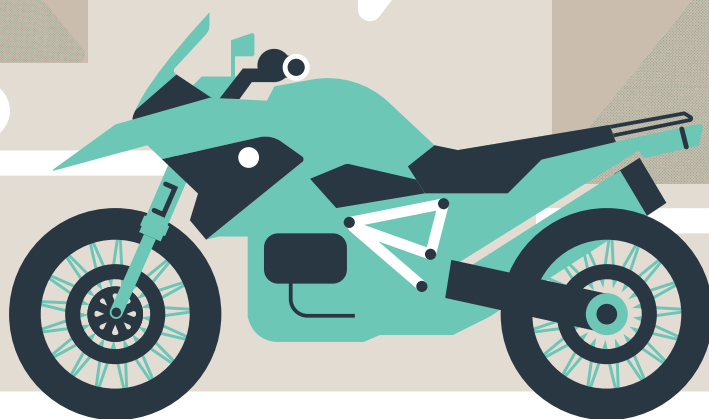




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feedback and stories**
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Welcome to our New Members

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:

AKHILESH	Moulick	AUCKLAND
CAMPION	Dave	ASHBURTON
HEDGE	Andrew	HAVELOCK NORTH
KELLY	Shaun	WELLINGTON
KENNEDY	David	MARTINBOROUGH
KENNEDY	Margaret	MARTINBOROUGH
KUBIN	Richard	KAITAIA
LOW	Stuart	LOWER HUTT

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.

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Date: April 2025



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CE 02: Cosmic Black 2 Highline Package	\$17,590	\$6,076	\$6,076	\$6,076
CE 04: Light White	\$29,090	\$9,909	\$9,909	\$9,909
F 800 GS: Black/Racing Blue	\$22,590	\$7,742	\$7,742	\$7,742
F 900 GS: Style Passion/Black Storm	\$26,090	\$8,909	\$8,909	\$8,909
R 12 nineT: Green/Black	\$34,590	\$11,742	\$11,742	\$11,742
R 12: Aventurine Red/Black	\$30,590	\$10,409	\$10,409	\$10,409
R 18: Black/Red/Manhattan	\$25,590	\$8,742	\$8,742	\$8,742
R 18 Classic: Black/Red/Manhattan	\$32,590	\$11,076	\$11,076	\$11,076
R 1250 RS: White/Triple Black	\$35,590	\$12,076	\$12,076	\$12,076
R 1300 GS: Rallye/Trophy/Triple Black	\$46,590	\$15,742	\$15,742	\$15,742
R 1300 GS: Adventure Trophy Enduro	\$48,590	\$16,409	\$16,409	\$16,409
R 1300 GS: Adventure Triple Black	\$49,090	\$16,576	\$16,576	\$16,576
S 1000 RR: Black/Red (MY24)	\$46,590	\$15,742	\$15,742	\$15,742
S 1000 RR: M Sport White (MY24)	\$50,590	\$17,076	\$17,076	\$17,076
S 1000 RR: M Sport Carbon White (MY24)	\$56,090	\$18,909	\$18,909	\$18,909

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

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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



May 2025

I usually try to avoid starting my Podiums with weather updates, but this time it's unavoidable. I'm up in Whangamata visiting friends, and I'm currently gazing out at torrential rain and gusty winds. Thankfully, I'm driving for this trip, while my bike is safely tucked away in the garage. Autumn seems to be arriving in waves, but until recently, the temperatures have been mild, providing some fantastic riding weekends.

Last week, I took my car for a service at Continental Motors in Wellington. Ian Shiner, the Dealer Principal at Motorrad, kindly offered me a bike for the day. I couldn't help but smile when Ollie rolled out the new 2025 GSA and said, "Here, take this one!" As the owner of a 2019 GSA HP, I was eager to try out the latest version. I had briefly ridden the R1300GS at the Methven National Rally, which gave me a glimpse of the new model, and I was curious to compare it to my current bike.

I was not disappointed. Although the new bike looks larger, it actually felt smaller when I got on. I felt more upright and in control, and the new screen setup provided a clearer view of my surroundings.

The new 1300 engine offers plenty of power for a relative novice like me, feeling more responsive, smooth, and quick-revving compared to my HP. It delivers about 10 more horsepower, and that makes a noticeable difference.

The new model includes several advanced safety features, like collision warnings and obstacle alerts. It was a bit unsettling at first to see the lane change warnings flashing in the mirrors as I rode through town, but I'm sure I'd adapt to it over time.

I would have loved to take the bike for a spin on gravel, as I'm sure it would perform exceptionally well, but I didn't want to risk it. Besides, Ian would have given me an odd look if I returned with his demonstrator covered in dirt!

A big thank you to Ian and the Motorrad team for the opportunity to experience the GSA for the day. It's now on my wish list, and I've started saving the pennies.

The Distinguished Gentleman's Ride is scheduled for Sunday, May 18th, 2025, with rides happening nationwide. So, dust off those moustaches and starch your neckties – it's time to get involved!

This charity ride, in partnership with Movember, aims to raise awareness and funds for prostate cancer and men's health. If you can, register to join the ride and raise funds where possible. If you can't participate, consider sponsoring someone who is. All details are available on their website: www.gentlemansride.com

Keep an eye on our website event calendar for the latest updates on upcoming events, and if you have a chance to join our monthly club rides, have fun and, above all, stay safe!

All the best

Chris



Waikato Wonders

Chris Townson



NIRAG 2025

Six of us met up in Otorohanga on a very wet Friday morning, heading to the NIRAG, Taylor's Lodge. So wet in fact, that my Cardo unit and mobile phone were later found water-damaged and unable to take any photos.

Due to the weather conditions, we had a gentle ride down to Taylor's Lodge, stopping in Taumarunui for much-needed coffee and pies all around. After leaving water almost the size of Hamilton Lake on the floor of the BP, we moved on. Thankfully, the weather started to improve, becoming only intermittent showers from then onwards. With all of us arriving at the Lodge in one piece, wet but in good spirits.

It was great to catch up with many friends on Friday night over dinner. Once a few beers were drunk, most stories had grown by 50% from when they were first mentioned only a few hours earlier. lol

Saturday's weather improved significantly, and spoiling us with a toasty warm drying cupboard (how fantastic!), all the bike gear was crisp and dry. Four of us went in search of some gravel routes between Ohakune and Mangaweka. This went well, despite several wrong turns, which didn't in the slightest, as it was an adventure after all. We decided to stop in Hunterville for lunch, which turned out to be a mistake since nowhere was open except for the fuel station. So it was coffee and pies once more. From there, we headed back along the scenic route via Fordall towards Wanganui. Stopping only for a quick fuel top-up and a chance to restock our refreshments for that night, we travelled back up SH4, still encountering several sets of traffic lights after all the slips. We made the mandatory



stop at Ruakawa Falls for some photos and were homeward bound to the Lodge.

Once back at the lodge, there were murmurings about Trevor, a Waikato member, winning an award for most skilful riding, but I'll let him share that story at various BMWMC events going forward.

