



BMW Clubs  
International Council



BMW Motorcycle Club  
New Zealand



BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

March 2026



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL



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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 forward to your contributions.**

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 2<sup>nd</sup> 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:** Cromwell

**Photo by:** Colin Gates

**Date:** Feb, 2026



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BMW Motorcycle Club  
New Zealand



# A Very Warm Welcome to:

CRANNESS

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DONALDSON

GILKISON

GRIEVE

HAYMAN

JENKINS

MEAD

PATTERSON

PETERS

RENTOUL

SCHMIDT

VAN MONTFRANS

VEZA

Dean

Jason

Lester

Don

Chris

Brian

Ray

Rick

Stuart

Dave

Caleb

Andy

Jacqui

Evan

NELSON

MATAMATA

GERALDINE

NORTHLAND

RUSSELL

RANGIORA

CHRISTCHURCH

WAIKANAЕ

PALMERSTON NORTH

TE KAUWHATA

NELSON

AUCKLAND

SPRINGSTON

AUCKLAND



## President's Podium

Colin Gates



BMW Motorcycle Club  
New Zealand



## February 2026

Our AGM and National Rally already feel like a lifetime ago, although for one reason or another, I've barely stopped moving since. A quick (not so) recap.

Much to my wife's disapproval, my original plan was to ride from Wellington to Cromwell in one hit. However, after discussing plans with Chris Souness and Ian Macartney, who planned to ride down over two days, with an overnight stay south of Christchurch. This was, of course, far more sensible and fun. So, the three of us planned to ride together, and a room to sleep three was booked.

Of course, as they say, man makes plans and fate laughs.

Our carefully crafted travel (and weekend) plans unravelled when Chris picked up a rather nasty, debilitating bug just before departure. Quite rightly, and for his and everyone's benefit, he stayed home to recover, leaving Ian and me to catch the ferry alone. Meeting at the terminal on Wednesday morning, we bumped into Peter Hol, with whom we shared the crossing in the lounge!



From Picton, Ian and I made good progress to our motel, which, by happy coincidence, was only a short walk from where David Fish and Alan Jowitt were staying. Naturally, dinner and breakfast became a group activity, and the four of us rode together to Cromwell

the next morning, enjoying stunning scenery and superb riding along the way.



Arriving at the Gate Hotel in Cromwell on Thursday, it quickly became clear the venue was everything we'd hoped for and more. The hospitality, welcome and professionalism exceeded expectations.

A few years ago, we introduced the idea of bringing our Area Representatives and Committee together the day before the Rally. It simply made sense, and once again proved its worth. Most of us arrived by motorcycle, a few by car, and some flew and hired a vehicle, but the mode of transport mattered far less than the fact that they were there. By late afternoon, we had almost a full house of ARs,



nearly the entire committee, and an impressive number of partners. It made for a relaxed and genuinely enjoyable evening catching up.

Friday began with a shared breakfast before separating, with many of the partners heading off to the airport to collect Henry Plowright and move swiftly to Arrowtown for shopping and pastries. The ARs moved into the meeting room and got going. Ideas flowed freely, discussions were lively, and the projector even earned its keep. Morning tea and lunch appeared remarkably quickly, after which it was all hands on deck preparing rally bags, t-shirts, lanyards and name cards. It was fantastic to see everyone pitching in, collating packs, running errands, assembling flags, testing audio-visual equipment, and in a short time, the room was ready to welcome arriving members.



The turnaround was seamless. Members arrived, collected

their rally goodies, disappeared briefly to freshen up, and soon returned for the late-afternoon/early evening welcome nibbles, courtesy of Star Insure. During all of this, Stephen Parkinson



made good use of a chair and was our compere, introducing our much-



loved Martin McCarron, one of the organisers, who gave us a rundown of the weekend events, and Penny from Star who gave a



talk and reminded us of the many benefits they offer BMW Club members, over their usual offering. It was most enlightening, and as a result, we now have a useful list available.

To summarise, Friday evening delivered excellent food, plenty of drink, and an abundance of socialising. And, there was so much food that many people left with goodie bags. It was wonderful to see everyone together, enjoying themselves.

Saturday began, as all good rally days should, with a splendid breakfast. Then outside for the traditional group photo before dispersing into the various rides and activities.

For the non-riders, a minibus (expertly piloted by Stephen Parkinson) headed off toward Glenorchy and the Gibbston Valley Winery & Restaurant.



Riders, meanwhile, were spoiled for choice. There were several led rides as well as suggested routes for those preferring independence or a shorter commitment. Perhaps unsurprisingly, I chose the Nevis run, which proved extremely popular. Thanks to Ride Leader Ralph More and TEC Dale Grover.

Another highly praised option was the sealed-road ride led by Clive Dominy with TEC Walter Wilde. I was very close to joining that one and later heard nothing but glowing reports.



The Nevis ride itself was outstanding. Stunning scenery combined with twisty off-road riding, plenty of wind, gravel, and several water crossings

of varying enthusiasm levels. I watched one rider attempt to stop before a particularly deep crossing, only to find himself stationary partway through. At that point, the only option was to carry on, which he did admirably. Observing from behind, I stayed back to guide the following riders toward a slightly less aquatic alternative path!

Large groups naturally spread out, forming smaller riding clusters, but that's part of what makes these rides so welcoming. I often encourage hesitant riders to give it a go. The support, camaraderie and safety that come with riding in numbers (especially with some of the talent we have) create opportunities many wouldn't (shouldn't) attempt alone.



One water crossing, in particular, truly showcased club spirit.



Two R1200GSs attempted the crossing two-up, only to discover it wasn't quite the ideal strategy. Both bikes went over gently with no injuries, prompting an immediate team effort as riders waded in to assist. Unfortunately, both machines drank more water than petrol, leading to an impressive roadside engineering session.

Never had I witnessed GSs lifted close to vertical on their rear wheels to drain water, an unforgettable learning experience.



With time marching on, I became increasingly concerned about needing to return to the hotel. After all, I had to prepare/test the AV setup for the 5.30 pm AGM. My concern grew as I realised I had absolutely no idea where I was or how far Cromwell might be. Someone very kindly showed me on their phone (no signal), which



amounted to no more than a dot in the middle of what looked to me to be a blank

screen. Nevertheless, he was confident that I had nothing to worry about. So, once both bikes were running again and the plastics were in the process of



being lovingly reattached, I sought permission to head back independently. Permission

given, and so the excellent riding continued and, thankfully, I arrived back without issue, and sooner than feared.

