BMW Clubs
International Council

BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

November 2026

BMW Motorcycle Club
New Zealand



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL

BMW Clubs
International Council

BMW Motorcycle Club
New Zealand

EDITORIAL COPY TO:
newsletter@bmwmc.nz

OTHER CORRESPONDENCE TO
The Secretary
BMWMCNZ
PO Box 109-245
Newmarket
Auckland 1149
New Zealand

PRESIDENT
Colin Gates
027 9222 350
president@bmwmc.nz

VICE PRESIDENT
Stephen Parkinson
021 989 092
vicepresident@bmwmc.nz

SECRETARY
Sue Duncan
027 270 7374
secretary@bmwmc.nz

TREASURER
Pieter Holl
027 478 4997
treasurer@bmwmc.nz

MEMBERSHIP SECRETARY
Dave Oldershaw
029 200 3679
membership@bmwmc.nz

AREA REP LIAISON
Ian Macartney
027 281 0242
arl@bmwmc.nz

BMWMC GEAR
shop@bmwmc.nz

PRIVACY OFFICER
privacy@bmwmc.nz

THANK YOU for your feedback and stories
feedback@bmwmc.nz

Contents

3 New Members, of last month
4 President's Podium
6 AGM/National Rally 2027 update
8 Area Reports Starts
16 Tribute to Robin Wood 1947-2026
30 Glen Cooper - Cheap & Cheerful GPS solution
34 Press Release BMW F 450 RR
39 WoF Update - Starting this November.
40 Coming Events
44 Our Team of Volunteers
46 Area Representatives

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 5th day of the month.

We look forward to meeting you.

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 5th 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:	**F 450 RR**
Photo by:	**BMW Motorrad**
Date:	**October 2026**

BMW Clubs
International Council

BMW Motorcycle Club
New Zealand

A Very Warm Welcome to:

Listed by Region (North to South)

BHADANG	Tushal	AUCKLAND
WALLE	Angelika	WAIKATO
DELPORT	Rudi	WAIKATO
WALKER	Trevor	WELLINGTON
GIBSON	Allister	SOUTHERN
FERGUSON	Chris	SOUTHERN
BARRIE	Matt	SOUTHERN
KINNAIRD	Grant	SOUTHERN





President's Podium

Colin Gates

BMW Motorcycle Club New Zealand

November 2026

Remembering Robin Wood

It is always difficult news to receive and share, but sadly, in the last couple of days, we lost one of our valued members.

Robin Wood, a Life Member of the BMW Motorcycle Club New Zealand, passed away on Saturday, 31st October 2026.

Many of you will have known Robin through his very active involvement with the Club since joining in 2005. Robin and his wife Joy, were active riders, and regularly attended the Annual National Rally, NIRAG and SIRAG. There is no question that Robin made a significant contribution to the Club over many years.

Robin volunteered to serve as Treasurer from 2013 to 2021, handing over the role to me following the 2021 AGM. My wife and I had the pleasure of visiting Robin and Joy at their home shortly afterwards, and I have enjoyed catching up with him at various Club events over the years since.

Robin was a dedicated member who remained actively involved and riding, right to the end. He will be greatly missed by us all, and our heartfelt condolences go to Joy and Robin's family at this very sad time.

October Riding

On a happier note, October provided a few opportunities to get out on the bike. I particularly enjoyed a great ride with the Wellington members over to Martinborough, Te Awaiti Station and Tora.

It was an excellent day, with fantastic company, a great route and plenty of enjoyable riding. Days like these are a wonderful reminder of what makes our Club so special.

WoF Changes — What You Need to Know

From November, the rules around vehicle Warrants of Fitness (WoFs) are changing. Having heard a few contradictory views, I thought it would be useful to clarify what these changes mean for motorcycles.

The important point is that motorcycles are not included in the new two-year WoF arrangements.

Although new motorcycles will now be treated in the same way as new cars, with a four-year WoF, the ongoing requirements are different.



For cars:

- Vehicles less than 14 years old will generally require a WoF every two years.
- Vehicles 14 years and older will continue to require an annual WoF.

For motorcycles:

- New motorcycles will receive a four-year WoF.
- Once that initial period has passed, motorcycles will continue to require an annual WoF.

So, for most of us, there is no change to the annual WoF requirement.

Also, remember that from September 2026, vehicles older than 40 years moved from a six-monthly WoF to an annual WoF. This applies to both cars and motorcycles.

I can't say I agree with all the logic behind these changes, but those are the rules. I have put together a graphic on page 39 as a handy visual reminder.

Clicking the following NZTA links might be useful:

New rules for the WoF

How to check your motorcycle

What's required for a WoF

Upcoming Events

We are now only days away from the BMW GS Rallye and the SIRAG.

Registration for the South Island RAG is now closed to non-members, but remains open to Club members who would still like to register.

It should be a great opportunity to catch up with fellow members, enjoy some excellent riding and make the most of the events on offer.

And Finally

No sooner than the F 450 GS comes out, followed by the R and now they announce an F 450 RR! Looks great it'll be interesting seeing what she rides like. Somewhat smaller than the S 1000 RR for sure, a model that I love and own. Along with a boxer GS which suits New Zealand roads much better! 😉

Until next time, safe and enjoyable riding!