Huge credit to Clifford, Steve Parkinson and the Petherick brothers for making the usual high-standard meal for the masses. And what is now becoming a tradition for the last few NI RAG rallies I've been to, the Waikato team stood up and did the washing up, and I can say not many plates were collected with food still on them. Many thanks to all who helped prepare, cook and clean up on Saturday night.

As always, the Sunday morning madness was seen with people trying to get away and get home. I noticed the usual faces cleaning and vacuuming the lodge after the masses had left.

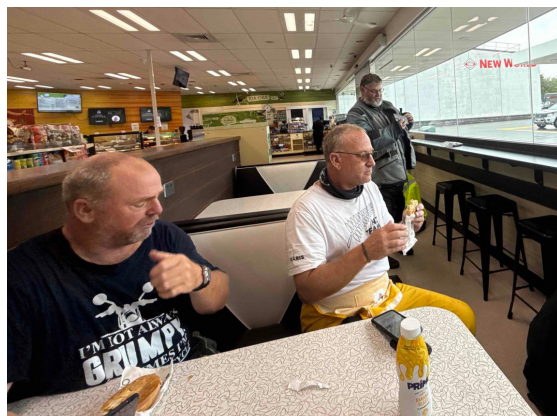
It was, as ever, a great event. Besides the water damage to my phone and Cardo unit, it was great to see some scenic gravel roads, which I'll see again, but mainly to see many old friends, plus meet some new members.

May's Events:

Thursday 15th Dinner and Quiz night Prince Albert Olde English Pub.

Saturday 17th Ride to Nikau Caves café – sealed and gravel options.

Waikato FB page is BMWMC Waikato Group



Waikato - Taranaki Tunnels

Philip Child



Saturday 26th and Sunday 27th April saw four Waikato members and three bikes head down to Taranaki for an overnight ride to Whangamomona. The object was to visit as many of the Taranaki historical tunnels as we could find on a combination of sealed and gravel roads.

All up, we explored 11 tunnels in total, with 10 in Taranaki and 1 in the Waikato.

An early start on Saturday with the intention of getting down to Taranaki as quickly as possible, so it was straight down highway 3 to Mokau for lunch. Straight after lunch, it was onto the Okau Road tunnel (constructed 1932), then doubling back to highway 3 and the Mount Messenger tunnel (1916) before heading south and then



Okau Road Tunnel



Huinga Tunnel



inland to the Tarata tunnel (1904).

We finally found some gravel roads as we headed to the Kiore tunnel (1910), then it was onto the Forgotten World Highway 43 and the Makahu tunnel (1907). Our final tunnel for the day saw us head back toward Stratford before turning off to the Huinga tunnel (1894).

We then headed to the Whangamomona Hotel for the night after a 370km day and a cleansing ale!

Sunday dawned foggy, clearing early to leave a sunny day. We left Whangamomona and headed north along highway 43 to the Moki tunnel (Hobbits Hole (1935)) before heading west along Moki Road to eventually head to the Kiwi Road tunnel (1913) via Kiwi Road. Kiwi Road (which was not signposted) is a twin-track narrow gravel road which is a bit rugged and obviously not maintained.

We continued past the Kiwi Road tunnel towards the Moki Tunnel West (1913) and our final Taranaki tunnel, and the longest, the Uruti tunnel (1916).

We stopped for lunch at the Bratwurst Bros Butchery on Highway 3 at Uruti.

Our afternoon ride saw us heading north along Highway 3 to Awakino and then heading north up the west coast to the Waikawau Beach tunnel and Marokopa before the ride home via Waitomo.



Moki Tunnel

Interestingly, there is only 12km of gravel now from the Awakino turnoff through to Marokopa.

It was an excellent ride with a mix of great sealed and gravel country roads, great weather and great company. All up 680km over the 2 days.

Philip #2955



Kiwi Road Tunnel



Kiwi Road



Waikato Monthly Dinner Meeting

Last month's social dinner meeting was held at the Prince Albert Olde English Pub in Cambridge, followed by a quiz night.

Although turnout was relatively low, the four members who attended were enthusiastic and engaged

However, there was a noticeable gap in our general knowledge among the group. So, do come along next month, when we plan for our next gathering, and are hopeful for a bigger turnout.

Philip #2955

Events in May

Thursday 15th Dinner and Quiz night Prince Albert Olde English Pub.

Saturday 17th Ride to Nikau Caves café – sealed and gravel options.

Waikato FB page is BMWMC Waikato Group



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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.

East Coast Exclusive

Alan Robinson



Going Clockwise:

Tony, Les, me, Bronwyn, Peter

John (Wuts), Pam, Leonie, Marie and John (Forster).

We had ten members turn up for this month's dinner at the Viet Thai in Hastings.

April Cafe Ride: WhatsApp

The WhatsApp group is up and running, but has yet to kick off a ride. It is getting to the quiet time of the year but there will still be dry days where an impromptu ride will be welcome.

Other News

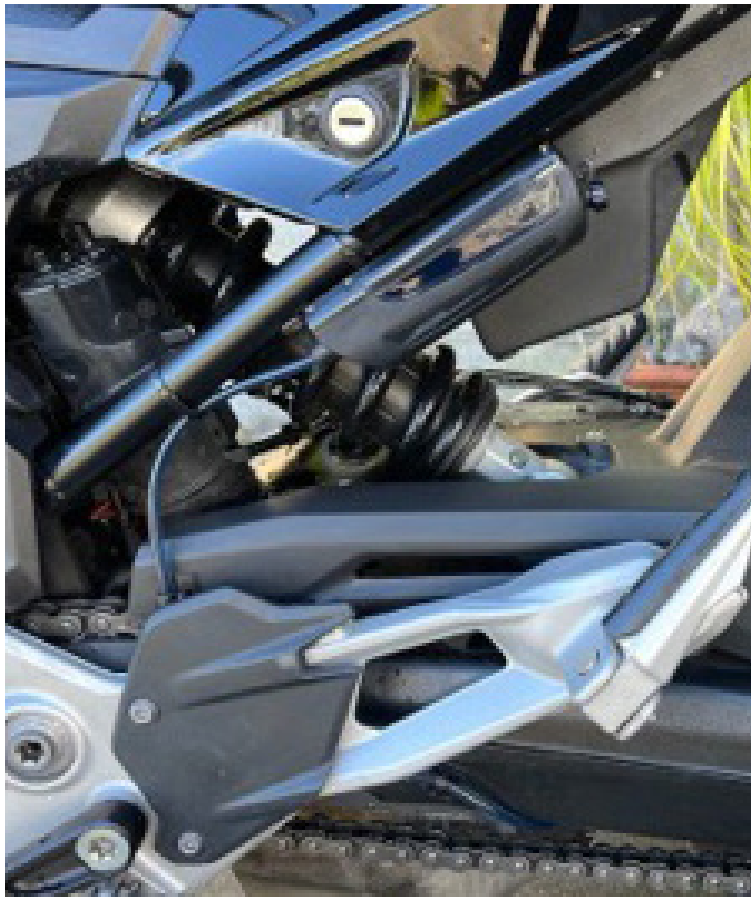
I am a bit light on other news. I am not sure if this is the appropriate forum but

I am going to mention my experience with installing a Scott Oiler xSystem v2.0. For those of you who have used the vSystem oiler in the past, you will be familiar with the

vacuum-operated version.