Back at the hotel, preparations were already underway thanks to plenty of willing helpers. Thank you all. Chris's recorded video message was warmly received, and in his absence, Stephen Parkinson again did an excellent job chairing the AGM. The meeting ran smoothly

and was over quickly. It was followed by our usual open-discussion floor session and concluded with more helpful words from Martin regarding the weekend activities.



After all this, we naturally migrated to the social hub, the bar. This year's introduction of lanyards and name cards proved extremely popular, and I suspect I wasn't alone in appreciating the assistance in remembering names while greeting and reconnecting with members.



Although not needed, they would have proved very useful for any awkward conversation, as we could identify as Chris for anyone who didn't know better!



Dinner, was delicious and plentiful as usual, followed by prizes, auctions and raffles. Our sincere thanks to BMW Motorrad NZ, Kiwi Rider Shop, Star Insure and others for generously supporting the event.



Sunday began, with another excellent breakfast, followed by Henry Plowright's now-legendary Concours d'Elegance. Followed closely by the gymkhana. Sundays always have a more



relaxed rhythm: some members leave, others ride an organised ride, and many simply enjoy the hotel and local surroundings. Whatever the choice, another day filled with great riding and good company.

We, as most did, stayed until Monday. Mrs G was going home via Queenstown and Air NZ, and I planned to ride home with Ian, Peter H and Peter Brandon. We were all going via Fairlie for coffee and a pie (of course!) and with all but Peter B, who was staying with fam in ChCh. We planned to stay a night north of Christchurch and catch the ferry home on Tuesday lunchtime. However, as there had been much talk of an incoming storm and wet weather. I was giving a lot of thought to riding back in one go (754km) and catching the evening, or if I missed it, catching Tuesday's 2 am ferry.

As I was enjoying the ride to Fairlie and over my coffee, I called it and

announced I was going solo unless anyone wanted to join me. The others wisely declined to join what they considered an unnecessary endurance experiment. So off I went, a superb solo ride north, surprisingly arriving in plenty of time for the 7 pm Bluebridge ferry and rolling into home just before midnight. Happy days.



My thanks to all the staff at the Gate Hotel, Star Insure, BMW Motorrad, the Committee, the Area Reps and of course all the members who attended – Everyone played their part to make it the success it was.

Special thanks to Barry Richardson and Martin McCarron for organising. Unfortunately, Barry couldn't attend and we wish him a speedy recovery

Thank you to our sponsors/ partners:

Star Insure, BMW Motorrad, Kiwi Rider and Bluebridge Ferry

And Prize givers:  
BMW Maintenance, Moto 1 and those already mentioned.

Hopefully see you at the North Island RAG.

Safe riding all

*Colin*

PS Don't panic. The next one won't be as long! 😊







## 2026 Annual Rally and AGM.

Some days you wake up, reasonable expectations take unfortunate turns, and then the unfortunate news just keeps coming like an avalanche. Consequences spread like ripples in a pond. Welcome to the world of our flagship event 2026.

I guess this story starts with the selection of a location for our 2026 event. We were due a South Island location and started to join the dots. (1) Cromwell is an astonishing location with respect to just about anything, riding or non-riding. (2) Barry Richardson is a stalwart of the Club with some serious credibility around pulling Annual Rallies together, and happens to be in a handy location to Cromwell. (3) The Gate/Harvest Hotel in Cromwell has a strong record of treating us very well. (4) Martin McCarron stepped up to partner with Barry.

There we have four pillars of strength, what could possibly go wrong?

As it turns out, quite a lot.

The first issue was the bit where Barry binned a bike in sand with tragic consequences. He required serious orthopaedic surgery to address his injuries, requiring a lengthy stay in the hospital. He was no sooner discharged from the hospital, following serious surgery, than he had to return due to contracting a super virus (as I hear it, the word "helicopter" was

used in a sentence). After a lengthy hospital stay, he was discharged. This was short-lived as he had contracted a super-bug during his stay. He became very sick, almost terminally. Fortunately, he survived, and Club members Henry, Peter, and Lynette chose to take time out from the Rally to visit him.

Against this backdrop, Martin had to act in support of a serious health issue within his own close family. Always a priority.

As we drew within a week or days of the event, the "black swan" events kept coming.

Our President, Chris Souness, was struck down with a serious Campylobacter infection requiring hospital admission at its peak, so he could not attend.

Then, just to round things off, our venue was hit with 4 key staff vacancies (unconnected).

In the face of all this, the Rally was well attended, everybody had a great time, all the necessary stuff happened, and very few had any idea of the challenges leading into and across the weekend.

The show must go on, as they say, and support from within the Club family made it work.

It's important that Club Area Reps get together regularly, and at least once in a "face-to-face" environment. The day before our



annual Rally and AGM is the best opportunity for this. Combining the AR meeting with the annual Rally weekend achieves two notable outcomes, firstly it saves the Club a lot of money rather than having it as a separate event and, secondly, it ensures that most Area Reps are present for the AGM and Rally with an amount of their attendance costs covered.

Key discussions in the Area Reps meeting centred around some of the geographic issues. Either the area was so spread out that organising a ride was challenging, or the area was so densely populated that plans to meet up faced traffic issues. In the face of this, and to the credit of Area Reps, riding stuff keeps happening (our core purpose), dare I say it, Make Life a Ride. As a secondary matter, time was given to the tiers of membership and attached privileges. In short, a full member has voting rights, and any other membership status does not. The other topic demanding attention was around communication with area members and national members. Brevo seems to be the most user-friendly application and affords simple communication to bordering areas enabling intersection of rides. The intersection or meeting up of regions is something to be promoted. There was a discussion around folk confusing their Facebook membership with Club membership. This needs to be addressed as part of our public messaging. Making sure that local events turn up on our National Facebook presence came up in conversation. Hopefully, that gets some traction across the regions.

Registrations for the Rally event started around 2.00pm Friday, and there were plenty of meaningful meet-ups between friends not seen since the last Rally. This continued through the tapas and drinks evening (the tapas just kept coming, eventually we had to tell the kitchen that we didn't need any more). On a personal note, that family tone is the aspect that means most to me and, I would argue, is the most valuable member benefit, essential to Club cohesion/continuation.

