







BMW Clubs  
International Council



BMW Motorcycle Club  
New Zealand



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#### Contents

- 3 New Members, last month (below)
- 4 President's Podium
- 6 Area Reports Start
- 21 AGM 2026 Details and Notice
- 29 Events
- 32 Big Lap of Assie by Rob Hunt
- 40 Market Place
- 44 Area Representatives v

## 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:** Aussie Trip

**Photo by:** Rob Hunt

**Date:** September 2025





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## A Very Warm Welcome to:

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## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



# November 2025

# H<sup>i</sup>,

I hope everyone is making the most of the longer days and warmer weather as we roll into summer, perfect conditions for getting out and about on two wheels.

Tracey and I were fortunate to enjoy a break in Scotland and Ireland with friends during October. It was a fantastic trip, but it was equally nice to return home to sunshine and extended daylight hours.

We've had two great events recently: the **GS Rallye** at the end of October and the **South Island RAG Rally** just a week later. Feedback from both has been overwhelmingly positive, and we were lucky to have the weather on our side for both weekends.

This year, our role in the GS Rallye was more behind the scenes, focusing on logistics. We streamlined the registration and payment process and sponsored the shuttle vans that transported attendees between Whanganui and the Kai Iwi Beach venue. As always, the KiwiRider team did a stellar job. Attendance was up on last year, which I'm sure is thanks in no small part to the strong support from BMW Motorrad NZ.

A particularly moving moment came on Saturday, when a group of airheads was led out by the late Michael Dobson's bike, a fitting tribute to the legendary airhead guru.

The GS Rallye has truly become an iconic event, and with space often limited, I encourage you to register early next year to avoid missing out.

The **South Island RAG Rally** took place in Kaikōura last







weekend, with most attendees staying at the local holiday park. Our Canterbury Area Rep, Jason Batchelor, along with his wonderful wife Annabel and the ride teams, did a fantastic job organising the event. Nearly 50 people attended, and with both tar-seal and gravel ride options, there was something for everyone.

Looking ahead, our next major event is our **AGM/National Rally in Cromwell**, scheduled for the end of January. Registration is open and emails have already gone out, so if you're planning to join us, be sure to book soon - it'll be great to see you there.

The venue is the Harvest Hotel and it looks stunning. Surrounded by the beauty that Central Otago offers.

You'll find more details about all these events including the upcoming National Rally in the newsletters and on the website.

All the best,

Chris







## Coromandel Loop Ride

On Sunday, 19th October, seven members met at the Giant Cow in Morrinsville to ride the extended Coromandel Loop. We had five regular riders joined by two new members to the Waikato group, Alan and Judith, who have come up from Rangitikei. It was great to meet you both, and we hope to see you out with us again soon!

The five riders set off for Thames for a quick coffee stop before continuing to Coromandel township for lunch at the Pepper Tree. Always great to ride that stunning coastline — and, as usual, plenty of laughs were had over lunch.

The road from Coromandel to Whitianga never disappoints, with its smooth curves and corners making it a perfect stretch for motorcycles. A few roadworks and a bit of traffic just added to the fun. An ice cream stop in Tairua topped things off nicely, with the weather putting on a show all day.

From there, one rider peeled off to head home the usual way, while the remaining four took the longer route through Whangamatā, Waihi, and back via Swamp Road before we all split off for our turns home. A fantastic day out with great company, good roads, and perfect weather — can't ask for much more!





## Ride and Dine – Tokoroa Cosmopolitan Club

Five of us chose to ride down, taking the return trip via Old Taupo Road to avoid SH1. In my rush to make it on time, I managed to forget to pack my clear visor — which made for an interesting ride home in the dark! With too many bugs around to ride with the visor up, it was a bit of a twitchy trip back. Hopefully, a lesson learned for next time!

Chris #3983



# Area Report: Taranaki Tales

Ian Gibbons - taranaki@bmwmc.nz



The six of us met, as arranged, at Inglewood, for our monthly ride. The weather Gods favoured us with a cloudy morning and a beautiful afternoon. Our destination : The Gathering Eatery in Hawera, via our favourite backroads.



With Rob leading, we rode out of Inglewood, onto the Tarata Road, working our way back to the Tarata Tunnel via Bristol Road, Everett Road, Waitara Road, crossing the Waitara river via the single-lane wooden bridge, working our way back to the Tarata Road. The Tarata village hall seems a good place to stop, regroup and check on each other so we had our first stop.



Chris West, on his first long ride after his recent knee operation, thought it wise not to push it too far and decided to head for home. Al, (Rawlinson) very selflessly volunteered himself as 'wingman', making sure Chris made it home safe and sound.

Setting off, once again, the four of us headed to Lake Ratapiko, pulling in at the Lake for a yarn. It was then that we realised that we were 'BMWMC Taranaki' and BMW-less! : Our two Beemers were heading for home. Not





deterred, the Desert X, Norden 901, GSX-R and Enfield Conti GT650 set off for Hawera with Rob leading us on some great, lesser ridden roads between The Forgotten Highway and Hawera.

After great food at The Gathering, We headed back to Inglewood, this time taking in the fabulous roads and countryside lying between the main road, SH3, and the Mountain, (Mt Taranaki).

On arriving back in Inglewood, the day was rounded off with a 'debrief' in 'The Hairy Dog'. We'd covered a relatively short distance of 180 kms, Inglewood to Inglewood on what seemed at times, to be our own private roads; with next to no traffic, stunning countryside, awesome lunch, afternoon sunshine and a liquid debrief... does it it get any better?