I shied away from the idea of making changes to the bike and decided the xSystem, being fully electronic, would be less invasive and easier to install.

As always, the hardest part of the install is deciding where to mount the reservoir. Initially, I decided to use the frame tube just under the seat lock, but the oiler would



be slung underneath, making topping up a little tricky.

Sadly, after the installation was complete, and the oiler was switched on, no oil was dropped onto the chain. When I noticed the dry chain, I powered the unit off and back on again, noticed a drop of oil making its way out, and thought it was fixed. Even more sadly, when I came back to ride the bike later, I was presented with a huge oil puddle on the floor, with the reservoir now being empty.

I have to say that ScottOiler have been very responsive and their technical support have suggested things I have



tried, including a different mount point just below where it is in the first photo. I have remounted it, but it does stick out instead of being so tidily tucked away. Perhaps the upside-down installation was a bad thing, but it is hard to understand why. I suspect I have just been unlucky and have a faulty unit; we shall see.

Alan #4049



This month I was unable to organise a ride due to other commitments on that weekend. Thank you to Scott Mills, who took the reins and set up a ride. Here is Scott's recount of the day.

On a bright and sunny Sunday morning, eight keen motorcycling enthusiasts met at the Tree House Bar and Café for an around the mountain ride.

The plan was, there is no plan except to be at The Gathering Café in Hawera for lunch by 12.30pm. Ian Gibbon kindly accepted the role of route leader and set off out of New Plymouth heading up the mountain via Pukeiti Gardens and the wonderful narrow and sweeping

bush-lined roads to the coast. Taranaki, proving once again why it is one of the best motorcycling regions of New Zealand. Majestic mountain views complemented by the spectacular ocean vistas, basking in the sun. Glistening waters with perfect rolling waves saw many surfers enjoying their morning surf. Gibbo was the perfect leader as he knows the roads so well around the coastal route. We travelled up and down the mountain, rolling into wonderful curves and accelerating down straights on roads largely devoid of any traffic. The pace was steady and somewhat leisurely as we had plenty of time to get to our lunch destination. Timed to perfection,



we arrived at The Gathering Café in the new library complex of the town of Hawera. Great banter was shared over an exquisite lunch. So many great choices on the menu. It's one of the few Cafes I have been to where you can sit around a large table and share conversations that don't have to be shared in raised voices. Phil, who was on the ride, has done a great job of setting this Café up, and Hawera is truly blessed to have such a nice venue

to go to now.

As motorcycle enthusiasts, we all share a common love of the road, the journey and the telling of stories. This ride was one to remember. Thanks to those who came and shared our common love.

Wayne #4097

Scott #3542



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Rangitikei Roundup

Murray Petherick



April's Ride - Sunday 13th

During the last couple of months, a large number of our members seem to have had conflicting engagements, with the consequence that ride participant numbers have been quite low. Only three bikes turned out for the April ride, those being ridden by Don, Barry and yours truly (with pillion).

We met at the Moomaa Café on SH1 for coffee and from there headed up SH1 to Ohingaiti and from there down over the Otara bridge, then on to Pemberton Corner. Thought we might get lunch at Cross Hills Gardens, but found their café closed (apparently out of season), so we went on to have lunch at Hansen's Café in Kimbolton. After lunch, we split and headed homewards by our individually preferred routes. Despite the small number, it was a good day out; we

enjoyed some good company, some good roads and the fine weather made for enjoyable riding.

April Brunch Gathering.

On Sunday 27th, the dozen or so 'usual suspects' gathered for brunch at the Woolshed Café in Sanson. On this occasion, we were joined by Gary, a new member, who is an experienced biker but is new to BMW and to the Club. Perhaps equally interesting is that Gary is a qualified nurse, now involved in sourcing and supplying replacement body parts, e.g., knees, hips, etc., and assists with installing said 'parts'. For a small fee, I could arrange a referral for anyone needing such replacement parts! Welcome, Gary - We look forward to you joining us on our rides.

Murray #2690

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Club Social Meet & Eat - 7th April

Twelve of us enjoyed a good chat over a meal at our first Monday of the month meeting. There's always lots to talk about.

Sunday 13th April - Wellington around the Bays

We had postponed this ride back in March, so were pleased to see one of Wellington stunning days for a leisurely ride around the bays. Seven of us met at The Pavillion, Days Bay for brunch or coffee and scones. Lots of chat, so six of us prepared to leave an hour later – Dave O, Dave T, Michael McK, Keith T, Denis, and Annie as pillion. Martyn was off riding but joined us for coffee.

The day was stunning and it seemed like everyone in Wellington was out at the beach. We rode the eastern bays, Petone foreshore and western harbour back into Wellington and then around Oriental Bay packed with swimmers and sunbathers, runners and cyclists and cars, and all. Wellingtonians out enjoying beaches and cafes in fabulous weather was to be the theme of our ride.

We rode around Evans Bay, around the Miramar Peninsula – Shark Bay, Shelley Bay, Kau Bay, Mahanga Bay (no remnants of Covid parliament protest camps left here now,, but lots of fishing and kayaking), Scorching Bay (coffee queues at Scorch o Rama, and swimming), Karaka Bay, Worser Bay, through Seatoun and the Pass of Branda to Breaker Bay. We tracked the Interisland ferry through the exit to the harbour and around the south coast. There were lots of cars at Moa Point, divers emerging from the water, and we slipped under the airport tunnel to Lyall Bay, where there was

more swimming but no surf at Lyall Bay. Continuing around the coast to Island Bay, packed with cars, swimmers, dogs, café patrons, and on again around the coast to Owhiro Bay.

We stopped for red light road works several times – no road work happening, but the cones and temporary traffic lights still directed us to wait patiently, and admire the Strait view while we waited for green lights to continue our wandering. We escaped the coast up Owhiro Valley to Brooklyn and sneaked past Central Park to Aro Valley, our back route to Karori and over the hill to Makara Beach.