Saturday dawned as a perfect day for riding. Following breakfast, the Concours d'Elegance showcased some amazing bikes, following which riders assembled for a range of rides. Some of those selecting the adventure / off-seal option soon found that their choice involved teamwork, because assistance was needed to extract them from streams and muddy wallows. No bikes or people suffered terminal damage across the day, and all arrived in time for the AGM and annual dinner.

The AGM was concluded in the space of 14 minutes (or 17 minutes if you include the prerecorded message from outgoing President Chris Souness), including the election of a new Club President, Colin Gates and Secretary, Sue Duncan. This created a good amount of time for valuable informal dialogue between members present and the Board.

The Board values open forum-type dialogue; this is an important way we can stay anchored to the sentiment of members. A big thank you to all who participated.

Sunday kicked off with the



gymkhana, a technical course mapped out by Dale. He delivered a master class in motorcycle control when he rode the course himself.

Sunday's various rides departed once the Gymkhana contestants were done.

Recent annual rallies have featured a minibus enabling non-riding attendees to become tourists whilst the rest of the team are riding. This year, as with previous years, it proved again to be a very popular part of the weekend.

Sunday's dinner rounded off an

enjoyable weekend.

I can't speak too highly of the support our Club receives from partners Star Insure and BMW Motorrad. So, buy BMW bikes and merchandise, then insure all that with Star. Also, be sure to tag them in your social media posts; it's a simple but important way for us to support them in return.

Looking forward to next year's event based in the Waikato.

**Stephen #3201**

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## 5,000 Reasons to Go to the AGM... Well, Actually 4,974km



A group of four bikes and five members set off from the Waikato bound for Cromwell for this year's AGM, departing early on Saturday, 24 January. We met at Tirau at 5.15 am, already suited up in wet-weather gear, not exactly the dream start, but spirits were high. With a solid 470km ride ahead of us to Wellington, we headed off with all the excitement of kids on Christmas morning.

Our first stop was Turangi for fuel, coffee, and the essential pie. It was here I realised I'd left my wallet at home. There was no chance of ducking back to Matamata and still making the 12.30pm ferry, so a few quick plans were hatched on the spot. Thankfully, that's the beauty of travelling with good people — the day was saved. The

forgotten wallet, however, became a running joke for the next 12 days.

We rolled into Wellington just in time for the Bluebridge ferry, despite receiving a phone call asking how far away we actually were. Matthew, in particular, arrived running on fumes as we coasted in. Nothing like keeping it interesting.

From Picton, we took the scenic Queen Charlotte Drive through to Havelock for our first night's stay — a magic stretch of road to kick off the South Island leg of the trip.

As we ventured further south, we had some big riding days but made a real effort to see as much as we could along the way. Stops included Cobb Dam, Lake Rotoiti, Lake

Rotoroa, Akaroa, the Moeraki Boulders, Steampunk HQ in Oamaru, Baldwin Street in Dunedin, and eventually all the way down to Bluff. Plenty of kilometres, plenty of laughs, and plenty of photo stops.

The Waikato was well represented at this year's AGM, with 12 of our members making the trip south. Nine of us made it into the official photo, but in true motorcycling fashion we also happened to bump into three more of our members — Kevin, Andrew and Barry — at Hanmer Springs along the way. It was great to meet up with these three gents on the road. Just goes to show how small the riding world can be.

We were lucky enough to catch up with fellow club member Julie Ann and her partner Mac in Christchurch, who kindly put us up for the night. I can honestly say the hospitality was A-grade, great food and drink, only bettered by the company. It's moments like that which make these trips even more memorable.

We made our way into Cromwell on Thursday night to find quite a few members had already beaten us there. The AGM itself, I thought, went really well. From what I heard, the organised rides were well led and well supported — a big thanks to Martin McCarron for his efforts in pulling that together.



A few other highlights (or lowlights, depending how you look at it!) deserve a mention. Matthew Blann managed to sweet-talk his way out of a ticket in Christchurch — skills we didn't know he had. Dean and Colleen Jamieson had a small mishap on the Nevis, dropping the bike in a water crossing, but in true fashion it was all sorted and the ride continued. And credit where it's due; Dean also fixed Tony Haddon's bike along the way. Top effort.

To top it all off, it was announced that we will be hosting the 2027 AGM right here in the mighty Waikato. I think it's safe to say we've got something pretty special to look



forward to — and I, for one, can't

Dean catching up with Shaun and Emily – YouTubers currently travelling the world on their BMW.

The crew at the top of Baldwin Street.

Refuelling at the Five Stags in Cromwell.

The group at Paradise – hard to beat that backdrop.

A great catch-up with friend and fellow club member, Julie Ann

Our next club dinner will be held on Wednesday 18th February at The Merchant of Matamata, kicking off at 6.30pm. Always a good chance to catch up, talk bikes, and share a few stories from recent rides.

Looking ahead, our March dinner will be on Wednesday 18th March, this time in Hamilton. The venue is still to be confirmed, so keep an eye out for details coming soon.



### March Ride:

We're heading to Kawhia on Sunday 29th March, with the ride being led by John Stewart. Should be a great day out, so make sure you pencil it into the calendar. More details to follow closer to the date.

Hope to see a great turnout at the dinners and on the ride!

Chris #3983



# East Coast Exclusive

Alan Robinson



## Catching Up...

We do not meet for dinner in January as most of the team would have travelled to the BMWMC Rally. This year, I know that Stella and Walter, Mike Shaw, Ann and I went. There may well have been others of you from the East Coast, but perhaps I do not know you by sight.

The Rally was held in Cromwell, and despite the extraordinary difficulties the two main organisers found themselves in, the event was a success.

Having had very little experience riding in the South Island, Ann and I decided to make a two-week holiday of it, with the idea of keeping door-to-door distances each day fairly short so that we would have plenty of time and fortitude for exploring.

Neither of us is a great sea traveller, and it was with enormous relief that both crossings mimicked mill ponds. The trip from Napier to Wellington was wet from time to time, and over the Manawatū Tararua Highway, the wind was the worst I have ever endured on a motorcycle. It was all I could do to stay in lane, an experience I hope not to repeat any time soon.

We chose to stay in Blenheim the first night, a short hop from Picton, just in case we were nursing seasickness. The next day, we had a wet ride to Hanmer Springs, although by the time



we got there, the worst of the rain had gone. From then on until the following Tuesday, we were treated to beautiful, clear skies.