A big thank-you goes out to Rob for organising and leading and to Phil and his wife, at the Gathering for looking after us so well."

Words: Ian Gibbon #3951

Photos: Ian Gibbon

\*low-res images supplied



Scott and Rob, Lake Ratapiko



Beemerless at Lake Ratapiko



# Area Report: Taranaki Tales

Wayne Higgins - taranaki@bmwmc.nz



## From Sea to Summit...

What a fantastic ride we enjoyed this month! The weather was warm, the sun was shining, and the roads were calling. Our route took us on a stunning journey from the sea to the mountain, a true Taranaki adventure.

We began in New Plymouth and headed south around Mount Taranaki via the coastal road. Our first stop was at a scenic beach on Greenwood Road, where we took the opportunity for a group photo with the ocean as our backdrop. From there, we continued to the lighthouse, pausing to soak up the sunshine and admire the waves lapping the shore.

Leaving the lighthouse behind, we followed the coastal road before turning inland towards



the mountain. It is remarkable how Mount Taranaki's appearance changes as you travel around its slopes; each angle offers a completely different view.

At Rahotu, we turned onto the Upper Road, which led us around to the Stratford side of the mountain. Our destination was the Mountain House, where we stopped to enjoy a well-earned lunch surrounded by native bush and fresh mountain air.

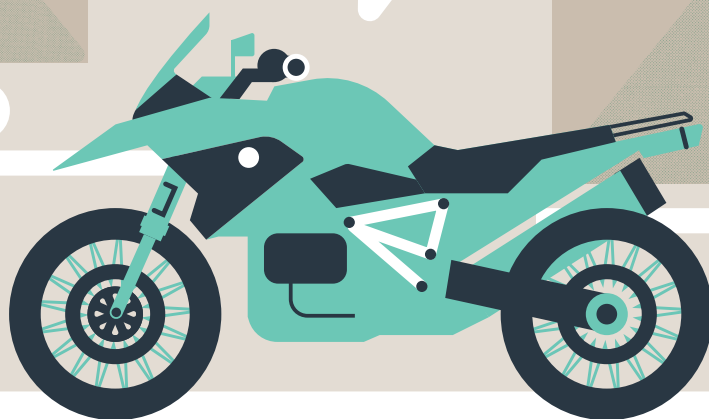
Taranaki truly is a unique place. One where you can begin your ride at the beach and end it high on the mountain, all in a single day. What an enjoyable and memorable ride!

**Wayne #4097**





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# Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



Sunday Brunch

Unfortunately, there is not much to report at this time as we have had a very quiet October.

The last two scheduled monthly rides had to be cancelled, in deference to the weather gods, although we have continued with our monthly brunch gatherings.

Today's brunch turnout was nearly a good score with 19 members and partners enjoying a coffee and a chat. You might note from the photo that, as usual, we seated ourselves with boys at one table and girls at the other. This is not a sexist situation but we have found from experience that the boys and girls each tend to enjoy different topics of conversation, so seating like-minded people

together provides a good, practical outcome.

Hopefully, we can get out and enjoy some serious riding with the weather improving and knocking on the door of summer.

Murray #2690

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## Club Social Meet & Eat at the Petone Club - 6<sup>th</sup> October

Once more, there was a good attendance for our monthly dining experience – the chicken schnitzel was as good as always. Great to catch up again with both riders and those who aren't riding to discuss the dire Spring weather and other important topics of the day.

## Wellington Rides - Friday 17<sup>th</sup> October

This was the first decent weather in nearly two weeks and eight of us made the most of the fabulous day. While Denis & Annie were enjoying their Portuguese riding, wine, and cheese, we were determined to conquer the Three Passes twice. Chester, Glen, Trevor, Ian H, Keith, Ian M, Dave & Martyn set off from Upper Hutt to face the first challenge – the Remutaka Hill with a racing log truck ensuring we kept our place in the queue. Morning tea at the very well-stocked Clareville Bakery and a chat about what to do with old helmets. One suggestion being to put them on fence posts at Tutaekura Road near Pahiatua (Think of the Cardrona Bra Fence).

After enduring a long roadwork stoppage near Eketahuna, the Pahiatua Track was Pass #2. What a magical experience it was now that all the heavy traffic and other road users are preferring the new Woodville to Ashhurst road. Cruising over this hill in extremely light traffic is a great way to travel. After a brief photoshoot, the group continued to Ashhurst for lunch in a very sunny garden, and





many were peeling back layers of clothing.

Next, it was pass #3, the Saddle Road from Ashhurst to Woodville. Since the closure of the Manawatu Gorge, this road was normally infested with heavy trucks creeping along and nervous motorists taking their time. However, today, travelling up the hill from Ashhurst, it was a delightful curvy experience with one motorist also travelling in our direction. What a change and a delight! Reaching the Woodville side, we took exit three on the roundabout and cruised back towards the Manawatu at a respectable 100 kph over the hill (yes, there were lots of cars, trucks and cyclists about too).

From here, it was a “choose your own route” ride back to Wellington. Some chose to traverse the passes again, and Ian M gave the K1600 some exercise. All up, it was a terrific day out, the weather certainly shone, and 400km turning petrol into fun was worth it. We all returned home to enjoy refreshments and reflect on a good day out.

The next day, the weather returned to its rubbish state again (sigh), and the weather apocalypse continued.