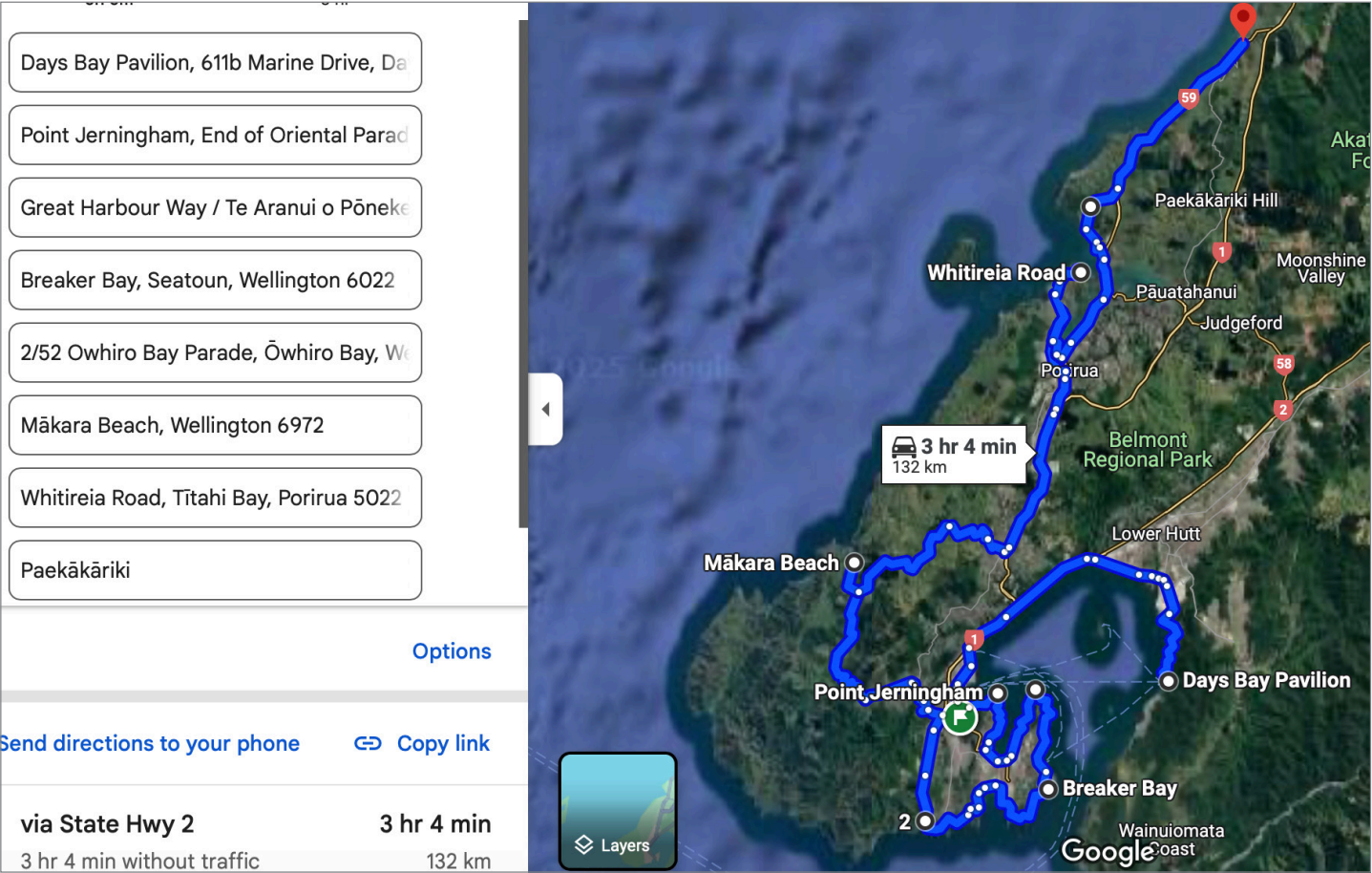
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We had intended to continue our ride to Titahi Bay, Onehunga Bay, Plimmerton, Pukerua Bay and Paekakariki. Google had told us the whole ride would be three hours. However, our progress had been very slow (2 hours 30mins to Makara), so we chilled at the Makara Beach Wharekai with ice creams and cold drinks. Dave T, who had to return home missed the ice creams – they were good, Dave. Rethinking our ride, we continued on

the Takarau Gorge road to Ohariu Valley to Johnsonville and SH1 home.

This must be the slowest ride we've done - 110km in three hours, average speed 37km per hour. But despite the slow progress, it was a great chilled ride on a stunning Wellington day with everyone out enjoying beautiful Wellington harbour and hills.



Thursday 24th April - Taihape, Raetihi, Parapara

This was a long day ride, 600km plus, so we were looking for perfect riding weather, which we got, after postponing from the day before.

There were only three of us – Denis, Chester, and Keith. We left BP Mana at 8.15am to ride the coast road to Paekakariki. Kapiti Island was floating above the sea as it does in particular balmy light conditions – a magical island. We joined the expressway (110kph) through to Ohau, bypassed Levin and took a break for coffee at The Woolshed, Sanson. There was very little traffic on SH1, and the riding was good. At Mangaweka, we took an alternative route through to Taihape, across the Rangitikei River and up

the Lower Kawhatua River to Toe Toe Road, emerging again onto SH1 at Utiku.

Taihape was buzzing. We refuelled for the next stage of the ride and joined the queue out onto the street at Le Café Téléphonique for food and drinks.

North of Taihape, and west at Waiouru, good riding without much traffic. We could see all four mountains - Ruapehu, Ngauruhoe, Tongariro and a glimpse of Taranaki.

I missed the turn-off to the Whangaehu Valley and Field track near Karioi. Karioi had a prominent pulp mill until October 2024, which I was looking for as a landmark for the turn. We decided to ride the Parapara, which

is always good riding. We did a wander down Raetihi main drag, busier than usual – an iconic wild west vista with some beautiful architecture, and a return ride to SH4 for our ride down the Paraparas.

The Parapara was fun riding – twisties and plenty of pace, descending from the Central Plateau to sea level at Whanganui. We bypassed Whanganui with a route through Fordell and backroads before re-joining SH3 south of Marton, and SH1 at Sanson. We should probably have refuelled for the final leg, as there was very little in the tanks when we arrived home at 6pm. This was an excellent day riding – 600 plus km, 7.5 hours riding time.



Lower Kawhatau River Valley and Ruahines



Wednesday 30th April - Big Circuit Taihape, Gentle Annie, Wairarapa

The Gentle Annie circuit was a favourite day ride for me and my K1200S with a radar detector and no demerit points. I'd leave early for breakfast in Taihape, ride the Gentle Annie, bypass Hastings through Ongaonga and back through the Wairarapa. It's a 650km ride, about 8 8-hour 30min ride time.

So, I scheduled it, but we postponed it when the forecast was for wind and rain. It's a day ride which needs perfect weather to capture the views of the mountains, cross the North Island, comparable to the South Island's high country riding, and still enjoy the riding after many hours. Perhaps wisdom comes with age, and we'll reschedule it

as a two-day ride with a stopover to rest and swap our riding stories.

Denis #3184



HISTORY / LIFE AND SOCIETY

Motorbikes and towers: Elspeth Beard

From **Saturday Morning**, 8:10 am on 10 May 2025

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Elspeth Beard. Photo: Supplied / Elspeth Beard

Back in 1982, the broken-hearted 23-year-old Elspeth Beard set out on the solo adventure of a lifetime - clocking up 35,000 miles and becoming the first British woman to circumnavigate the globe on a motorcycle.

