikoi (Māori Land March) –**

Led by Dame Whina Cooper, this was one of the most significant Māori protests in New Zealand history. The march began on September 14, 1975, at Te Hapua in the Far North and ended on October 13 at Parliament in Wellington. Around 5,000 people joined by the time it reached its destination. The march demanded an end to the ongoing confiscation and sale of Māori land. The slogan was “Not one more acre”, and it helped lay the foundation for later land rights movements, including the establishment of the Waitangi Tribunal.

## **Introduction of ACC (Accident Compensation Corporation) –**

Before 1974, injured workers had to sue their employers for compensation, which was often slow and ineffective. Under Labour’s Woodhouse Report, the ACC system was created to provide no-fault compensation

to all New Zealanders injured in accidents. This meant that if someone was hurt at work, on the road, or even at home, they could receive medical care and financial support without having to go through the courts. 1975 was its first full year of operation. It remains one of NZ’s most unique and widely debated systems today.

## **First McDonald’s in New Zealand Opens –**

The first McDonald’s restaurant in New Zealand opened in Porirua, a suburb of Wellington. On opening day, around 100 staff served more than 100,000 people in the first month! It was a huge cultural shift for Kiwi dining, bringing American fast food to NZ. Today, there are more than 160 McDonald’s restaurants across the country.

## **Colour TV Arrives –**

In 1975, colour television was introduced in New Zealand, just in time for the 1976 Montreal Olympics. Before this, all TV was black and white. It was a massive change, though not everyone could afford a colour TV at first. The first full-colour broadcast was the Commonwealth Games in Christchurch in 1974, but it wasn’t until 1975 that colour became widespread.

## **Launch of Air New Zealand’s DC-10 Service –**



Air New Zealand introduced long-haul flights using the DC-10, expanding international travel options.

## **New Zealand won two gold medals at the 1976 Montreal Olympics—both in rowing:**

1. Men's Double Sculls – Won by Tony Hurt and Wybo Veldman
2. Men's Eight – A team led by Dave Rodger and Tony Hurt

This was a big moment for NZ sport, as rowing became one of the country's strongest Olympic events.

## **First Women Allowed in Public Bars**

Before 1976, many pubs had "men-only" bars, and women were required to drink in separate lounge bars or were not allowed at all. In 1976, laws changed, making it legal for women to drink in public bars alongside men. It was a significant step for gender equality in New Zealand.

## **Auckland's Mercury Theatre Opens**

The Mercury Theatre in Auckland opened its doors as a professional theatre company in 1976. It became an important cultural venue, producing many iconic NZ stage productions. The theatre has since closed but remains an important part of

Auckland's history.

## **First Compulsory Superannuation Scheme Introduced**

In 1975, the Labour government introduced a compulsory national superannuation savings scheme, which required all employees to contribute 4% of their earnings to a personal retirement fund. However, when Muldoon and National won the 1975 election, they scrapped the scheme in 1977 and replaced it with the universal pension (National Superannuation). This decision still has long-term effects today, as it meant New Zealanders never developed a strong private savings culture like Australia, which kept its version of the scheme.

## **Norman Kirk Memorial Pool Opens (1976) –**

Built in honour of the former Prime Minister, this swimming pool was part of a push to improve water safety.

## **New Zealand's Population Reaches 3 Million (1976) –**

A milestone moment as NZ continued to grow.



# This years National Rally & AGM 2025



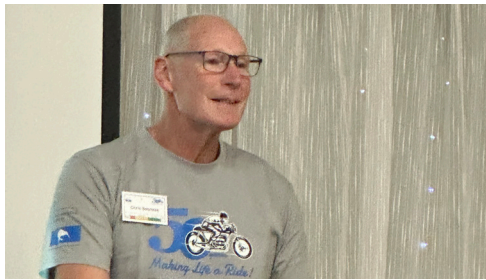


# This years National Rally & AGM 2025





# This years National Rally & AGM 2025

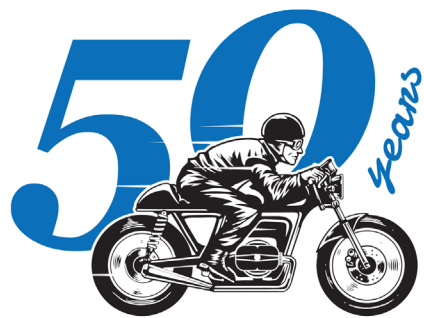




# This years National Rally & AGM 2025







# 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, Pillion and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.

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

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

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

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

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

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



# Coming Events - Details on our Website



**04**  
**April**  
**2025**



## 2025 – North Island RAG – 4th-6th April 2025

North Island RAG: Venue: Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990. Friday afternoon, 4th of April - Sunday morning 6th of April. Most of you will know the format but here's a guide: Accommodation options: Bunkrooms, tent (own supply), caravan/motorhome (own supply). Registration includes: Accommodation options of, tea/coffee/milk/biscuits etc, condiments, bread and

[Find out more](#)

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

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



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

Updated: 14/03/2025 South Island RAG Rally: 7th-9th of November 2025 **HOLD THE DATES:** Another exciting SIRAG is scheduled. Put the dates in your diary. More details and registration are coming soon... For any questions, please email, [sirag@bmwmc.nz](mailto:sirag@bmwmc.nz) We look forward to seeing you all there.

[Find out more](#)



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



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

Updated: 21/03/2025 BMWMC AGM Rally 2026 - Friday 30th January - Monday 2nd February 2026: Save the dates - more details and registration to follow nearer the event: The location is the South Island a week before the Burt Munro event. Email any questions to [agmrally@bmwmc.nz](mailto:agmrally@bmwmc.nz) Registrations opening soon... Registering will be online only,

[Find out more](#)



*Making Life a Ride!*

**BMW Motorcycle Club**  
of New Zealand

**1975 - 2025**



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From my K1100LT and fitted my R80 mono

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1 Foldable BMW motorcycle key

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All as 1 lot ,please - as pictured

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