**Martyn #3990**













# Top of the South Beemers/Te Tauihu

Peter Wood - [topofthesouth@bmwmc.nz](mailto:topofthesouth@bmwmc.nz)



## Elaine Bay - Sunday 12<sup>th</sup> October



Our ride, if all went as planned, was to Elaine Bay for lunch, with any gravel hunters continuing on to French Pass. But the weather put a stop to that. We met at the QE2 car park as planned. Gretchen was there to see us off, car, face mask and all. She was in recovery mode after a few days in the hospital, after a bad case of the big bad Flu bug (pneumonia).

From Nelson, only six riders braved the rain and there were rays of sunshine, looking good before we headed away. We were off to Rai Valley and down came the rain. We met up at the Brick Oven café with Ross and Teresa, and Tu and Marney, who braved the rain from Marlborough. Coffee, cakes or pies and a bit of chit chat.

We decided this was enough of a rainy ride, so we all went our separate ways home. By the time our Nelson group rode into Nelson, the sun was out.

Note: Dale and Odette took their picnic lunch (and togs!!) to Marahau and Peter joined some classic riders to a café in Marahau for a non-picnic lunch.

Riders were: Dale and Odette, Trevor, John, Chris, Peter, Ross & Teresa, Tu and Marney.





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# HARVEST HOTEL & EVENTS VENUE

*Cromwell, Central Otago*

## 2026 Annual Rally and AGM – Central Otago

**W**e are returning once again to Cromwell, in the heart of Central Otago, commencing Friday afternoon, January 30<sup>th</sup>, and concluding Monday morning, February 2<sup>nd</sup>.

Book now - Our venue, The Gate, has been booked exclusively for our event.

It's a terrific location that's recently been refurbished, along with much of the Cromwell town centre just across the road. Be as busy or as relaxed as you like in this fantastic setting!

### Accommodation

The Gate is an upmarket motor lodge with very comfortable, quiet rooms, all offering great views of the surrounding mountains and vineyards. There is plenty of safe parking for our bikes. The lodge is close to Lake Dunstan with excellent walks in every direction for those with sore bottoms from riding!

### Dining & Local Attractions

The on-site café, Forage, is open from early morning until late in the day, catering for all tastes and budgets.

Want to stretch your legs? Simply cross the road to explore Cromwell's

cafés, bars, and eateries, or visit The Wooing Tree for wine tasting and dining.

### Rides & Activities

Throughout the Rally weekend, there will be organised road and adventure rides. You'll find ride options and route lists at check-in. Prefer to explore on your own? The choices are endless — from Highlands Park to historic townships, Central Otago's iconic cafes, and even a chance to visit Paradise!

Please, contact The Harvest Hotel directly to book your room.

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There are several room configurations, so you can choose to room-share. Just let Reception know when booking.

### Bonus Opportunity!

Make your South Island adventure even better? The Burt Munro Rally is just a few days later, from 4 February, to Sunday, 8 February. A perfect opportunity to extend your trip!



# BMW RALLY 2026

Thank you to Star Insurance, our sponsors.

Hi Everyone,  
Welcome to the 2026 BMWMC Rally & AGM in beautiful Cromwell.

It's going to be a great Rally, and we are doing our best to make it a memorable one for you all.

The Rally Programme is not going to be over-organised because we want you to have plenty of free time to do what you want - rest, sleep, visit cafés, bars, shops, swimming pool, Old Cromwell, wine tasting, the wine trail, Highlands Motorsport Park, or even better to go for some rides and discover some of the hidden secrets of beautiful Central Otago! We will have a list of rides for you to choose from, or you can do your own thing!

Note: unless otherwise stated, everything is based at The Gate - our hosts for the Rally. There will be various rides to choose from and the planned Rally Programme is on the next page:





# BMW RALLY 2026

## schedule

### FRIDAY

1.00pm	Registrations open at The Gate in the Conference Centre
1.00-6.00pm room.	Settle in & relax. Drinks from the bar can be charged to your room.
6.00-8.30pm	Tapas and other light food. Sponsored by STAR Insurance.

### SATURDAY

6.00am onwards	<b>SATURDAY</b> Breakfast - A Smorgasboard. Eat as much as you like! Bottomless coffee and tea.
8.00-9.00am	Bikes assembled by 8.00am for Concours d'Elegance judging.
9.00am - For All	<b>Group Photo. Please be there on time. Dress optional!</b>
9.30am	Gravel riders depart
10.00am-4.00pm	Road rides leave when ready. With lunch stops.
6.00pm	AGM in Conference Centre
7.30pm	Rally dinner

### SUNDAY

6.00am onwards	Breakfast. Smorgasboard.
8.00am	Bikes assembled for Gymkhana
9.30am	GS riders depart
10.30am	Road riders depart
6.00-8.30pm	Burgerfest; prize-giving; raffle draws

### MONDAY

6.00am onwards	Breakfast. Smorgasboard.
10.00am	It's all over ! Haere ra and safe travelling