Putting her life on hold, the architecture graduate hit the road. She started her journey in North America, before heading down through Mexico back to Los Angeles and then Down Under.

The route-less-travelled was packed with incident, with Elspeth crashing her beloved ~~Yamaha YB100~~ ^{1975 BMW R60/6}, fought hepatitis in Iran, and forged travel permits in India.

This was all before mobile phones, satellite navigation and Google Maps.

Elspeth now lives in the award-winning Victorian tower she redesigned in Surrey and rides the same bike that took her all around the world.

Elspeth Beard reflects on her lifetime's adventures with Mihi.



Saturday Morning 10 May 2025
Motorbikes and towers: Elspeth Beard

▶ 19m left

⏮ Player



Very Interesting...


RNZ talks with Elspeth Beard



Radio New Zealand chats with Elspeth Beard.


The first woman to travel the world on a motorcycle (a 1975 BMW R60/6 and NOT the Yamaha as RNZ's website states)

EB1
ADVENTURE

ELSPETH BEARD

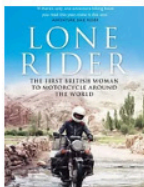
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Elspeth Beard - One of the Early Globetrotters

I have been described as one of a select band of bold women to ride a motorcycle around the world. I left in October 1982, in the days before satnav, internet, email and mobile phones. The bike I chose for the trip was a secondhand 1974 BMW R 60/6 flat twin, for which I paid £900 in 1979 (the equivalent then of about \$1800). This was a substantial sum at the time, especially for a machine that already had 30,000 miles on the clock.



MY BOOKS

When I set off to ride my motorbike around the world in 1982 I never imagined that my story would be published. On my return, in 1984, I put all my journals, tapes and photos in a cardboard box in the back of a cupboard where they remained for over thirty years. In 2008 freelance journalist Paul Blezard was commissioned by Andy Dukes to write a short article about my round the world trip for BMW International which was sent out as an international press release. It was picked up by Motorcyclist Online and over the next seven years my story gradually spread.

[Radio NZ's Article](#)

[Elspeth Beard's website](#)

Top of the South Beemers/Te Tauihu

Gretchen Holland



Molesworth Overnighter – 12th & 13th April 2025

It was the second to last weekend that the Molesworth would be open, the following weekend being Easter. Everyone waited to see what the weather forecast said and then decided to come. At the mention of 'better bring your bed socks' two foolishly decided not to camp.



Hodder Bridge lunch stop

A weekend of many parts!

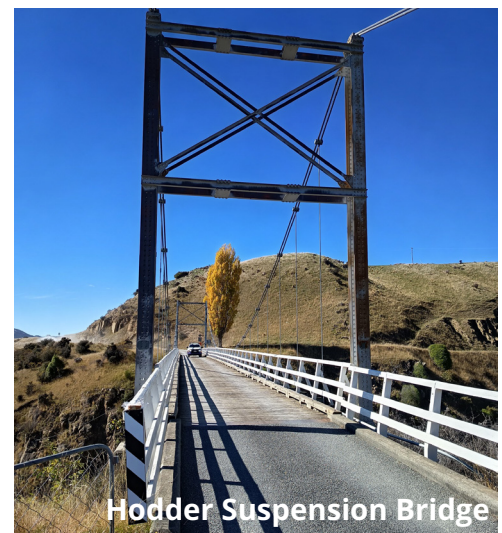
Unfortunately, Tony's chain came off halfway up the Whangamoa on a tight 35km corner, and no one had the right size tool to remove the front sprocket. He waited for the AA recovery truck (a story for another time) to take him home, where he fixed it and set off again... Only to be bowled off his bike by a sheep up the Awatere Valley (bike and body damaged but rideable, condition of the sheep unknown). He joined us at the Acheron Camp just before dark, went to bed early and proceeded to moan and groan for the rest of the night.... He still has sore ribs over a week later.



Morning

Ross came for a day trip and decided to go back to the Rainbow – reported fun and games and a wet crutch at the Six Mile river crossing. The Sunday trip he had planned to French Pass the next day didn't happen after a truck tipped over on SH6 and the road was closed.

Greg seemed to have starting problems but 'no, it's ok cos I carry my jump starter with me all the time...' *(along with everything but the kitchen sink it turned out)*



Hodder Suspension Bridge



Acheron Campsite



Breakfast is served



Breakfast of champions



Around the campfire

Acheron Camp was quite busy, with most of them being visitors of the volunteer warden. They reported a large frost there two nights before. We set up our tents, commandeered the only picnic table and laughed, ate and drank the evening away (except for Tony...). We awoke to cloud cover and a slight breeze, so there was NO frost and no need for bed socks, and when the sun came out, it was a very pleasant morning, having breakfast and breaking camp. Eat your hearts out, Peter and Richard.



Crossing the 6 Mile



Now, where's that sheep?



Cobb Cottage

We all met up in Hanmer for coffee before Trevor, Anja, Greg, and Ben headed through Rainbow (I hear some of the bikes were walked across the Six Mile, not sure how many wet crutches). The rest headed for Lewis Pass – the Maruia Saddle Road was closed so Peter and Richard had to turn back but they finished off with the Braeburn and Dry

Weather Road. Gretchen and Tony (limped) straight home but it was a nice ride – for me anyway. Tony has found some new handlebars and is impatiently awaiting their arrival.

Gretchen #949

On the ride were:

Ross, Trevor, Peter, Anja, Richard, Greg, Gretchen
Visitor – Ben, Tony



Rest stop up the Awatere



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Canterbury

Ralph Moore #3082



April

Ten of us gathered at BP Ravenswood on Saturday Morning for a ride into the Southern Alps for a night staying in a backcountry hut high above the Waiau Gorge on Glenhope Station.

We rode in pleasant sunshine, up the main highway to Hanmer Springs for an early lunch.