Colin

WELCOME TO THE BMW MOTORCYCLE CLUB NEW ZEALAND RALLY 2027



The Waikato Group look forward to seeing you at the 2027 Rally to be held at Clearways Campus 5th-8th February 2027.

We have secured a wonderful venue in the form of Clearways Campus just by Hamilton Airport.

Clearways was built in 2006 to house the International Pilot trainees attending the nearby Aviation training school. It is situated on farmland located across from the end of the airport runway. Its use as training accommodation ceased with the COVID pandemic, and the flight training has not been restarted. Since then, the facility has morphed into an event accommodation provider, frequently used by the Police, Hato Hone St John and other businesses for live-in training courses, as well as Fieldays vendor accommodation.

It consists of 3 large blocks, each housing bedrooms, a central communal area, a large kitchen and laundry. The 4th building contains just bedrooms. In total, we have access to 104 bedrooms. 2 of the blocks contain studio suites with a kitchenette and ensuite. The other 2 buildings have 2-bedroom suites, each suite having a kitchenette, bathroom and separate toilet. All rooms have a double bed, TV, linen and towels, heat pump/ac, and direct outside access so bikes can be parked right outside your room, and the property has WIFI.

We will use one communal area for our AGM and all meals, another one for registration, programme board and social area and the 3rd for the Area Rep meeting before the rally. We will provide tea/coffee/sugar/milk for you to take to your room, as well as a barista coffee cart on site in the mornings. Breakfast is included in your accommodation price and will be managed by the local Army cadets for us. We will have caterers providing some meals and a

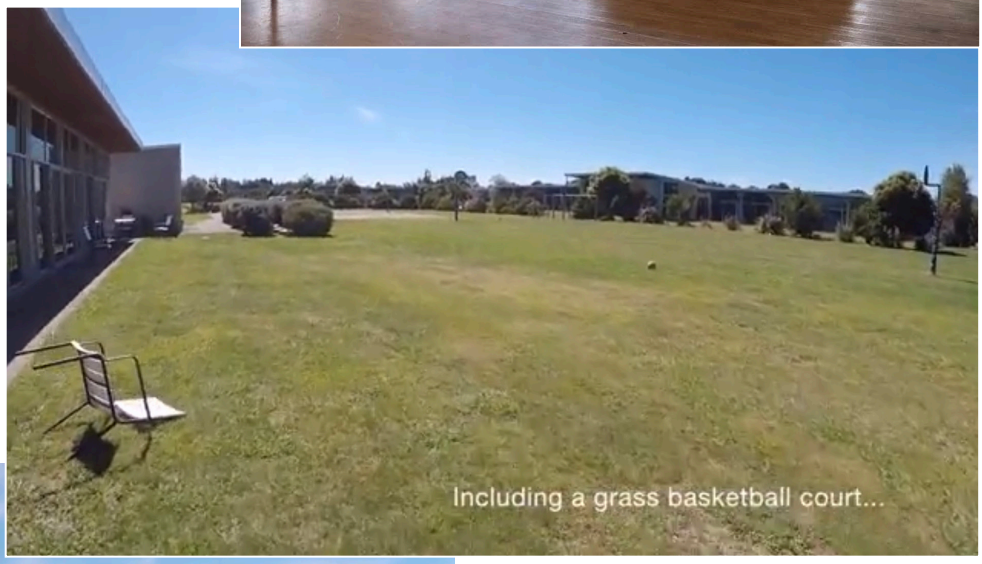
bar service, and the local Waikato Group will be catering the Sunday dinner themselves in the form of a BBQ.



There is plenty of green space outside for our gymkhanas and easy access to our rides without city traffic. At the opposite end of the runway is a fuel station. You will need to provide your own toiletries, and if you want more than 1 towel each, bring one. There is no room service to your room; it is set up before your arrival only.



More information about the weekend will follow over the next few newsletters, but on the Registration form you will note the Ross Bros Museum for Monday morning. For those who have time, this is a private museum on the edge of Cambridge. They have a 50s diner, classic cars, some motorbikes, a saloon, a dinosaur, a replica of their father's original workshop and big construction/mining machines. They are a functioning heavy machinery business and have examples





of large mining and roading machinery, historical and modern, that can be climbed on and started for us. This event will be subject to numbers, but it is well worth the visit if we can.

Waikato Wonders

Chris Townson - waikato@bmwmc.nz



Ross Brothers Museum



What a fantastic turnout for the Waikato Club this past Saturday, with 13 bikes and 15 members coming along for the day!

We kicked things off with a guided tour of the Ross Brothers Museum, led by Tim Ross, one of the four brothers. There was some seriously impressive machinery on display, with something to catch everyone's interest.

From muscle cars to a motorcycle powered by a helicopter engine, there was plenty to admire. My personal favourite was seeing Scott Dixon's IndyCar, although it was missing its engine!

The museum also has an impressive collection of excavation equipment,





ranging from machines of years gone by to more recent additions. There really is something for everyone, and it's well worth a visit if you get the chance.

After the museum, we jumped back on the bikes and headed out to Raglan for the mandatory fish and chips! We took in a few rural roads along the way before hitting the highway into Raglan.

As always, there were plenty of good conversations around the lunch table, with everyone breaking off into their own little groups for a catch-up.

After lunch, the group split into a few smaller groups for the ride home. Some opted for a bit of gravel adventure, taking in some of the beautiful coastal roads we're lucky to have here in the Waikato, while others took the more direct route home to get on with other commitments.