## Annual Rally 2026 - Road Rides:

- R1. GLENORCHY LOOP** - Cromwell, Queenstown, Glenorchy LUNCH 112 km, Arrowtown, Crown range Wanaka 121 km, Cromwell 53km Total 290km 31/2 hours non-stop but 6 hours with stops, lunch and pics, stunning ride to the back of Milford Sound plus beautiful Arrowtown then New Zealand's Highest pass to Stunning Wanaka waterfront and home.
- R2. HAAST RETURN** Cromwell to Lake Hāwea to Haast LUNCH 190 km, to Wānaka waterfront to Cromwell 194 km total 385 km. From the lakes of central Otago over mountains, beech forests to the ocean lunch at the Stags Head Haast then home via Wanaka waterfront, a lot of twists both ways and worth a return ride.
- R3. Macraes Loop**, Cromwell to Ophir to Hyde to Macraes, 165 km Lunch. To Ranfurly to Saint Bathans 125 km (approximately 15 km very good gravel) to Cromwell 86km, total 380 km. Travel the gold mining routes through central Otago, beautiful, easy, big sweeping roads, old and new gold mines, and little towns. Stunning and easy day in the sun.
- R4. Big Dunedin loop** (Pig Route) Cromwell - Roxburgh - Dunedin 224 km Lunch to Palmerston Ranfurly (pig Route, I'm jealous) Cromwell 239 km total 465 km This is a stunning day ride other than SH1, very few straights, magnificent views and the big endless corners of the pig route and great little towns and the huge Maniototo sky.
- R5. Gore Kingston Flyer Loop** Cromwell to Gore Via Tapanui 170 km Lunch to Lumsden to Kingston (you might meet the Kingston Flyer) to Frankton to Cromwell 213 km total 390 km. This is just a beautiful ride, no hard bits, no really long straights, very picturesque, great corners. And pictures or a ride with the Flyer 😎
- R6. Lindis** - Pig Route Loop Cromwell to Omarama to Oamaru 230 km lunch to Palmerston to Cromwell via pig route 240 km total 470 km Mountains twists lakes twists, SH1 to pig route and those huge sweeps and curves, jealous again.



# Annual Rally 2026 - Gravel Rides:

**G1. Gravel Skippers Canyon School Reserve.** Travelling through the Kawarau gorge to Arrowtown, then heading towards Coronet Peak, you travel for approximately 45 km on Tar-seal, then the excitement starts. Turning left onto the very narrow Skippers Canyon Road and you travel on a mostly firm surface to Skippers School reserve for lunch and pictures 25 k in and 25 k out 😎. I would not call this a very technical ride, but it's narrow, and if you go off the riverside of the road, you won't be coming home. Toyota Corollas do this road and buses, and GSA1250s 2 up. If you're thinking about this, check out YouTube. Total 200k, allow 4 hours plus time in Arrowtown on the way home to Cromwell.

**G2. Nevis** is gravel and technical, and lots of water. This is a 70 km ride of about 50 km 4WD track, it includes numerous river crossings and requires a high level of caution and no cell phone coverage - do not do it on your own. We should have 2 or 3 members who could lead this ride, hopefully. You pop out at Garston, where you can have a coffee at the coffee bomb, then either go back the way you came 🏠 or Tar seal back through Queenstown to Cromwell 100km Total 180 km 5 - 6 hours? Once again, plenty to check out on YouTube.

**G3. Thompson Track,** Cromwell to Tarras 22km over Thompson gorge Rd to Omakau 30'ish km of Gravel, a bit of water and lots of gates and back to Cromwell 52 km. Total 110 km 4 hours? Check YouTube.

**G4. Raspberry Creek,** Mt Aspiring. One of my favourite little rides, Cromwell to Wanaka, then to the base of Treble Cone, 76 km of Tar seal, then about 40 km of interesting gravel and some nice little fords up to Raspberry Creek. This is a stunning country, the lunch with the sandflies, maybe a little walk, then the ride home. Total 240 km, 5 - 6 hours.

## Short Rides:

**S1. Saint Bathans** and the ghost, Chatto Creek pub, home of the Chatto Creek motorcycle club, these guys ride every Thursday 52 weeks of the year, averaging 25 riders every time, the Hamlet of Cambrians ~ never been to a hamlet, this is your chance, it's stunning.

**S2. Cardrona** and another Ghost at the pub (just sold for 20+ million?). They need your custom. Arrowtown or Queenstown. What about Lake Hawea and visit the pub for the last time, being demo for 24 sections, 2 million each ~ just petty cash really 😂.

**S3. Roxburgh,** see Barry at his favourite cafe. If you like pies, hunt down a Sangas pie, and you will never go to Fairlie again. All in all, in Central, we are so lucky to have so many rides. If anyone wants an 800 - 1100 km plus day ride, see me, I will be very jealous but can put you on an alpine loop, or something else...? 😎





# Notice of Annual General Meeting

**BMW Motorcycle Club New Zealand Incorporated. (BMWMC)**  
**Annual General Meeting 2026**  
**Saturday 31<sup>st</sup> January 2026 at 6:00pm,**  
**Harvest Hotel, 6 Barry Avenue, Cromwell, South Island.**

## Notice of Motions and Agenda Preparation

Any member of BMWMC intending to bring forward a subject for discussion, or to move a resolution at the AGM, must give written notice to the Secretary no later than 5:00pm on Sunday, 4 January 2026.

**The Secretary will accept notices as a document attached to an email sent to: [secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)**

### Notices must:

- Clearly state the subject for discussion or set out the full wording of the resolution to be moved.
- Be dated and signed by both the mover and seconder.
- Be submitted by two current financial, full members of BMWMC.

Any subject or resolution submitted after 4 January 2026 will not be accepted.

The final AGM agenda, together with any notices of motion received, will be emailed to all members at their last known address and published on our website ([www.bmwmc.nz](http://www.bmwmc.nz)) no later than 10 working days before the AGM.