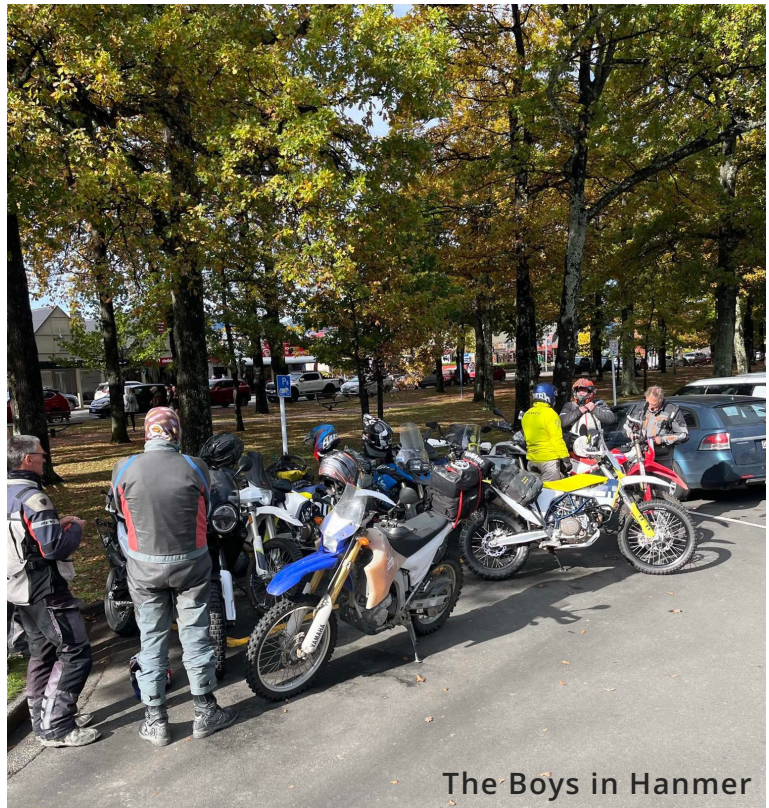
Hanmer was exceptionally busy, as the Hanmer Half Marathon finish line was set up in the middle of town, and runners were crossing the line steadily for the time that we were there enjoying some lunch.

We left Hanmer and rode fifty kms to the locked gate into Glenhope Station, and got onto the farm access road which had a mix of rapid streams to ford, then wound around high bluffs above the Hope River.

We soon swung into the Waiau Gorge Valley and headed up through very steep country with numerous stream crossings before we reached "The Retreat" where we stopped for the night.

We settled in and soon had the log fire stoked up and the boys sitting around yarning about the days adventure.

Sunday morning was a bit cloudy as we set off up stream, through more spectacular country, climbing very high above the narrow Waiau Gorge. The ground was quite wet and the track very slippery in places. More



The Boys in Hanmer



Garth crossing the rough ford



The Retreat



Grant, Graham, and Geoff settling in with a nice cuppa



View up the Waiau from the Retreat

interesting water crossings.

Then came a long particularly steep climb up a terrace. Our team work soon got everyone up this section, and shortly after, we left the Waiau and headed west following Steyning Stream up into the magnificent Magdalen Valley, and smooth flat farm roads. Along this section, our lead rider put up a deer, which then broke across the road nearly colliding with the next rider ! We often see wild animals in the remote places we visit, but not normally this close up.



Rodney, Mike, and Garth



Graham Pronk Jones in deep



Geoff Davis - Wading through

We soon got to the locked gate at Boyle Village where we would leave Glenhope and head off down the Lewis Pass highway towards home. Rodney couldn't wait for the gate to be unlocked and showed us how easily manoeuvrable an 800GSA is.

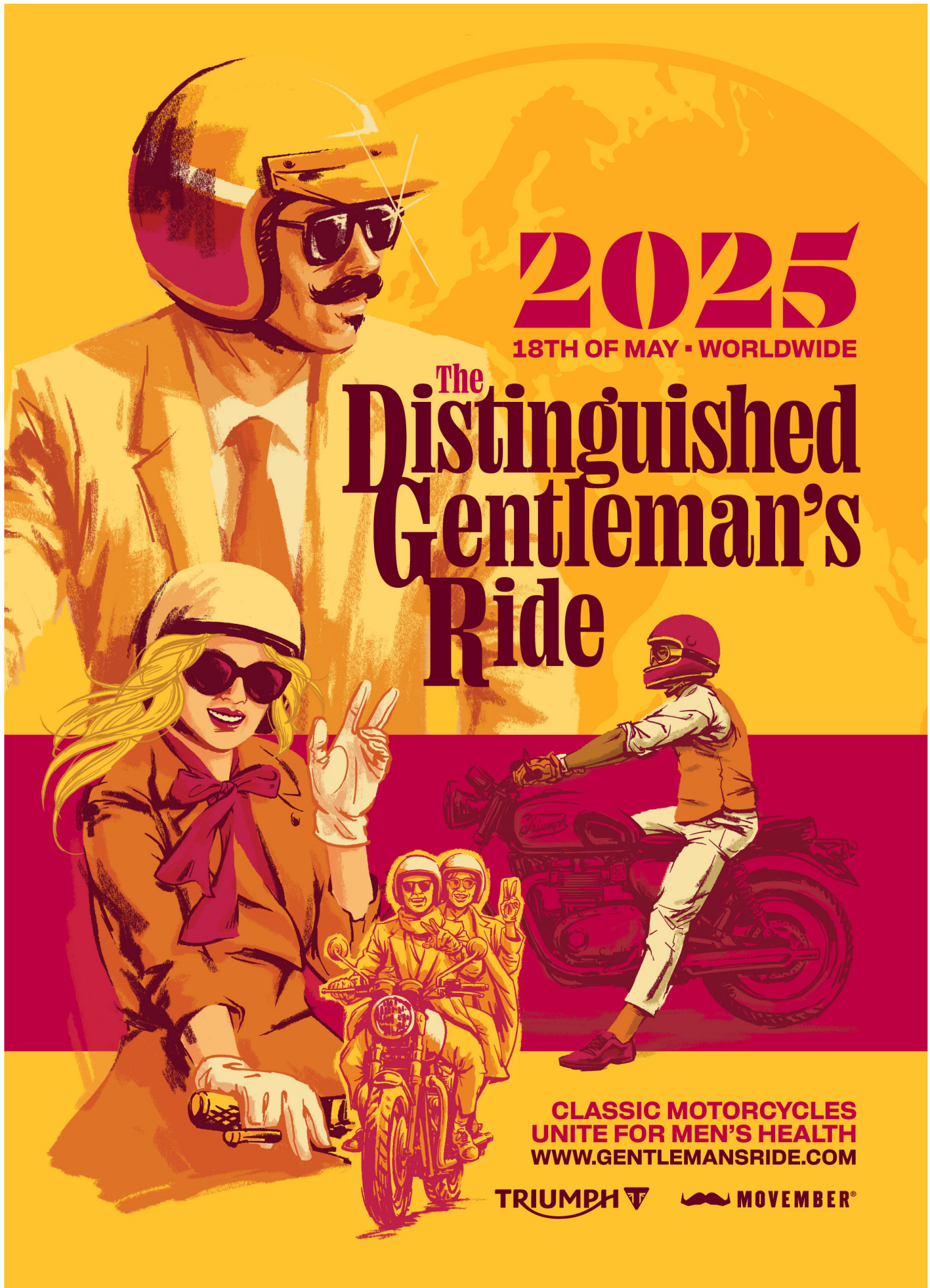
We headed back down the main road to Amberley for a Team debrief.

Thanks to everyone for making this trip very enjoyable, and great teamwork.

Ralph #3082



Team work



2025

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"With the new BMW R 1300 RS, we've taken our sports touring bike with boxer engine to a whole new level. The motorcycle has been consistently designed with dynamic riding in mind. Thanks to an all-new engine, chassis and aerodynamic concept, it offers an even sportier riding experience than its predecessor. At the same time, it remains the perfect companion for comfortable touring and long-distance travel."