A big thanks to everyone who came along. It was great to see such a good turnout and meet some new members along the way.

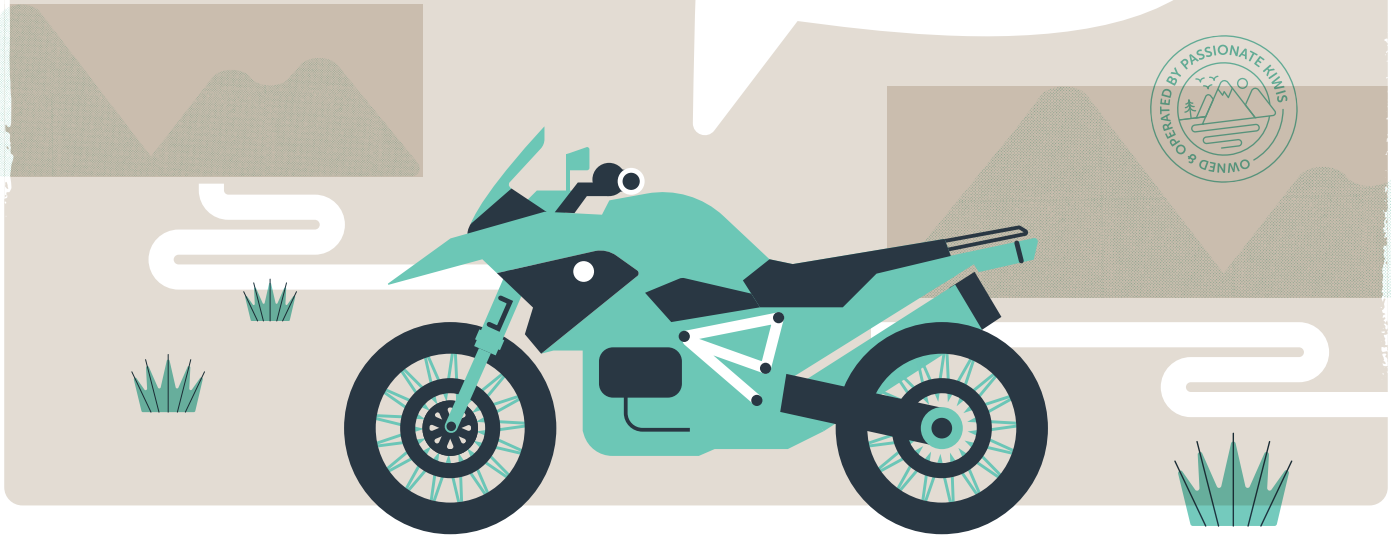
A special thanks to Phil Child for organising the museum visit and leading the ride. Another great day out with the Waikato crew!

Chris #3983





I'll show you parts of the world others fear



Just like a BMW R1200, every motorcycle has a unique character. Which is why we design insurance that's anything but off-the-shelf. If you have a bike that helps you escape the ordinary, talk to us about customised insurance you won't find anywhere else.

Star Insure Morotcycle. It's the insurance your bike would choose.

Escape the ordinary

0800 250 600

starinsure.co.nz

starinsure Motorcycle

East Coast Exclusive

Alan Robinson - eastcoast@bmwmc.nz



Catching Up...

Things remain relatively quiet on the East Coast, with our monthly dinner continuing to be the mainstay of local club activity. These get-togethers are proving popular and are a great opportunity for members to catch up, share a few stories and enjoy some good company. Our September dinner in Hastings was particularly well supported, setting a new attendance record with 17 members joining us.

We have also welcomed three new members to the club: Simon Morris, James Davies and David James. David rides a GS and is particularly keen to get involved in some off-road riding. He is also the local Royal Enfield representative and has kindly offered to help organise rides for the club. This is a very welcome offer, and hopefully the beginning of some more regular riding opportunities for members in the region.

While there is not a great deal more to report at present, I would like to see us build on the good attendance at our monthly dinners and turn that enthusiasm into more opportunities to get out on the bikes. There is certainly potential for more local rides and activities, whether that be a casual weekend ride, an off-road adventure or simply an excuse to get together and explore some of the great roads our region has to offer.

I see my current role as something of a caretaker position, and feel the East Coast would benefit from someone with the time, experience and enthusiasm to take on the role and the local activities forward. Fresh ideas and a little more energy in the role could make a real difference.

If there is anyone in the area who might be interested in taking this on, I would be delighted to hear from them. There is a good foundation to build on, and it would be great to see the East Coast become a more active part of the club. You'll get plenty of support from the club too.