## Positions for Election

The positions of Vice President, Treasurer, Area Rep Liaison, and Membership Secretary were re-elected for a two-year term at the 2025 AGM.

The following positions are open for election at the upcoming AGM:

- **President** – incumbent Chris Souness, not standing for re-election
- **Secretary** – incumbent David Fish, not standing for re-election

**The Committee acknowledges and thanks Chris and David for their contribution and service to the Club and the Committee.**

These roles are open to any current member who wishes to be nominated.

The Committee encourages members who would like to contribute to the Club's governance to submit a nomination for one of the available positions.

In accordance with the Constitution, each elected role carries a two-year term.

Nomination Forms are available by email, website or clicking [HERE](#).

Nominees must certify that they have read and meet the requirements for Officers, available on our website and [HERE](#).

### **Nomination Must:**

- be made by a current full (, financial member and endorsed (signed) by the nominee.
- will be published in the final Newsletter before the AGM.
- be received by the Secretary by 5:00pm on Sunday, 21 December 2025 (30 working days before the AGM).
- may be received at the AGM, if no valid nomination was received by the due date. Normal consent and qualification conditions apply.

### **Final Notice of AGM**

A final Notice of the AGM will be issued no later than Sunday, 18 January 2026. This Final Notice will include, not least:

- Minutes of the previous meeting,
- Annual report(s) from the Committee,
- Financial Report,
- Nominees for Election of Officers
- Any remits, notice of motion or anything to be included as business, beyond that prescribed above, that the Secretary has received by Sunday 4<sup>th</sup> January 2026 (20 working days before the AGM)

## **Important Dates:**

Nominations for Committee Members	17:00, Saturday 21 <sup>st</sup> December 2025
Subject for Discussion/Remit	17:00, Sunday 4 <sup>th</sup> January 2026
Final Agenda for AGM	emailed by Sunday 18 <sup>th</sup> January 2026
Annual General Meeting	18:00, Saturday 31 <sup>st</sup> January 2026



# BMW MOTORCYCLE OF NEW ZEALAND

## NOMINATION FOR ELECTION TO OFFICE - AGM 2026

17:00, Saturday 21<sup>st</sup> December 2025

email nominations to: [secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)



BMW Motorcycle Club  
New Zealand



### 1. Details of the Member Making the Nomination

Name: ..... Membership # .....

Address:  
.....

Signature ..... Date: .....

### 2. Details of Persons Nominated

Name: ..... Membership # .....

Address:  
.....

I nominate the above Nominee for the Committee Position of:

\_\_\_\_\_

### 3. Nominee Acceptance

I acknowledge and accept the nomination shown above. I have read the Qualification for Officers document and certify that I am not disqualified under any clause therein.

Signature ..... Date: .....

### 4. Constitutional Requirement

Each year, the members of the Club eligible to vote shall, by ballot, elect the President, the Vice-President, the Secretary, the Treasurer, the Membership Secretary and the Members' Representative. Nominations shall be made by way of a written nomination signed by a current full, financial member and endorsed with the consent of the nominee. Nominations must be received by the secretary to enable publication in the last newsletter distributed before the day fixed for the Annual General Meeting. Should there be insufficient candidates for a position, nominations may be received at the annual general meeting, provided that no member can be elected who has not consented to be nominated.

*\*Committee roles are for a 2-year term; election is for those roles that have expired, as per the AGM notification.*

### 5. Nomination Delivery

All nominations must be emailed to the Secretary. A confirmation of receipt will be emailed in reply. If no confirmation is received, members are asked to check their spam folder and then text or email again to ensure the nomination has been properly received and recorded.

**Please scan/photograph the completed form and email it to: [secretary@bmwmc.nz](mailto:secretary@bmwmc.nz)**

Nomination forms **MUST** be received by **Sunday, 21<sup>st</sup> December 2025**, so that all candidate details can be sent out to all members with the formal notification of the Annual General Meeting. Nomination from the floor will only be accepted if there are no acceptable nominations submitted by the closing date.



# Coming Events - Details on our Website

Register online



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

Updated: 03/08/2025 BMWMC AGM Rally 2026 - Friday 30th January - Monday 2nd February 2026: Save the dates - more details and registration to follow nearer the event: Email any questions to [agmrally@bmwmc.nz](mailto:agmrally@bmwmc.nz)  
Accommodation - Please book directly: Harvest Hotel at the Gate Phone: 03 445 1777 Booking Code for Discount - #72266 AGM/National Rally:

[Find out more](#)

Harvest Hotel, Cromwell,  
6 Barry Avenue  
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[+ Google Map](#)



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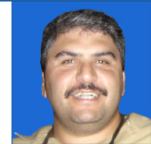
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 Te Kauwhata





# Southern Stories

Tharon Knoetze - southern@bmwmc.nz



Despite yet another orange wind warning for Otago and Southland on Sunday, 28 September, our group decided to roll the dice and head out for a ride. The weekend before (21st), we had played it safe and cancelled due to the same warning—only for the day to turn into a perfect stunner. That disappointment lingered, so this time we weren't going to let the Met Service dictate our plans.

And we were right. The day turned out glorious once again. The only real gusts hit us about 50 km before Waikaia, our chosen lunch stop.

After about 2½ hours on the road, we pulled up at the Waikaia pub. This wasn't our first visit, and once again, they didn't disappoint. The food was excellent, and the atmosphere even better. Waikaia's peaceful charm was on full display—no traffic chaos, no rush, just locals quietly going about their day. At one point, we watched an elderly lady on a John Deere ride-on lawnmower cruise down the main street, patiently giving way to an elderly man on a forklift coming out of a side road. It was small-town New Zealand at its finest.