Hauke Glässing, Project Manager BMW R 1300 RS



The new BMW R 1300 RS: The new sports tourer with boxer engine, featuring refined technology and styling, along with a dynamic design that signals sporty flair. Four attractive model variants.

The goal behind developing the new BMW R 1300 RS was to achieve both a visual and technical enhancement of the sports touring bike with boxer engine. Alongside its much sportier design, equipment features such as the Performance variant – including a sport suspension, short hand levers, milled and adjustable footrests,

DTC-Shift, two additional sport screens, sport seat, engine spoiler and sport tyres – allow customers to dial up the bike's dynamic potential even further. At the same time, the BMW R 1300 RS remains a capable companion for everyday use and touring, and with options such as seat heating, Riding Assistant, a higher windscreen, and a variety of luggage choices, the bike can be perfectly tailored to individual needs of this type.

In addition to the basic version in Racing Blue metallic, the BMW R 1300 RS is also available as the Triple Black model variant in Blackstorm metallic, the sport-focused Performance variant in Lightwhite uni, and the premium Option 719 Cuyamaca variant in Brooklyn Grey metallic.



Sporty ergonomics and equipment for both dynamic riding fun on country roads as well as comfortable touring and travel.

The BMW Motorrad developers set out to make the new BMW R 1300 RS significantly more dynamic and sporty than its predecessor – a goal the new sports touring bike with boxer engine fulfils not only in terms of design, engine and chassis: equal importance was also placed on ergonomics, with a focus on creating a sportier, more active riding position.

Accordingly, the ergonomic triangle formed by handlebars, footrests and seat on the new R 1300 RS has been designed to position the rider noticeably further forward over the front wheel thanks to slightly rear-set footrests and flatter handlebars. This results in particular in improved feedback from the front end, especially during sporty riding, and therefore even greater controllability. At the same time, the sporty seating position still allows for relaxed touring and travel, even with a passenger. For a more touring-oriented riding position, the optional comfort handlebars are also available.



Various seat options and comfort handlebars allow for an optimised seating position. Featuring electrified cases and topcase, along with a clever tank bag, a new luggage system ensures a comfortable experience on extended tours and holiday

Since the launch of the BMW R 100 RS in 1976, BMW RS models with boxer engines have earned a legendary reputation for perfectly combining sporty motorcycling, the thrill of cornering and comfortable touring. For this reason, the new BMW R 1300 RS not only features a new luggage system, but also offers a wide range of seat variants and optional comfort handlebars to meet the individual ergonomic needs of all riders. In addition to the standard rider's seat, five others are available as individual items of optional equipment ex works.

For touring and holiday trips, the new BMW R 1300 RS can be equipped ex works with case holders and a topcase carrier, while a newly developed case system and topcase are available as part of the Original BMW Motorrad Accessories range. The cases offer a capacity of 26 and 29 litres respectively, while the topcase holds 39 litres. The two cases and the topcase are electrified and can be unlocked using the central locking system. Both the cases and the topcase also feature interior lighting, while the left-hand case and the topcase additionally include a USB-C charging port. The tank bag is also new. For the first time, it is completely strapless and attaches to the bike via a tank ring.

Cont...

A Rugged boxer engine with top figures for power and torque along with optimised running smoothness and efficiency.

The boxer engine in the new BMW R 1300 RS has a capacity of exactly 1 300 cc while the ratio between bore and stroke is 106.5 to 73 mm (predecessor: 102.5 to 76 mm). This increase in capacity derives from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has an output of 107 kW (145 hp) (predecessor: 100 kW (136 hp), still at 7 750 rpm, and develops a maximum torque of 149 Nm at 6 500 rpm (predecessor: 143 Nm at 6 250 rpm), making it by far the most powerful serial production BMW boxer engine to date. Its maximum engine speed is 9 000 rpm.

Highlights of the new BMW R 1300 RS:

- **Automated shift assistant (ASA) with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience as optional equipment.**
- **Completely newly developed chassis with sheet metal main frame made of steel and aluminium rear frame.**
- **NEW Upside-down telescopic fork and new EVO Paralever rear suspension for greater precision. Wheels more than 1.4 kg lighter.**
- **New electronic Dynamic Suspension Adjustment (DSA), with dynamic adjustment of the damping, spring rate and load compensation as optional equipment. The world's first series production motorcycle telescopic fork with adjustable spring rate.**
- **High-performance braking system with Integral ABS Pro comes as standard. Sport brake as optional equipment ex works.**
- **Standard full LED headlight with separate high beam and state-of-the-art LED light units all round. For the first time on a BMW RS, Headlight Pro with adaptive turning light is available as optional equipment ex works.**
- **Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning (SWW) and Rear End Collision Warning (RECW) for more convenient and safer motorcycling as optional equipment ex works.**
- **Sporty ergonomics and equipment for both dynamic cornering fun and comfortable touring and travel.**

Highlights cont...

- **Sporty ergonomics and equipment for both dynamic cornering fun and comfortable touring and travel**
- **Dynamic, sporty design.**
- **Sporty ergonomics and equipment for both dynamic cornering fun and comfortable touring and travel.**
- **Four model variants: Basic version, Triple Black, Performance and Option 719 Cuyamaca.**
- **2-cylinder boxer engine with 107 kW (145 hp) at 7 750 rpm and 149 Nm at 6 500 pm.**
- **A range of seat variants ensures an optimum seat height, while a newly developed luggage system with electrified cases, topcase and a clever tank bag makes the bike ideal for touring trips.**
- **Three riding modes are included as standard, allowing the bike to adapt ideally to any road conditions.**
- **Riding Modes Pro with the additional modes "Dynamic" and "Dynamic Pro", along with riding mode pre-selection as optional equipment ex works.**
- **Engine drag torque control (MSR) as standard.**
- **For the first time, navigation preparation now features electric locking for maximum operating comfort as optional equipment ex works.**
- **Extensive range of optional equipment and Original BMW Motorrad Accessories.**

[**Full Article on the R 1300 RS Here**](#)

Coming Events - Details on our Website

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 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 Registrations opening soon... Registering will be online only,

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"With the new BMW R 1300 RT, we've taken the touring icon from BMW Motorrad to a whole new level. It is lighter in design, more accessible and more dynamic than ever before. In addition, with a completely new engine, chassis and aerodynamics, it offers a riding experience that meets the highest demands in this segment in terms of dynamics, comfort and travel capability".

Harald Spagl, Project Manager BMW R 1300 RT



The new BMW R 1300 RT: Wider range from comfortable tourer to dynamic country road motorcycle. Dynamic design language with optimised wind and weather protection.

The new BMW R 1300 RT follows in the footsteps of its highly successful predecessor. It continues to build on the proven qualities of the BMW RT, such as touring capability and riding comfort - alone, as a pair or with plenty of luggage.

At the same time, the new R 1300 RT has broadened its usage profile by making its dynamic systems even more prominent.