Cheers

Alan #4049

BMW MOTORRAD

MCIVER & VEITCH
THE SOUTH'S AUTHORISED BMW MOTORRAD DEALER

mciverandveitch.co.nz

MAKE LIFE A RIDE



Authorised BMW Motorrad Dealer

McIver & Veitch
112 Crawford Street
Dunedin
(03) 477-0236
sales@mciverandveitch.co.nz
mciverandveitch.co.nz

McIver Veitch
Motorcycling Since 1932



Authorised BMW Motorrad Dealers

CMG Motorcycles Christchurch
122 Saint Asaph Street,
Sockburn
(03) 353-6383
ride@cmgmotorcycles.co.nz
cmgmotorcycles.co.nz

Continental Motorrad Auckland
45-65 Wairau Road, Wairau Valley,
North Shore
021 406 326
salesakl@cmbmw.co.nz
continentalmotorrad.co.nz

Continental Motorrad Wellington
138 Hutt Road
Kaiwharawhara
(04) 499 9030
saleswlg@cmbmw.co.nz
continentalmotorrad.co.nz

Experience Motorcycles Auckland
625 New North Road
Kingsland
(09) 845-5950
sales@experiencemotorcycles.co.nz
experiencemotorcycles.co.nz

McIver & Veitch Dunedin
112 Crawford Street
(03) 477-0236
sales@mciverandveitch.co.nz
mciverandveitch.co.nz

Motoculture New Plymouth
(Service only)
162 Gill Street, New Plymouth Central
(021) 431 119
motoculture.co.nz
contact@motoculture.co.nz

Mount Motorcycles Tauranga
23 Totara Street
Mount Maunganui
(07) 575-4190
sales@mountmotorcycles.co.nz
mountmotorcycles.co.nz

Road and Sport Motorcycles Hamilton
381 Te Rapa Road, Te Rapa
(07) 958 1400
sales@roadandsport.co.nz
www.roadandsport.co.nz

Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



October

A fairly quiet period through October for our group, with the spring weather proving to be an unsettled mixed bag ranging from a few sunny days or part days, to lingering winter-like weather. Also, unfortunately, some sad news with which to end the month.

Monthly Ride

This month we teamed up with the Wellington group for a ride through the Rangitikei. On Sunday 18th we all met up at the Backyard café in Ashhurst for a coffee and chat prior to heading out on the next leg of the journey. Denis had proposed that the Wellington group would head through SH54, Vinegar Hill, to Hunterville for lunch, and from there take some back roads on their homeward ride. Since we (read as "I") didn't have any other plan formulated we decided to join them, partly with the ulterior motive of making sure they behaved themselves in 'our patch'!

Denis will no doubt report more fully on the ride but suffice to say it was great to get the two groups together, The weather was good on the day, and we had a very enjoyable ride.

Monthly Brunch

Our usual monthly brunch gathering took place a t the Woolshed Café in Sanson on Sunday 25th and a small turnout of members and partners enjoyed time together for a chat and catch-up session.



Farewell to a valued Mate and Riding Companion.

Sadly, and somewhat unexpectedly, our valued member and friend, Robin Wood, passed away yesterday, on Saturday, October 31st.

A couple of years ago, Robin battled his way through a health issue which appeared, for a while, to have been resolved. Unfortunately, the problem recently re-appeared, and it is to this that Robin has succumbed.

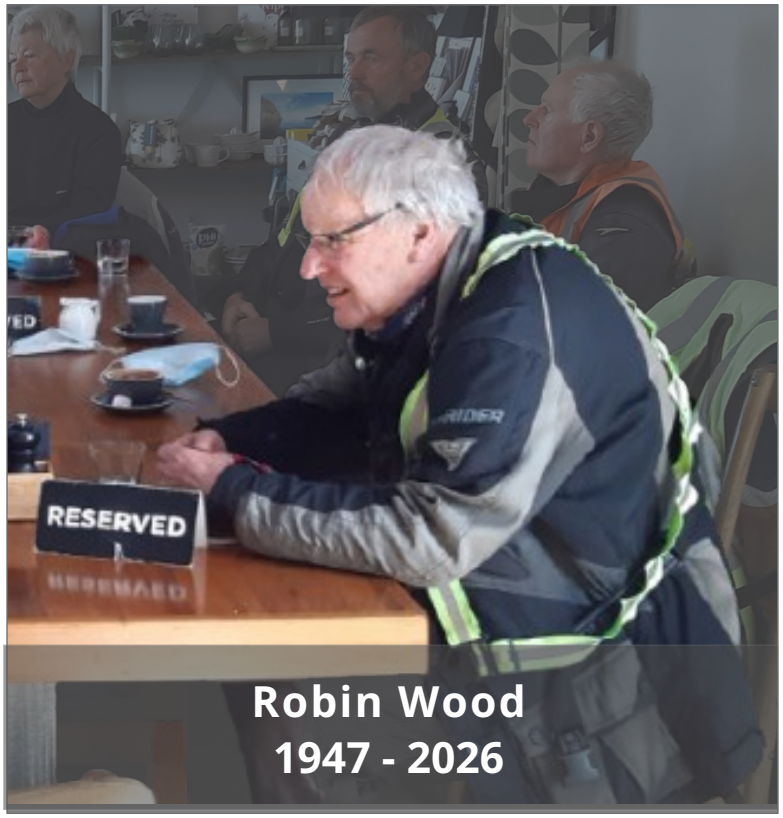
Robin and his wife, Joy, have had a long involvement with the Club, with Robin having spent some time as Club Treasurer, following which Robin and Joy were honoured with Life Membership of the Club.