The pub was surprisingly busy, though. Most of the locals walked in on foot, so only three cars were parked outside (likely belonging to visitors from neighbouring areas). Inside, the locals were as welcoming as ever, striking up conversations, admiring the bikes, and showing genuine interest in our rides. A real chatty bunch, and it made for a warm, memorable lunch stop.



We didn't linger too long after our meal. With the wind beginning to pick up, we wanted to get moving before the orange warning really started causing issues. A quick regroup ensured everyone knew the route home, as its normally different from the route to the meeting point, avoiding confusion or the dreaded "lost rider" scenario.

The return leg was just as enjoyable as the ride in, with very little wind for most of the journey. Temperatures hovered between a perfect 21.5°C and 23°C, making for ideal riding conditions. After another 2½ hours on the road, we rolled back home, clocking up around 450+ km and six hours in total.

Everyone agreed—it was a day well spent. The ride was smooth,





the weather beautiful, the food delicious, and the company unbeatable. As BMW Motorrad says: "Make Life a Ride." Today, we truly did.

### The Waikaia Bottle House

Waikaia might be a very small rural community, but it has a big claim to fame: the famous Switser's (Waikaia) Bottle House. Built by local identity Barry Woods in the early 1990s, the house is constructed from over 20,000 wine, beer, and spirits bottles, stacked and mortared into shimmering, colourful walls. It's a quirky landmark that draws plenty of visitors, each marvelling at how something so ordinary as empty bottles could be transformed into such a creative piece of architecture. The Bottle House also houses a collection of curiosities and memorabilia, making it a must-see for anyone passing through this quiet town.

Tharon #2595







## Big Lap of Aussie

### Rob Hunt

My riding mate Barry and I had been trying to get this trip happening since Covid really, and one thing or another had put it off time and time again, in between finally getting there we did manage a few side trips to Uluru (forgive us here as it was done on Harleys) as well the South Island and Tasmania both the later trips done on BMW's

We finally decided 2025 was going to be the year of the Big Lap, and as such, shipping and carnets were organised, as well as all our camping gear. The bikes (1 x GSA, 1 x GS) were shipped to Melbourne in mid-June, and we arrived in late July to start the trip. Once across the ditch, we went to collect our bikes from the bonded warehouse, expecting them to be uncrated and ready to roll, only to be told we would need to uncrate

them ourselves, plus flat-pack the crates for storage for the return trip to NZ.

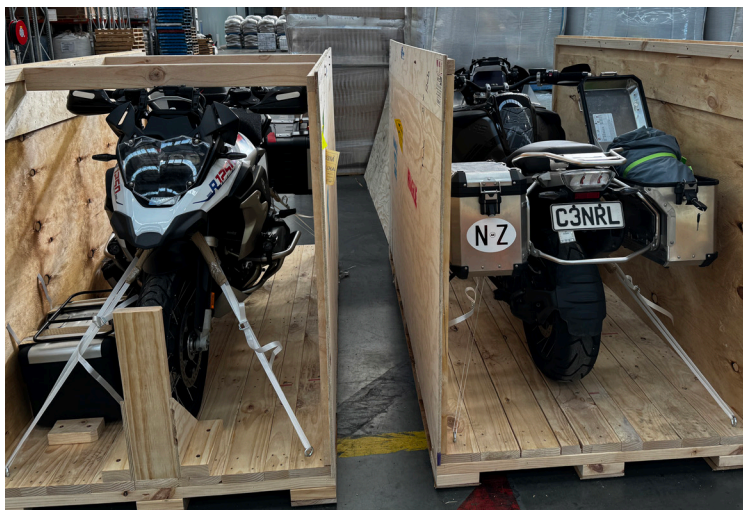
Once our bikes were uncrated and fuelled up, my '22 GSA would not fire up. I was gutted and thought, here we go, haven't even made it out of the warehouse!! I ended up having to get a tow truck to take my bike to BMW Motorrad in South Melbourne. I was met by their Service Manager Sam who went out of his way to help me, he immediately put one of his techs on the job and they ended up finding the fuel pump was the fault, the replacement pump was organised for delivery the next day and promptly installed along with a new battery, the cost of the pump was \$1500 however my with my bike (just) still under warranty it was replaced along with a new battery

all at no cost to myself, fabulous service from these guys. Overall, it only put us back 1 day.

Day 1, Wednesday 30 July we left Melbourne early and as we head into Geelong we were hit with our first heavy rain but continued onto the Great Ocean Road, and then further on we check out the 12 Apostles and London Bridge

The Great Ocean Road offers stunning coastline and a great road to ride, it's a must do on a motorbike, at the end of our first day we end up in a small town called Koroit situated out the back of Portland, our first night camping and it was freezing, we woke to frozen bike seats and ice on our tents, a very uncomfortable first night. From here, we headed off to South Australia, overnighing with a friend at Tailm Bend and then off to the Barossa Valley, where we camped 2 nights and took in a winery and boutique brewery tour. Riding out of the Barossa Valley and thru the Clare Valley, fabulous roads and scenery.

A couple of days later, we ended up at the start of the Nullarbor. The weather was still pretty cold and freezing at night, and we had quite a few heavy downpours hit







us as we made our way west. At one stage, after stopping for fuel at the Nullarbor roadhouse, I found myself falling asleep while riding, crazy as it sounds, but I knew I needed to stop and refresh, a decent drink of water and a walk around, and I was ready to roll again. It took about 3 days to cross the Nullarbor. We camped at the back of the Roadhouses, the amenities were



pretty basic but OK, everyone was bitching about the price of fuel but it was still cheaper than what we pay in NZ!!