We enjoyed an extra day in Cromwell as we had Area Rep meetings on the Friday. Ann had come down with a cold and decided to lay low for the day, venturing out to find a pharmacy to supply some drugs. There was nothing contentious in the Area Rep's meeting and the day passed quickly, leaving me inspired to try to do a lot better with

this area I “volunteered” to represent.

On Saturday, Ann was feeling a lot better, or at the least the drugs had kicked in, and we enjoyed a fantastic ride over to Glenorchy, led by Tharon, the Southern Rep. We came back via the Crown Road to the Cardrona Hotel. The hairpins were a challenge for me but everyone else loved them.



We didn't do any rides on Sunday, as we knew we had seven more days on the bike coming up and thought a lay day would do us good. Instead, we spend the day with Leahann Gates, Sue and Stephen Parkinson. We went to see Lake Hawea, Wanaka and then back over the Crown Road, stopping this time at the Cardrona Distillery.

As a result of a little miscommunication, Ann and I had eaten lunch in Wanaka, but this didn't stop us from ordering another lunch at the distillery. The food was divine and reasonably priced too. Not so much their bespoke



I “survived” them thanks to the patience and good nature of Murray and Tharon who kept an eye on me. Stella and Walter did a different ride led by their friend Clive. Unfortunately, I cannot remember the route they followed but I am sure it will have been documented by Walter in a post to the club Facebook group.



gin and whisky, but other than Stephen, we all sampled a few cocktails, which were absolutely on par with the food.



Interesting talks over the weekend were provided by Penny from Star Insure (#StarInsure), Carolyn from Motorcycle Accommodation NZ and Dennis, the Brand Manager BMW Motorrad (#BMWMotorradNZ).

Our club has negotiated an amazing deal for motorcycle insurance with Star Insure. After hearing from them at the last rally, I asked for a quote and found I could increase the cover of my insurance while reducing the premium. If you are not yet covered by this insurance service, I do recommend that you at least request a quote.

Motorcycle Accommodation NZ is a fascinating concept, where the hosts are deliberately motorcycle friendly and offer security for your bike. Some are even able to offer some mechanical assistance should you need it, although I am not sure of the extent of this.

Finally Dennis gave us an insight to motorcycles expected to be released in the coming year with most excitement being the imminent availability of the F450 GS. He also told us about an aged stock clearance BMW are having. There

are some bargains to be had if you search through the list carefully: BMW Aged Stock Clearance

We had planned to leave Cromwell and ride over the Haast Pass to ride up the West Coast, but the weather had other plans for us. With 80mm of rain forecast for Monday, we decided to backtrack to Fairlie and then up to Darfield, before going over Arthur's Pass to catch up with our original itinerary. Fairlie to Darfield was another very wet day, and sad to say our waterproofs just couldn't cope. We arrived at the motel in Darfield, two wet and very bedraggled geriatrics, 2½ hours before check-in time. Luckily the host took pity on us and found us a room already cleaned and left us with the heating on full bore.

When we woke up the next day, there was not a cloud in the sky. We had the most beautiful ride over Arthur's Pass, eventually arriving in Punakaki.

Cont...

Our next overnight stay was in Murchison. After unloading the bike, I noticed that the chain looked quite slack. Upon checking it, I found that it was indeed slack to the point of falling off. How it came to be so stretched, I do not know.

I phoned the AA to see if they could send someone out with a large spanner so I could slacken off the back wheel and adjust the chain. I was advised by the agent that their mobile units do not carry tools, only jumper leads to help start a flat battery. I am quite sure this is BS but the point really was that the AA had no desire to help me. Even the AA Plus extension I had just added would only allow the bike to be towed at their convenience, and with the following day being Waitangi Day there would be no guarantee we would get to Picton in time for the ferry crossing on Saturday. Also, we would have to top up any cost of this exceeding \$800.

Needless to say I have lodged a complaint with the AA, and would you know it - they do not expect to respond for 20 working days. They must be kept very busy with complaints.

One of the conditions of the very reluctant tow offer, was that the company or person at the address where the bike was to be dropped off, would be expecting the bike along with whatever was required to fix it. I phoned Gretchen in Nelson to see if she or Tony would mind if I gave the AA their address for the drop off. I am sure it will be of no surprise to anyone, but instead, Tony insisted he would ride down in the morning with



a large spanner, and so he did. Five minutes after he arrived, the bike was roadworthy again. Who needs the AA when one knows such generous people.

The crossing back to Wellington was even calmer than before, and the rest of the ride home, uneventful. No scary winds, and no rain. Not that rain would have made any difference to how wet



from perspiration we both were by the time we arrived home in Napier. I have no doubt Walter and Stella's RT would have been back in pristine condition within half an hour of their arrival home. Sad to admit, but our lovely XR still bears all of the road dirt

and squashed insects she came home with. Weather permitting, I might do something about that this weekend...



**Alan #4049**

## **Saturday Road Ride: Rivers, Ridges, and Real Fruit Ice Cream**

I've written about the rides Ann and I enjoyed. But there were plenty of other rides. On Saturday, Walter and Stella headed off with a different group. Walter has kindly sent through a description of their ride that I have taken and shamelessly extended. I hope it remains a fair description.

**S**aturday's road ride saw a diverse turnout of eight bikes, ranging from a BMW F750 GS to an R1200 RT, along with several of the ever-reliable Boxer GS models.

### **The Morning Run**

The group departed Cromwell, heading south via Alexandra toward Roxburgh. In a scenic detour, the riders crossed the Roxburgh Dam wall to follow the Clutha River south along the Roxburgh East Road to Millers Flat. After crossing back over the river, the group headed north to Ettrick for a well-deserved morning coffee.

From Ettrick, the route turned west and south, traversing the Moa Flat Road through Heriot before heading east on Wooded Hill Road to reach Tapanui for lunch.

### **A Twisty Afternoon**

With the group making excellent time and the spirits high, the afternoon

itinerary was modified to include extra technical sections. The riders headed north on SH 90, followed by a sequence of engaging backroads: Black Gully, Shanks, and Switzers Road, where the group paused to take in the expansive views over the Otago landscape.

The return loop took the pack back through Heriot and onto Matheson Corner Road, briefly joining SH 90 before turning onto Edievale Road. The final leg saw the group heading north over Moa Flat once more, concluding the day's main ride at Stone House Gardens and Cafe at Coal Creek Flat for coffee and their famous real-fruit ice cream.