Since moving back to the Rangitikei area late in 2015, Jeanette and I have enjoyed ready acceptance into the local group and have enjoyed many group holiday trips, often combined with participation in either the Annual Rally or, for me personally, with the NI and SI RAG Rallies. Invariably, Robin,

often with Joy on the pillion seat, was actively involved in many of those excursions and, for us, they soon became good personal friends. The NI RAG, in particular, invariably involved a couple of nights pre-rally staying at Robin and Joy's cottage at Omori, on the Taupo shores, and enjoying a couple of day rides from there.
It was on one of those occasions, after getting to Omori, that Robin revealed to us that after the Rally he was heading to Auckland to trade his 1200GS and pick up a 1250GS. With a bit of persuasion from us, and a couple of quick phone calls, it was set up that we would do a pre-rally, overnight trip to Auckland, do the bike swap and be back in time for the rally. And so it duly happened!

Our heartfelt condolences go out to Joy and their wider family at this sad and difficult time. Ride on in style, Robin; you will be sorely missed.

Murray #2690













BMW MOTORCYCLE CLUB NEW ZEALAND

In Memory of
Robin Wood



1947 – 2026

A life well ridden. A friend well remembered.

Robin joined the club in 2005 and became a Life Member in 2021. For seven years, he served as Treasurer, contributing generously to the club and its community. He remained an active and valued member right to the end. His friendship, enthusiasm for motorcycling and dedication will be remembered with great affection.
Robin leaves a lasting legacy among the many members fortunate enough to have known him.
He will be greatly missed, but never forgotten.

1947	Born
2005	Joined the Club
2013	Treasurer of BMWMC until 2021
2021	Awarded Life Membership
2026	Passed away, 31st October 2026

Ride on, Robin.

With gratitude for the friendship, the journeys and the memories.

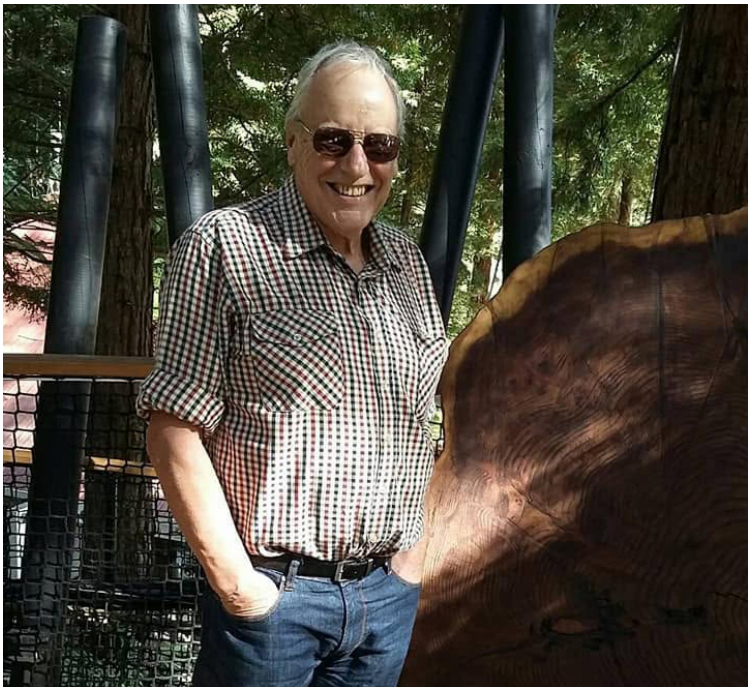

A5GKT


C56KK






9/26 08:12



Wellington/Wairarapa Wanderings

Denis Hulston - wellington@bmwmc.nz



Club night social, meet and eat at the Petone Club

Monday 5th October, and seventeen turned out at the Petone Club for our first Monday of the month meet and eat – Mark, Gerry, Ian, Lynne, Brian, Lehann, Keith, Martyn, Sue, Dave O, Julie, Peter, Jenny, Dave M, Cheryl, Annie and Denis.

Sunday 4th October Pahiatua Track Circuit ride with IAM RoadSmart, Wellington

This was an early start to October riding. Thanks, Stu, for organising this ride, combined with IAM RoadSmart riders.

We had fourteen riders, thirteen bikes and a two-up pillion, Mark and Gerry.



Ride briefing Paremata

We know this circuit well, but Stu had found some back roads Emerald Glen Rd, Valley Rd and the old SH1 to Peka Peka before rejoining the Expressway to Ohau before joining SH57 for a coffee stop at the Horseman Café in Shannon.



Coffee stop Shannon

We continued to Aokautere and over the Pahiatua Track to Pahiatua. Chester, Richard and Denis took a diversion for some gravel on Tararua Road, before joining the other bitumen riders for refuelling at Pahiatua. We continued on backroads, Kaitawa and Mangaone Valley to Eketahuna. Some rode to Masterton via Alfredton and Highway 52 to Masterton. Others stopped for lunch at The Lazy Graze before continuing home via SH2 or back on to gravel Mangaoranga Road before joining Opaki Kaiparoro Road to Mauriceville and Masterton.



Re-grouping for the next stage -Shannon

Very good riding, both sealed routes and gravel diversions, and great company – nice to combine the ride for both BMWMC and IAM RoadSmart riders.

Cont...



Saturday 10th October - Rider Down (First Aid), Porirua

Seven club members, Annie, Denis, Scott, Belinda, Dave O, Mike W, Stephen O, attended the Rider Down workshop sponsored by the Porirua City Council. Twenty-eight participants attended from Wellington, Wairarapa, and Horowhenua. Our instructor, Mark Going, ran a well-run practical day with motorcycle-specific scenarios and opportunities to practise responding to motorcycle, or road-related accidents and injuries. This was an excellent, relevant first aid refresher or first-up training for those who hadn't completed previous training. We came away with practised new or refreshed knowledge, and a rider down kit which included pressure bandages and a tourniquet. The day left participants better prepared to respond to a motorcycle or other road user accident. Let's hope we never need to use it.