As we pushed on, we ended up in Kalgoorlie, my old stomping ground in the late 90s. One of our mates, Nigel, rode up from Perth on his GSA to spend a few days with us. We checked out the super pit and also the old Hay Street brothels (long since closed), as well as a short ride out of town

to the famous Two-up school.

From Kal, we backtracked a bit and headed down to Esperance on the coast. We zig-zagged our way across the bottom of WA, passing through Bremmer Bay, Margaret River, Busselton, Bunbury, and finally ending up in Perth, where we stopped for a few days with my brother, who lives there. While in Perth I had new tyres fitted to the GSA, knowing we were going to hit dirt further up North, I went for Dunlop Trailmax Missions, a 50/50 tyre, I was surprised at how quiet these tyres were, my riding mate Barry bought the same tyres for his GS but opted to carry the new tyres and have them fitted further north

in Broome...more on that later.



After a couple of days relaxing in Perth we headed north for Dongara and then onto Kalbarri where we had 36 mm of rain overnight, we both stayed dry although it was a noisy night with the rain slamming onto our tents, the next morning we packed up our wet gear and headed off to the Kalbarri Gorge where they have built two huge cantilever viewing platforms over the magnificent gorge

Day 22 on the road now and heading off to Carnarvon, the weather has finally started to warm up. From here, we head to Coral Bay, where the Ningaloo Reef is accessible straight off the beach.

Up early the next day for a big ride inland to Karijini National Park via Tom Price, we are now in the Pilbara, Iron Ore country. Karijini used to be known as Wittenoom, where a lot of Asbestos was mined. The old township has long since been closed and demolished as it is riddled with asbestos tailings. Karijini National Park is a must-see place; the gorges are magnificent and a great place to spend a few days exploring. Unfortunately, a couple of the best



gorges were closed due to rain, flash flooding can occur, and tourists have been known to get caught out in some of the gorges. Another wet night of camping for us

and nothing else. We head to Cable Beach Caravan park and set up our camp, then head to the Surf Club, have a beer while



Travelling further north, we end up in Port Hedland, another town where I worked in the 90s. The town has a massive port that services 4 Iron Ore companies, where they ship their ore from. The infrastructure is huge, and at any one time, there can be 100 ships waiting their turn to come into the port for loading. The trains that bring the ore from the mines are up to 2.4 kilometres long.

Pushing further north, we ride the 600-odd km to Broome, where there are 2 roadhouses in between



enjoying the sunset over the Indian Ocean

We find a motorbike shop in the industrial area, and Barry gets the Dunlops fitted to his GS when we go back to pick up his bike. We are shocked at the \$300 fitting charge!! What a rip off

After a great 2 days exploring Broome, we head north and fuel up in Derby and then set off to tackle the Gibb River Road, The GRR is app 660 kms in length, the first

140 kms are sealed as is the last 60 kms sealed as well, the rest is very rough corrugations which claims many 4WD's and Caravans during the tourist season.

We found the best way to tackle the horrendous corrugations was to sit around the 100kmh mark and be very aware of soft spots. There are plenty of spots to camp along the way, plus many gorges to explore. To do this section properly can take up to 2 weeks. During the wet season, this road is impassable to all traffic. We try and drop into ElQuestro, but the river crossings are too deep. After crossing the last obstacle, the Pentecost river, where





we are on the lookout for saltwater crocs we finally hit the blacktop 60kms shy of Kununurra, the temperature had snuck up to 39'.

We found a terrific campground right on the shore of Lake Kununurra (complete with freshwater crocs), the next day we did a sunset cruise on the nearby Lake Argyle, a gigantic man-made dam, 21 times the size of Sydney Harbour. This informative and impressive cruise was one of the highlights of our trip.

From Kununurra, we headed for a night at Katherine, our campground here had a welcoming thermal pool just out the back in the bush.

Next day off again and further up the road to Darwin where our wives were flying in to spend 4 days of rest and relaxation with us in the top end, we took in the sights the territory had to offer including Litchfield National Park (a fantastic 1 day trip with plenty of gorges and swimming holes), we went down to the Mindle Beach night markets and had a great feed there while watching the sunset. Funny thing at Mindle Beach, the night market is on every Thursday night and thousands of

people go down there to watch the sunset, once the sun disappears over the horizon everyone applauds!!

Leaving Darwin (and our wives) behind, we head down to Mataranka Thermal pools and spend the night there,

Leaving Mataranka next stop is Larimah (Netflix, Last Stop Larimah), where we looked for Paddy Moriarty but he is still missing.



Next stop was Daly Waters an eccentric place where cattle seem to roam freely in the pub!! Seriously

We pushed on to Tennant Creek and further onto Mt Isa, where we stayed with my niece, who works there as a motor mechanic

From the Isa, we head



North to the Gulf Country and pass thru Normanton on our way to Karumba on the coast.