### **Heading Home**

The journey back to Cromwell included one final pause at the Lake Dunstan lookout, providing a perfect vantage point over the dam wall to cap off a successful day on the road.

**Walter #3713**

# Taranaki Tales

Phil D'Arth - taranaki@bmwmc.nz



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

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

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

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



and reflect briefly on the ride so far.

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

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



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

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

Phil #4214






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# Wellington & Wairarapa Wanderings

Denis Hulston - wellington@bmwmc.nz



## FEBRUARY 2026

February got off to a lively riding start with Wellington and Wairarapa riders joining many others at the BMWMC National Rally and AGM in Cromwell.

Six of us, riders and pillions used the occasion to the wonder of the South Island on the way to and from the rally. Others from Wellington and Wairarapa took more direct routes.

## Club night social, meet and eat at the Petone Club

We didn't hold a club night in February as we'd postponed our January meeting to the middle of the month, and many members were away at the Cromwell Rally.

## Club rides

We managed two club rides before the end of the month.

The first ride on 23<sup>rd</sup> February saw twelve riders join the ride.

Nine Wellington riders, Denis H, Ian M, Ian H, Martyn W, Chester C, Glenn C,

Trevor W, Keith T, and Michael M left Z Remutaka at 10am to meet with Dave G at Featherston, and Peter B and Dave H for a first stop at Clareville, where there's always good food and coffee. Dave H had ridden over the Pahiatua Track from Foxton to join us just as we'd arrived. Great timing Dave.

We continued our ride via an altered route on backroads, via Opaki, Dreyers Rock road to Alfredton and onto Eketahuna, as the Te Ore Ore - Bideford road was closed with flood damage. There was plenty of evidence of recent storm damage - flooding debris and slips with many trees down, but crews had been on to it and the roads had mostly been cleared.

We lunched at Eketahuna in The Lazy Graze café before the return home by various routes, some by the most direct, some over the Pahiatua track, some led by Peter via backroads, Haswell and Mauriceville to Gladstone, and then onto Martinborough before the Remutaka ride home - around 320km.





Twelve riders all up - a great weekday turnout on a perfect riding day.



Eketahuna line up

Saturday 28th February Our second ride was squeezed into February as we brought forward the ride from 1 March to a fine weather forecast. Yes, it was good riding weather, de

spite some erratic wind gusts at various parts of the ride. Only four riders this time, Denis, Keith, Ian M, Dave O, so we re-thought the original Turakina Valley route for a route via Shannon for a coffee stop and to avoid the "boring SH1 Foxton straight". We continued through Ashhurst to ride Valley Road to Colyton for a lunch stop.

We decided to return through the Wairarapa, so rode back to Ashhurst and over the "new" Manawatu Tararua Highway. We exited on Napier Road to cross the Manawatu River, Gorge Road and the back route on the



Ballance Valley road to connect with the Pahiatua Track where we rode Makomako Road and Nikau Road to Mangamaire and SH2.

We stopped for late coffee at The Lazy Graze in Eketahuna before continuing down SH2 through Masterton, Carterton, Greytown and Featherston, across the Remutaka. This was a 380km ride - relaxed riding and good weather - a good day out.

Denis #3131

# Top of the South Beemers/Te Tauihu

Anja Claus - topofthesouth@bmwmc.nz



## Our visit to Anatoki Salmon Farm, Takaka



We met in Richmond with 11 bikes at the start, 1 with pillion. Hilary was quite pleased to lead the BMW group on her CF Moto to our first stop on top of the Takaka hill, The Wool Shed Cafe for morning tea. Refti left the group in Motueka and Peter W was already waiting for us at the cafe. We had a bit of banter there before carrying on over the Takaka Hill. Andy and

William returned home from there, leaving us 9 bikes to carry on.

The Takaka Hill is nearly completely resurfaced. Very nice and smooth, but I hate to think what that would be like when it is wet. But we had a beautiful day, most cars were very courteous and pulled over. Except for one ute that most of us encountered and was actually obnoxious. There are all sorts on the road, and that makes it interesting.



We all got to Anatoki Salmon Farm, where you can catch your own salmon or eat their pre-caught fish. Three of us got some fishing done. Fishing rods and bait are free. The catch is that you have to buy the fish

that you catch @ \$ 40 / kg. Throwing fish back incurs a fine. Hilary and I caught one fish each, which they filleted for us and put on ice to take home. All of us had a nice bite to eat in the cafe. On the way home, we stopped at the ice cream shop in Motueka for some real fruit ice cream.



I have to say a huge thank you to Hilary, who gave me the loan of her spare bike, Baby Beemer. My bike is at the shop, waiting for parts from Germany, so it will be out for a while. I was very grateful as doing this hill on a bike really puts a smile on your face, whereas it would have just been tedious in the car. To be fair, I enjoyed it so much that I bought Baby Beemer afterwards to be able to keep on riding this summer. Anja #3706

People on the ride:  
Refti, Andy, William, Peter W, Dale & Odette, Tony, Gretchen, Greg, Hilary, Trevor, Mike and me, Anja.



# Southern Stories

Tharon Knoetze - southern@bmwmc.nz



After having to cancel last weekend's ride due to an orange weather warning by the Met Service, we were all hoping this weekend would play along a bit better. Feeling optimistic, we decided to take the gamble and head out.

Of course, the weather had a bit of humour for us... with only a 6% chance of rain forecast for the day, we somehow managed to ride straight into that exact spot! Luckily, it didn't dampen spirits too much, and the rest of the ride, with views of vast plains, then stunning mountains and lots of twisties, made up for the brief encounter with the rain.

A massive congratulations to

Lionel, who proudly came on his new wheels, literally and figuratively speaking – the stunning BMW R 1300 RT. What a machine! We wish you thousands of happy kilometres, safe riding, many great adventures, and may she always stay on two wheels while keeping the coppers' coffers empty!

Our destination for the day was the small township of Waipiata. Waipiata has an interesting slice of Otago history. Originally established as a railway settlement along the Otago Central Railway, the town later became well known for the Waipiata Sanatorium, which opened in 1923 as a treatment facility for tuberculosis patients. The dry Central Otago climate was



It's all about the ride, we always say, but the mix of good friends and a good meal makes the ride more enjoyable.