Sporty optional equipment such as the sport brake, the enhanced

Shift Assistant Pro and the newly developed DCA electronic suspension allow an even more active and dynamic riding style. The range of optional extras is complemented by the Automated Shift Assistant ASA, which can be ridden in a sporty and dynamic manual mode, but also allows comfortable riding in automatic mode. All this, combined with a more dynamic and visually lighter design, promises to continue the success story of the BMW RT.

The wind and weather protection concept of the new R 1300 RT includes adjustable side trim that is homogeneously integrated into the design. This makes it possible to provide the rider with an adequate supply of fresh air at all times, even in challenging conditions such as city traffic or high outside temperatures on country roads, and to offer highly effective protection from the wind and weather at low temperatures when riding on the highway or motorway.

In addition to the basic version in Alpine White 3 uni colour, the new BMW R 1300 RT is available in the Triple Black model variant in Blackstorm metallic, the emphatically dynamic Impulse model variant in Racing Blue metallic and the particularly elegant model variant Option 719 Camargue in Blue Ridge Mountain metallic.

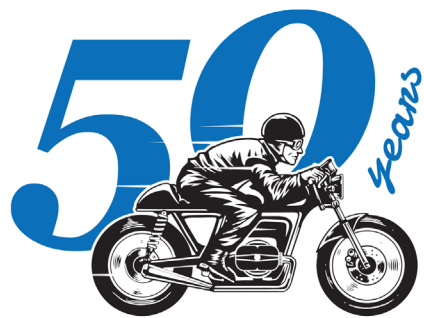
The highlights of the new BMW R 1300 RT:

- **Lightweight, dynamic design.**
- **Optimised ergonomics and accessibility for dynamic riding and confident touring.**
- **Wind and weather protection concept with side trim integrated into the design.**
- **High windshield available as optional equipment ex works.**
- **Four model variants: Basic variant, Triple Black, Impulse and Option 719 Camargue.**
- **2-cylinder boxer engine with 107 kW (145 hp) at 7,750 rpm and 149 Nm at 6,500 pm.**
- **A range of seat variants ensures an optimum seat height, while a newly developed luggage system with electrified cases, topcase and Vario cases makes the bike ideal for comfortable touring and travelling.**
- **Three riding modes are included as standard, allowing the bike to adapt ideally to any road conditions.**
- **Riding Modes Pro with the additional modes “Dynamic” and “Dynamic Pro”, along with riding mode pre-selection as optional equipment ex works.**

Highlights cont...

- Engine drag torque control (MSR) as standard.
- Automated Shift Assistant (ASA) with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience as optional equipment.
- Completely newly developed chassis with sheet metal main frame made of steel and aluminium tube lattice rear frame.
- EVO Telelever with flex element and EVO Paralever rear wheel guide for even greater steering precision and ride stability.
- Dynamic ESA electronic suspension as standard.
- New electronic suspension Dynamic Chassis Adaption (DCA) for two different riding positions for maximum spread between ride comfort and dynamic handling as well as with dynamic adjustment of damping, spring rate and load equalisation as optional equipment ex works.
- New wheels more than 1.4 kg lighter.
- High-performance brake system in conjunction with BMW Motorrad ABS Pro for safe braking, even when leaning into corners.
- New full LED headlamp as standard. Headlight Pro with adaptive headlight as optional equipment ex works.
- Adaptive Light Modes for Headlight Pro headlamp as optional equipment ex works.
- Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Rear End Collision Warning (RECW) and Lane Change Warning (SWW) for convenient and safe motorcycling as optional equipment ex works.
- Audio Pro as optional equipment ex works.
- Comfort Passenger Package as optional equipment ex works.
- Optional equipment and Original BMW Motorrad Accessories.

[Full Article on the R 1300 RT Here](#)



BMW Motorcycle Club

New Zealand 1975 - 2025



BMW Motorcycle Club
New Zealand



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Please, email (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

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.

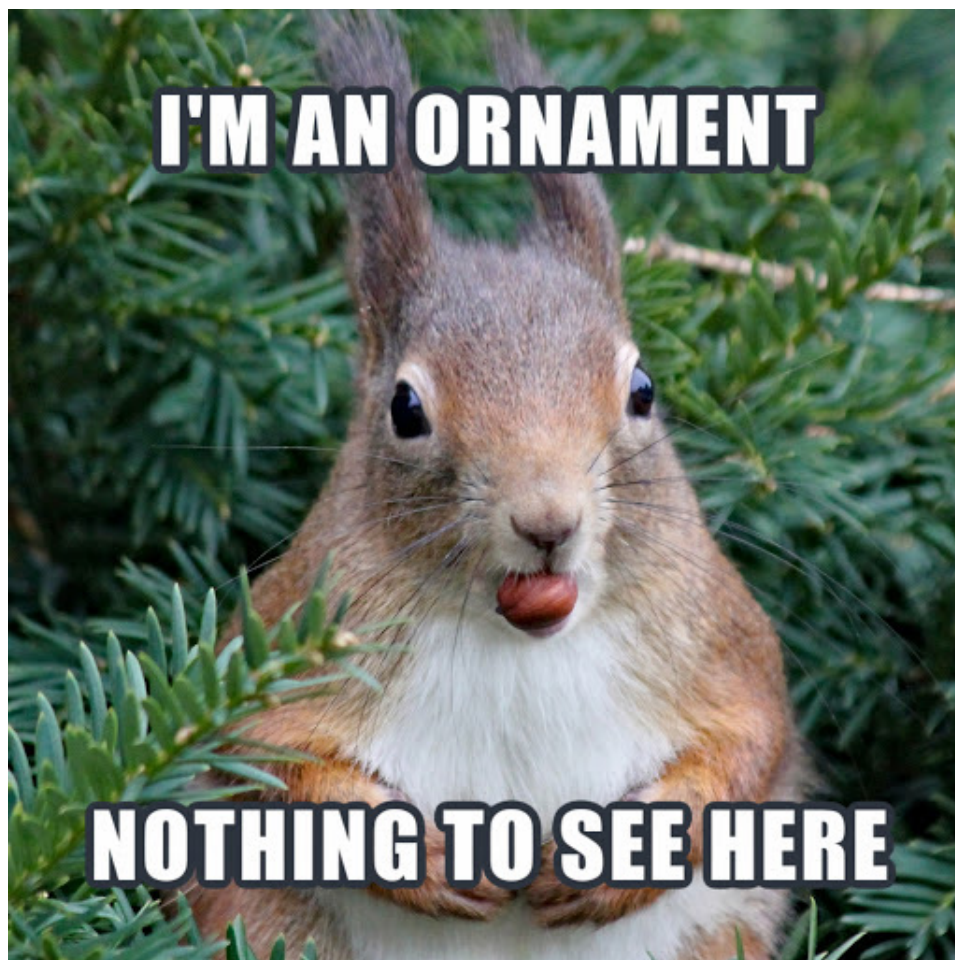
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