Stephen Oatley being one of the rider down models

Sunday 18th October Ashhurst, Vinegar Hill, Hunterville and Rongotea backroads

We changed our planned ride to a better weather Sunday, and seven Wellington riders (Scott, Keith, Martyn, Ian H, Ian M, Geoff, Denis) rode to Ashhurst where we met up with five Rangitikei riders for coffee and ride plan.

We rode north to Raumai and southwest on Valley Road through Colyton before continuing to Cheltenham to turn off on 54 to Vinegar Hill and SH1 for the short ride south to Hunterville. We stopped for lunch at Kiwi Hotdogs, a newly found café in Hunterville with hotdogs, homemade pies, burgers and coffee. Klaus used to have the Wellington food cart, Rockdogs Hotdogs.

We continued our ride via backroad loops south from Hunterville, Rangatira Rd, and Porewa Rd, with an unplanned early turn which took us down to Rata Marae and a dead-end road, that none of us had ridden before. Briefly back



Pahaoa River Ridge Road

on SH1 we exited again onto Kakariki Rd, Mingaroa and Wilson Rd to emerge near Ohakea airbase before refuelling at Sanson.

We were able to avoid the new average speed camera stretch of SH1 south of Sanson through to Foxton on a backroads route Barry led through Rongotea, Glen Oroua, Himitangi Block Rd to Shannon and 57 to SH1, avoiding Levin. We contemplated riding the coastal road from Paekakariki again, but the need to get home saw us on Transmission Gully along with all the usual traffic.

A great 430km day ride, and a good opportunity to ride with Rangitikei riders.

Thursday 22nd October Martinborough, Te Awaiti Station, Tora

Richard organised access to Te Awaiti Station on the Wairarapa Coast north of Tora on a perfect day for riding. Thanks, Richard. This was a great ride and a rare opportunity to ride the coastline on this remote station. Twelve riders met at Martinborough's "In the Neighbourhood" café (Richard, Bill, Stephen, Ian M, Trevor W, Scott J, Mike, Glenn, Chester, Colin, Martyn, Denis) for ride planning and chat.

Ten riders continued on bitumen and gravel road to Te Awaiti station, with a brief stop at the Hau Nui Wind Farm lookout to check out the landscape we'd be riding.

It was good gravel riding to Tora, the first dust of the season, as our gravel rides over the last few months have been with damp road conditions. At Tora we regrouped and rode to Te Awaiti where we met with Dan Riddiford, station owner. Richard had arranged access to the Te Awaiti coast road, so we were able to ride the farm track road north towards Otere River. The coast is spectacular, and particularly special to have it to ourselves. We'd packed lunches for picnicking and enjoyed views of a lazy, clear sea, reefs, cray boats working – a perfect weather day for being there.

After lunch we rode back to Tora Farm Settlement road, across the Awhea



River and as far south as we could before being stopped by a locked gate before the end of the road. Clearly, by the look of the security cameras and signage, there have been some unpleasant access and land use issues here. Not to be put off a great day, we returned via Martinborough to Featherston, where we stopped for a recovery coffee before riding the Remutaka Hill road toward home.

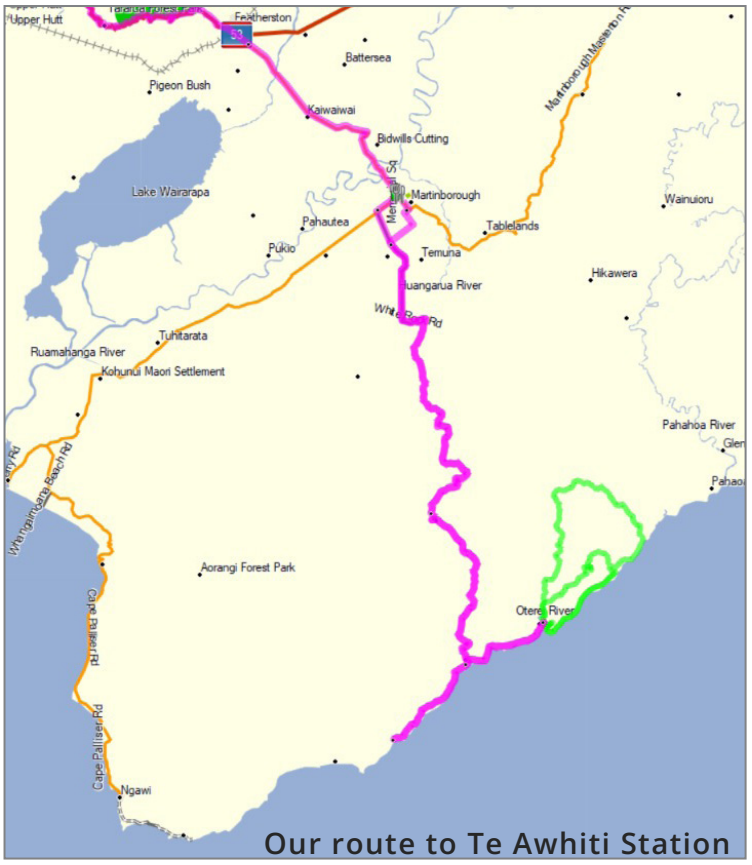


Line-up Martinborough

Richard organised access to Te Awaiti Station on the Wairarapa Coast north of Tora on a perfect day for riding. This was a rare opportunity to ride the coastline on this remote station. Twelve riders met at Martinborough's In the Neighbourhood(Richard, Bill, Stephen, Ian M, Trevor W, Scott J, Mike, Glenn, Chester, Colin, Martyn, Denis) for ride planning and chat.