We also had a few new members sign up in our region recently, although none managed to join us for this ride. If you're reading this, please feel free to get in touch

or simply pitch up on the next ride. It would be great to meet you and have you join the group of like-minded riders.

considered ideal for recovery at the time. The sanatorium closed in the 1960s, but the area remains a quiet and historic stop along what is now the Otago Central Rail Trail.

As always, once the helmets came off, the stories started flowing. There was plenty of banter, laughter, and, of course, a steady stream of questions for Lionel about his impressive new ride. It's always amazing how quickly the time passes when everyone gets together like this, and before we knew it, it was time to "saddle up" again for the ride home.

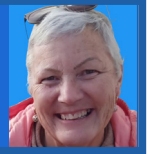


Until the next ride — ride safe, everyone!

Tharon #2595

# Who is Sue?

Sue Duncan - secretary@bmwmc.nz



As the new Secretary to the Board, I was asked to write a bit about myself...

I am married to Graeme, and we have 3 children, 2 grandchildren and live just out of Cambridge. Until last year, I was a midwife for nearly 20yrs but gave up all the stress of that role a year ago and work in Theatre in a Private Hospital in a low-level job.

I first came across "motorcycling" as a 14yr old when my parents bought a 50cc moped-type bike for commuting with. I was allowed to ride around the section on it, but learnt

about braking when I came a cropper one day on damp grass, braked fully with the front brake and flew over the handlebars!

We moved to Western Australia to a mine when I was 15, and there, my only association with a bike was having a young man come to take me out on his. I stupidly invited a girlfriend who he took home at the end, and they have been married for 46 years!

On my return to NZ as a 20yr old, I decided a bike would be a cheap, easy form of transport and bought myself a Yamaha 125. My parents lived in



Kawhia, and I was in Tauranga and I tripped over there every couple of weeks. Now, when I think about what I wore for those trips, I give myself palpitations. After a few months of riding up the Kaimais at walking speed, I one day decided to return to Tauranga to a bikeshop, rang my Dad and asked him to be guarantor for another bike and resumed my trip, now on a Suzuki 200. At 21, I was in Sydney, where I had a Honda 110 with a sidecar. I had "The Flying Kiwi" painted across the back and zipped around the Greater Sydney area on it. On my return, I met Graeme, and a bike was still my only transport, riding all round the Waikato as a travelling respite care housekeeper for Federated farmers. He learned to ride on my bike and got his bike licence on it, then, due to unmarked containers in the farm shed, he managed to put antifreeze instead of oil in it. As I changed my job to a non-travelling one, I handed in the now poorly functioning bike and went to a 50cc moped, on which I would trundle out 18km to visit him.





The moped disappeared upon marriage and children, and it wasn't till we went farming that we had a bike again, but both of us enjoyed blatting around the farm on that. In my late 40s, I decided I would really like a bike again and duly bought a Honda Goldwing 1150 with a sidecar! I rode, Graeme had the back, and our special needs daughter had the sidecar. We joined the NZ Sidecar Register and went on a few rallies and rides with them. Occasionally, Graeme got to ride it.

After a few years, arthritis in my hands got the better of me, as it was a heavy thing to ride and manoeuvre, so we sold it to a travelling pastor. A couple of years later, Graeme decided we needed a bike again, and so began my life as a pillion. This bike was the yellow RT that has been to a few BMW rallies.

Graeme has never been a holiday person, but in 2015, we had our first motorbike trip overseas, and hallelujah, I discovered the key to travel for him. We carried on to have 2x 3-week trips in the US and Canada on rented bikes, then in 2019, we had 4 months on a bike we bought in Canada. We toured BC, Yukon, Alaska, a lot of the USA, then flew it to England and travelled bottom to top, including a week at the IOM Classic TT. In 2023, we picked the bike back up as it lives in the UK and had 5 months touring the Faroe Islands, Iceland, Scandinavia, a bit of Germany and Ireland. We avoid main roads like the plague, and any gravel we found was great. This year we were heading to the Balkans but his broken foot has delayed us for a year.

A few years back, I started riding again with a CT 110 postie bike. I ride it to work in the summer, have been on a

couple of gravel rides with it and fell off up the Coromandel and broke my shoulder after the Tauranga rally. Most of the time, though, I am happy being a pillion, I take photos, remind Graeme what side of the road we should be on, snooze sometimes, write our travel blog and generally enjoy not having too much responsibility! I have no interest in having my own bike to tour on. Members of the Waikato group have witnessed my animated pillion style as we ride along. Usually, I have seen something I think Graeme might be interested in, so I am pointing it out but other times I am just explaining something.

I look forward to bringing another perspective to the Board, that of the pillion contingent, and of course, a woman's view. **Sue #2595**





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# BMW RIDE – SOUTH ISLAND – 2026 HIGHLIGHTS

Neil Barnard #19



This ride centred on the 50th anniversary of the NZ BMW Motorcycle Club for the Annual Rally held in Cromwell in Central Otago. What better excuse for an extended scenic tour through the wondrous South Island with a couple of like-minded mates.

A full South Island tour was planned to cover the bulk of the sealed scenic roads in a relaxed manner over a period of just under 3 weeks.

My mate of 70 years from our

primary school days, Trevor Hackett and his son Rick agreed to accompany me on this tour.

After intermittent rain all the way down to Wellington, the wet followed us across Cook Strait and onto the Mainland. The Buller Gorge remains one of my favourite rides even when damp. Just needs a little more caution under those circumstances. On this tour, we actually rode it in both directions. Double the fun.



Team Hackett in the Buller Gorge during a break in the rain.

After intermittent light showers again down the South Island West Coast, it was with great joy that we were greeted with clear blue sky in Haast township. To finally be able to enjoy the ride on dry roads up over Haast Pass in the sunshine. Bliss.

The fine weather continued as we skirted the beautiful Lake Hawea and Lake Wanaka, and on to the

Rally venue in Cromwell.

The Harvest Hotel proved to be an ideal setting with all facilities on hand.

Due to unforeseen circumstances 2 of the key Annual Rally and AGM organisers, local Barry Richardson and the outgoing President Chris Souness, were both unable to attend. Fortunately for all, local organiser Martin McCarrton rallied

Cont...

to the challenge and worked tirelessly all weekend to ensure the efficient operation of the rally.

Similarly, our Vice President, Stephen Parkinson, stepped up as a very efficient Acting President in times of need. These 2 guys, along with the President Elect Colin Gates, deserve our heartfelt thanks for all their efforts on our behalf, along with all the others of the Rally team who worked tirelessly behind the scenes.