From the Gulf we head east across to Atherton and have a comfortable night at a mates house before we tackle the Cape York road which is known as the PDR (Peninsula Development Road), the road is 570 km and mostly unmade and corrugated with many sections of bulldust thrown in for good measure, another very challenging road to ride with the bulldust holes playing havoc with the front end of our heavy BM's, a couple of days riding saw us make it to the town of Bamaga



and then another 30 odd km to the actual tip of Australia (most northern point), we camped at Bamaga at an awesome campground called Loyalty Lodge, right on the beach plus a pub 100 metres down the beach





for epic sundowners

Time to head south back down that retched PDR, on the way down we camped behind the pub at Coen, the pub is known as the Sexchange Hotel (seriously), they had a quiz night happening where we mingled with the locals and had a lot of fun

Travelling further south we stopped for a coffee at the Lakelands Roadhouse (about 300km above Cairns) where we met a guy who talked us into checking out his Banana Plantation just down the road, we were gobsmacked at the size of the operation with over 100 staff employed, after a detailed tour he took us to their mushroom growing operation which they had just built. An enormous brand new building covering 1 hectare that houses their high-tech endeavour, checking out the operation he had going turned out to be another highlight of our trip, it really was fascinating.

Further south, we stayed at another mate's house in Cairns (Palm Cove), where we cleaned ourselves up, did some laundry, and generally had a nice, relaxing time for a couple of days. We took the Gillies Highway out of town as we made our way back

inland again, the Gillies was another highlight, awesome road that takes you basically from the coast up into the mountains and onto the tablelands, fantastic riding plus a great roadhouse at the top that has an Italian delicatessen which makes the best continental rolls, our plan now is to head to Birdsville and have a beer at the pub there, it's a long ride to get to Birdsville and not much to see really, about 600 km north of Birdsville, in the middle of nowhere Barry's RHS pannier caught on fire, I pulled up behind him to see flames coming out of the top of his pannier, luckily we managed to put the fire out before it spread further, there was a 5 litre fuel bladder sitting inches away very on the rear seat, very, very, fortunate, it could have been much worse, we think a lithium battery



was the cause of the fire.

We got to Birdsville just after lunch on a Sunday, the only thing open in town was the pub, no fuel or food available till 8am the next day, there were a lot of pissed off travellers. We bought a beer at the bar and were stunned at the price \$36 for 2 schooners!! It was draught to be fair but bloody hell, after that we switched to cans of XXXX at only \$10 each. The next few days were spent riding east towards Brisbane where we stayed with some old riding mates.

Back in Brisbane, we had a great day's ride with some of our mates who took us out the back of the Sunshine







Coast, beautiful day and great twisty roads. We stopped at the very cool town of Maleny for a late lunch before we all split up to go our separate ways home. I picked up a puncture on the way back to Brissy, the only one for the trip but this was quickly fixed with the trusty old dog turd (and it held for the remainder of the trip).



Heading south down through New South Wales, we rode down to the Bendeemer Pub and met up with another old riding mate, who took us through the Darling Downs region as well as New England. We checked out the coastal areas around Forster and Tuncurry.

We continued south and rode across the top of the Great Dividing Range

as we headed towards Canberra and onto Cooma. We were now in the Snowy Mountains region, although the weather was still fine as we rode down into Victoria on the Bonang Highway into Orbost



and then across the top of Mount Hotham, where the snow was still around and finished up in Bright

From Bright, we headed across to Bendigo to stay with my sister for a couple of nights to clean up a bit, especially the bikes, which were filthy and had to be scrupulously cleaned for the return trip back to NZ and MPI inspection. Our last day of riding saw us leave Bendigo early and head to Melbourne to crate our bikes up and head home

All in all, we did

23,000km and spent 69 nights on the road, the majority of which we camped, we faced freezing weather, torrential rain, crazy cross winds and some very hot days, but had an absolute ball. The Gibb River Road was tough, and Cape York Road tougher; it certainly put me out of my comfort zone, but I am so glad I did them. Our trusty BMWs performed flawlessly and proved to be very comfortable long-distance tourers.



This was an awesome trip, and anybody thinking of doing something similar, I highly recommend getting out and just doing it!

Now... where to next??

**Rob Hunt #4155**





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# Marketplace - FOR SALE

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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.

## 2014 R1200R for sale 11,000km. \$12,000

I believe this model was the last of the air-cooled boxer engines. Includes factory hard panniers, BMW soft tail bag, small tank bag, trickle charger. The bike has been regularly serviced and ridden, and is in impeccable condition. Located in Wellington.

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Registered: December 2018

Mileage: 82,418 km

WOF: Valid for 12 months

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after

Service History: Full BMW  
service history

Extras Included:

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One used spare tyre

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is ready to go.

Contact: Dean – 027 406 0160

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\$16,500



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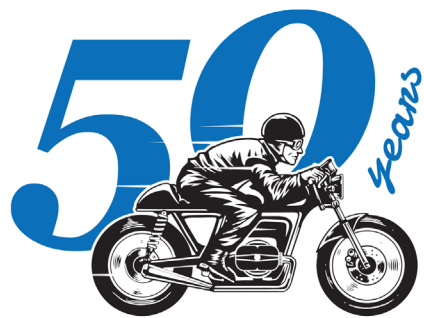
R65 or R45 AIRHEAD. Must be registered or on hold.

Project bike no problem but preferably in good condition.

1985 or earlier would be great as Rego cost is less & WoF is now  
12 month.

Please call me, Bob 021 224 0409.





# BMW Motorcycle Club

## New Zealand 1975 - 2025



BMW Motorcycle Club  
New Zealand



*Making Life a Ride!*

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

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

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

*Thank you*

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

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

### Riding Code:

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

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

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

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

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

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

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





## Area Representatives



### **NORTHLAND**

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