Ten riders continued on bitumen and gravel road to Te Awaiti Station, with a brief stop at the Hau Nui Wind Farm lookout to check out the landscape we'd be riding.

It was good gravel riding to Tora, the first dust of the season. At Tora we regrouped and rode to Te Awaiti where we met with Dan Riddiford, station owner. Richard had arranged access to the Te Awaiti coast road so we were able to ride the farm track road north towards Otere River. The coast is spectacular, and particularly special to have it to ourselves. We'd packed lunches for picnicking and enjoyed views of a lazy clear sea, reefs, cray boats working – a perfect weather day for being there.



Our route to Te Awhiti Station

After lunch we rode back to Tora Farm Settlement road, across the Awhea River and as far south as we could before being stopped by a locked gate before the end of the road. Clearly, by the look of the security cameras and signage, there have been some unpleasant access and land use issues here. Not to be put off a great day, we returned via Martinborough to Featherston, where we stopped for a recovery coffee before riding the Remutaka Hill road toward home.

More pics next page

Denis #3131



Tora – Awhea River Bridge

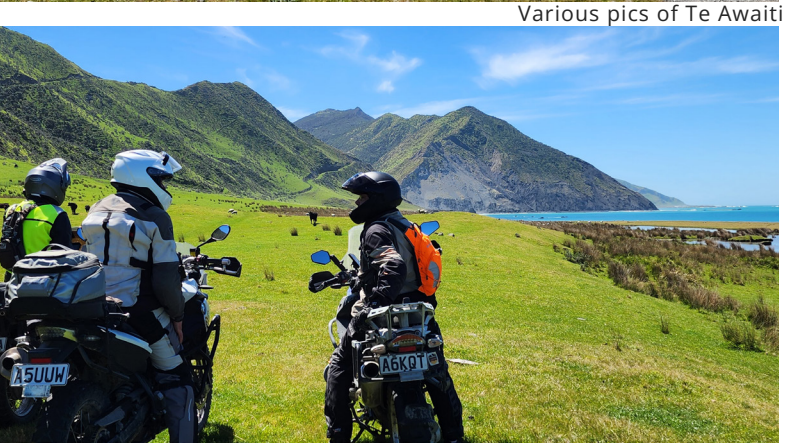









Various pics of Te Awaiti Station and the coastline









Denis #3131

Top of the South Beemers/Te Tauihu

Anja Claus - topofthesouth@bmwmc.nz





Our BMW monthly ride turned into a weekend in Titirangi in the Marlborough Sounds, 10-11 October.



Tony organised the shearing headquarters, which is now a DOC lodge and supplies bottom sheets, pillows and duvets.

There was a good turnout and a fabulous weekend was had by all.



We had bright sunshine the first day, some swimming, a pod of dolphins. Lots of Weka, a walk in the Kohekohe forest, a horse on the beach, some drizzle and fog on Sunday when leaving, but it cleared up nicely.

Some of us collected fresh mussels from the sea and put them into the pot, which made a nice addition to our meal.

Anja #3706

Participants were: John O'Donovan, Peter Wood, Gretchen, Tony, Greg, Claire, Rick, Trudi, Trevor, Hilary, Stuart, Richard and Anja.













BMW MOTORRAD

R 12 FAMILY STOCK RUN OUT

Warehouse clearance pricing on the BMW R 12 family.
Limited New Zealand stock available.

MAKE LIFE A RIDE

Limited to NZ stock. Terms and conditions apply.



R 12
NOW $25,990 + ORC
SAVE $4,000



R 12 NINET
NOW $30,490 + ORC
SAVE $3,500



R 12 G/S
NOW $30,990 + ORC
SAVE $5,000

Authorised BMW Motorrad Dealers

CMG Motorcycles Christchurch
122 Saint Asaph Street,
Sockburn
(03) 353-6383
ride@cmgmotorcycles.co.nz
cmgmotorcycles.co.nz

Continental Motorrad Auckland
45-65 Wairau Road, Wairau Valley,
North Shore
021 406 326
salesakl@cmbmw.co.nz
continentalmotorrad.co.nz

Continental Motorrad Wellington
138 Hutt Road
Kaiwharawhara
(04) 499 9030
saleswlg@cmbmw.co.nz
continentalmotorrad.co.nz

Experience Motorcycles Auckland
625 New North Road
Kingsland
(09) 845-5950
sales@experiencemotorcycles.co.nz
experiencemotorcycles.co.nz

McIver & Veitch Dunedin
112 Crawford Street
(03) 477-0236
sales@mciverandveitch.co.nz
mciverandveitch.co.nz

Motoculture New Plymouth
(Service only)
162 Gill Street, New Plymouth Central
(021) 431 119
motoculture.co.nz
contact@motoculture.co.nz

Mount Motorcycles Tauranga
23 Totara Street
Mount Maunganui
(07) 575-4190
sales@mountmotorcycles.co.nz
mountmotorcycles.co.nz

Road and Sport Motorcycles Hamilton
381 Te Rapa Road, Te Rapa
(07) 958 1400
sales@roadandsport.co.nz
www.roadandsport.co.nz

Southern Stories

Tharon Knoetze - southern@bmwmc.nz



An Impromptu Ride to Hydeaway Café



Sometimes the best rides are the ones that aren't planned too far ahead, and our recent impromptu ride to Hydeaway Café in Hyde proved to be just that!