Having done a lot of riding on the way to the rally, we elected to do our own local tour. On SH35 out of Alexandra, we found the historic and interesting Chatto Creek Tavern which was being well patronised by riders from the nearby Vincent County Motorcycle Rally.

As well as enjoying the general camaraderie at the rally, I was very pleased to be awarded a certificate recognising my 50 Year Membership as a Founding Member of the BMW Motorcycle Club. My, how time flies.

On leaving the Rally, we headed down the Crown Range (in the rain) onto Kingston and out towards Dunedin to the Catlins Coast. This was one part of NZ I had never visited before. Detour loops out



Nugget Point lighthouse on the rugged Catlins Coast

to Kaka Point, and the lighthouse at Nugget Point both proved to be enjoyable rides.

The Lindis Pass is always enjoyable, even though on this occasion the roads were quite wet. The ride up to the Hermitage at Mt Cook along the absolutely idyllic shores of Lake Pukaki never disappoints, especially as the weather gods were by now answering our calls for fine sunny weather. The unique blue colour of this lake is apparently caused by the



Lake Pukaki on the return run back from Mount Cook



reflective qualities of minute eroded rock particles held in suspension. Beautiful to behold.

We headed west once more, dropping down the steep section of



Arthur's Pass. It was great to find the West Coast now fine and dry. Heading inland from Greymouth, we diverted to Blackball to pick up some of the renowned salami from their main street shop and factory.

Remaining in the dry we headed North towards Nelson and the exhilarating challenge of Takaka Hill. Always a double delight blasting over the Hill in both directions, fortunately without any real traffic holdups.

Suddenly, it was time to bid the Mainland a fond farewell and for me to head home to the Bay of Plenty. After just on 4,800k's was great to be back home, but I'm already looking forward to the next ride.

These annual rallies are not only a very enjoyable experience in themselves but also provide an excuse for an extended tour of our wonderful country.

Personally, I prefer the freedom of either riding alone or in only a very small group and have the flexibility to ride

however the mood takes me.

The motorcycling experience is certainly not a "one size fits all" exercise.

Take care, and ride safe.

Neil "Barny" Barnard

BMWMC #19.





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# TT2000 - 2026

Anja Claus - [topofthesouth@bmwmc.nz](mailto:topofthesouth@bmwmc.nz)



axy S24



Galaxy S24

This year was my sixth year participating in the TT2000. This is now a recurring event for me, and I absolutely love it. I combine it with visits to family and friends and for the last five years, I have ridden it with my son, Daniel, who lives in Wanaka. Therefore, there was no option for me to pull out, even after I damaged my bike on the way home from the National rally in such a way that I am waiting for parts from Germany and cannot ride my bike for another few months. It was an anxious week, trying to figure out a suitable motorbike for me to use on the TT. After several suggestions and phone calls, I managed to hire a F750GS with a low seat from GoTourNZ.com. They are based in Brightwater, and I could pick the bike up from their mechanic in Wai-iti, only 5 km down the road.

On the Thursday before the rally I set off to go to Rolleston to stay the night. A slight drizzle to start off with, but nothing that would spoil the fun. On the other side of the Lewis Pass the

sun came out and the Hurunui District is such a lovely area. I put the bike in cruise control and just took in the scenery. The traffic was getting a bit heavier by the time I got to Rolleston, and I was very pleased to be able to do some lane splitting. A very nice catch-up with my daughter and grandson.

Friday morning, I was off to Yaldhurst, where the TT2000 started. A few familiar faces to catch up with, and everybody keen with anticipation to start. The t-shirt is pink this year, not sure what to think about that. I spotted Daniel amongst the crowd, and after the briefing, we were off. The first checkpoint was inundated with bikes. Our route went over Arthur's Pass, and soon the group started to spread out. The scenery was stunning and although the clouds were impressive, the rain held off. We were going via the West Coast and just past Hari Hari, we came to a sudden stop. An accident just up the road caused a road closure and we were advised it could take up to



three hours and go back to Hari Hari for a break. No alternative route and we had to go that way, we decided to visit some natural hot pools close by. Daniel has been there a few times so off we went to visit those. Beautiful area, but the sand flies and taking off riding gear stopped me from actually trying them out. After one and a half hours, we decided to just join the que and hope to be able to go through. We waited about 10 minutes in the now very long line and started moving again. This delay made our day even longer than planned. It was dark by the time we got to Knight's point (our last checkpoint for the day), and still two hours to go to Daniel's place, where we planned to stay the night. By now we shared the road with rabbits and possums, which I found quite scary. I tried my hardest to miss the jolly things, but I did hit a rabbit and a possum. Luckily, no harm to me, which probably cannot be said for the animals. We arrived at Daniel's place just before midnight. Pizza was warmed up in no time for a good feed.

Early start tomorrow.



Saturday morning a quick photo with our t-shirts for the memory award to qualify for the Twisting Throttle Award, and off we were to go over the Lindis Pass. It never stops amazing me how beautiful this country is. On the way to Glenorchy, we had to go through Queenstown. So many people and so many cars. What a shame. Extremely nice road up to Glenorchy, and again a bit of a hold up after a motorbike crash. Not too long a wait for us as it had happened several hours before. When we got to "the Stag" another one of our checkpoints, we had to ring our accommodation in Invercargill to ask them for a late check-in, which was not a problem. By now it was dark, quite a strong wind and it started to drizzle. Three things that are not great when riding a bike. That reminds you that it is an endurance event. Managed to get our planned check points and arrived at the motel at 10.38 pm. The hot shower was extremely nice and comforting before hopping into bed, another early start tomorrow.

Left Invercargill at 7 am to get our last three check points and one mystery





point. It was raining and windy, quite miserable really. A few road works, one with very loose fresh gravel made it interesting. Arrived at Tokoiti School with an hour to spare. Nice to see lots of familiar faces. All are happy to have completed the challenge. TT2000 = 2000 km in 48 hours and collect 2000 points. Daniel and I went to friends in Milton for lunch and while Daniel rode home to Wanaka that afternoon, I stayed the night. Spending the afternoon lazing in front of the fire and having hot drinks. Bliss.

Monday, time to say goodbye to Willa and Kobus and make my way up towards home in Nelson. Visited Tunnel Beach, close to Dunedin on the way. I had been there about five years ago, but the path to it has just been upgraded. Much more touristy now than five years ago. The beach is still beautiful and worthy of a visit. Stopped for a hot chocolate and cinnamon scroll at The Outpost in Waikouaiti as Willa recommended. Yum. After that a beeline for Rolleston to be



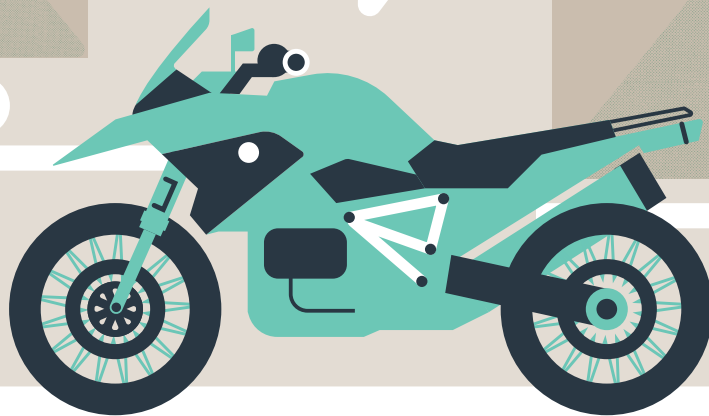
for dinner with my daughter and grandson for another catch-up.

Tuesday, time to get home. Another great ride over the Lewis. Overall a great smooth ride with a few roadworks thrown in. The last one a bit tedious as it was only a few kms from home and it took 10 minutes to get through. Dropped the bike back off in Wai-iti and now have to get used to normal life again.

**Anja #3706**



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# Make Life A Ride

Dave Morris



This slogan is on the neck scarf, in the welcome bag, that was given to members who registered for the Rally/AGM held in Cromwell in Jan/Feb 2026.

And as part of the introduction, let me give a big thanks to the organisers for the event.

I didn't think about attending until around the first week in December. I worked out a route plan and secured accommodation en route. Then registered for the event.

There is nothing like the freedom on the open road: The fresh air flowing through the helmet and the feeling of the pulse of the twin opposed 1200cc's working for your personal harmony, and flowing through the handlebars: Speed only restricted by the speed signs, the red circles and the big and beautiful people towing their caravans or hired camper vans.

("Pissst. Dave. Stop waffling!" ' - Wha..?!?').

I took three days to ride from Picton, over-nighting at Waipara and Oamaru.

One thing I wanted to do was to get a photograph that included my bike. There is a, now iconic picture that has the Cardrona Hotel with a vintage car to the left of the building. I was interested to see what brand the car was, and it is a twenties, Chrysler. There is ample parking across the road for patrons. Cardrona is some 72 kilometres from Cromwell. For the rest of Saturday, the AGM was held and followed by an excellent meal. All on-site. The ride home sleep spots were Tekapo, Methven, and Kaikoura. Catching the 2 pm sailing was a big mistake; Wellington was bumper-to-bumper commuter traffic.

Dave #1774



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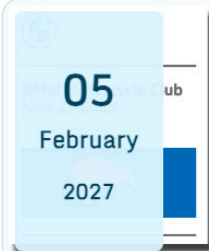


## North Island RAG Rally - 27th-29th March 2026

North Island RAG: Venue: Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990. Friday afternoon, 27th of March - Sunday morning, 29th of March. Most of you will know the format but here's a guide: Accommodation options: Bunkrooms, tent (bring your own), caravan/motorhome (bring your own). Registration includes: Accommodation options of, tea/coffee/milk/biscuits etc, condiments,  
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*Taylor Memorial Lodge,  
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## 2027 AGM/Rally - 5-8 February 2027



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

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

Call: 0800 250 600

Visit: [starinsure.co.nz](http://starinsure.co.nz)





check my renewal date on my  
BMWMC membership card

Any issue email,  
[mymembership@bmwmc.nz](mailto:mymembership@bmwmc.nz)



NIRAG 2026  
27th-29th March 2026

Register at:  
[www.bmwmc.nz/nirag-2026](http://www.bmwmc.nz/nirag-2026)

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



Remember

Write a note about my travels  
email it to  
[editor@bmwmc.nz](mailto:editor@bmwmc.nz)

# Marketplace - FOR SALE

To advertise, please email  
newsletter@bmwmc.nz

Marketplace is a service for members of BMWMC, NZ.

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

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

## Motorcycle Number Plates for Sale:

Please share any unwanted plate that you wish to sell?

Advertised on behalf of others.

If any are of interest, please email

newsletter@bmwmc.nz and we'll put you in touch.



R13GS is offered at \$1,170

Certificate and transfer sale only



BMW 2U - \$750 - 1 Plate available



WE BMW - \$750 - 2 Plates available

\* Images for  
illustration only

# Marketplace - FOR SALE

To advertise, please email  
newsletter@bmwmc.nz

Registered: December 2018

Mileage: 82,418 km

WOF: Valid for 12 months

Condition: Very tidy -  
exceptionally well looked  
after

Service History: Full BMW  
service history

Extras Included:

Owner's manual

One used spare tyre

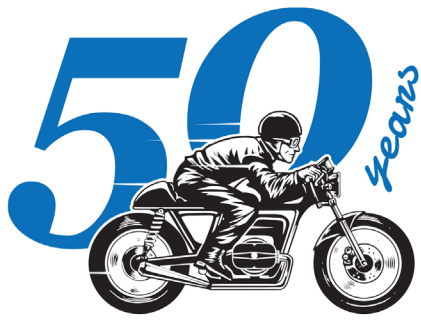
This is a fantastic adventure  
bike that runs beautifully  
and has been meticulously  
maintained throughout its  
life. If I hadn't bought a new  
one, I wouldn't be parting  
with it. Reliable, powerful,  
and well-equipped - this GS  
is ready to go.

Contact: Dean - 027 406 0160

Based in Huntly

\$16,500





# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
New Zealand



*Making Life a Ride!*



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

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

### IMPORTANT NOTICE

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

#### Riding/Attendance Code:

##### 1. Personal Responsibility

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

##### 2. Motorcycle Condition

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

##### 3. Protective Gear

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

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

##### 4. Assisting Others

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

##### 5. Ride Organisation

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

##### 6. Riding Pace

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

##### 7. Route Familiarity

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

##### 8. Group Riding Formation

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

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

##### 9. Participation at Own Risk

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

##### 10. Photography & Media Permission

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



## Area Representatives



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