Our destination was the delightful Hydeaway Café, housed in the historic Old Hyde Hotel, a building that is being lovingly brought back to life by its new owners.

There's something special about seeing a historic building restored and given a new purpose, rather than simply being left to fade into the past. The Old Hyde Hotel, which dates back to 1927, is a wonderful example of this.

The new owners are doing a fantastic job of bringing the building back towards its former glory, carefully restoring its character while making it welcoming and comfortable for today's visitors.

Rather than operating simply as a traditional hotel, the owners are breathing new life into the property as a café and a place to stay, with limited accommodation that caters particularly well to travellers exploring the Otago Central Rail Trail.

It's an ideal combination. Rail Trail riders can enjoy a welcoming place to stop for refreshments or settle in for the night, while those of us exploring Central Otago on two wheels can also appreciate the history, hospitality and opportunity to stretch our legs.

The café offers a chance to relax, enjoy a coffee and take in the atmosphere of a building that has witnessed nearly a century of change in this small Central Otago settlement.



It was particularly pleasing to see the enthusiasm and commitment going into restoring such an important part of the local heritage.



While Hideaway Café is a great destination in its own right, a visit to Hyde also brings you into contact with a significant and sobering chapter of New Zealand's railway history.

The railway played a vital role in connecting inland communities with Dunedin, transporting passengers, goods and produce through some of the region's rugged and beautiful countryside. The town is perhaps best remembered today for the tragic Hyde railway disaster of 4 June 1943.

That afternoon, the Cromwell-to-Dunedin express was travelling through the area when it derailed while negotiating a sharp bend near Hyde, at a location known as Straw Cutting.

The train was travelling far too fast for the curve. The locomotive left the rails, followed by all seven carriages, several of which were crushed together in the derailment.

The consequences were devastating. Twenty-one people lost their lives and many others were injured, making it New Zealand's worst railway accident at the time.

An inquiry found that the train had approached the bend at an estimated 112 kilometres per hour, more than twice the recommended speed for that section of track. The driver was subsequently convicted of manslaughter.



Today, the site of the disaster remains an important place of remembrance. A memorial commemorates those who died, and visitors travelling the Otago Central Rail Trail can take time to reflect on the tragedy and the lives affected.

It's a sobering reminder that behind the beautiful landscapes and quiet settlements of Central Otago lie stories of hardship, tragedy and resilience that have helped shape the region.

Our visit to Hydeaway Café was a reminder of why we enjoy getting out on the bikes and exploring places beyond our usual routes.



It's not always about clocking up kilometres or finding the twistiest road. Sometimes it's about discovering a place with a story to tell.

Hydeaway Café ticks those boxes nicely. The restoration of the old hotel is well worth seeing, and the owners deserve credit for the work they're putting into preserving the building while helping bring fresh life to Hyde and giving people another reason to stop and explore.

All in all, it was a worthwhile impromptu outing, combining a pleasant ride, a little local history and the satisfaction of seeing a piece of Central Otago's heritage being cared for.



If you're planning a ride through Central Otago, consider adding Hideaway Café to your itinerary. It's a great opportunity to support a restoration project that deserves to succeed, enjoy a break along the way, and discover a little more about the history of this fascinating part of Otago.

Happy riding, everyone! 🏍

Tharon #2595



FREEPHONE 0800 272 23 42

564 Ferry Road, Woolston, www.arcadiamotel.co.nz

Geoff Lester 027 285 1293

Cheap and Cheerful GPS for iPhone

Glenn Cooper



Hi, I'm Glenn Cooper. I ride a 1992 BMW R100GS Paris Dakar that I have owned for 34 years. It's my only motorcycle now as I sold my dirt bikes and being recently retired am trying to sensibly age into touring, on and off road.

But this presented a problem, as my riding preference is backcountry, forest and gravel routes; I needed to be able to plan my routes in advance and track them. NZ has thousands of km's of these types of roads, and it's easy to get lost in places that won't see another vehicle or person, perhaps for days. Paper maps really aren't a realistic option anymore.

I was intrigued when I first saw other members' GPS navigation systems on their modern BMWs. But I can't justify the expense of buying a Garmin or other dedicated GPS/Map tracker, so I wondered if I could replicate it with a less expensive alternative. This is my story about how I did that.

Now having done it, I don't know how I ever did without a decent GPS map, and it's all done on my iPhone, though I have subsequently also connected it to a CarPlay monitor. Read on if you're interested in a relatively cheap and cheerful alternative to the expensive dedicated GPS devices.

I can't cover everything in detail here, but if you are a current BMWMC member and interested in more information, you can email me at coops507@gmail.com if you want to.

My objective was to have a reliable GPS Tracker, Maps and Navigation mounted on my motorcycle that didn't require an internet/data connection when in use.

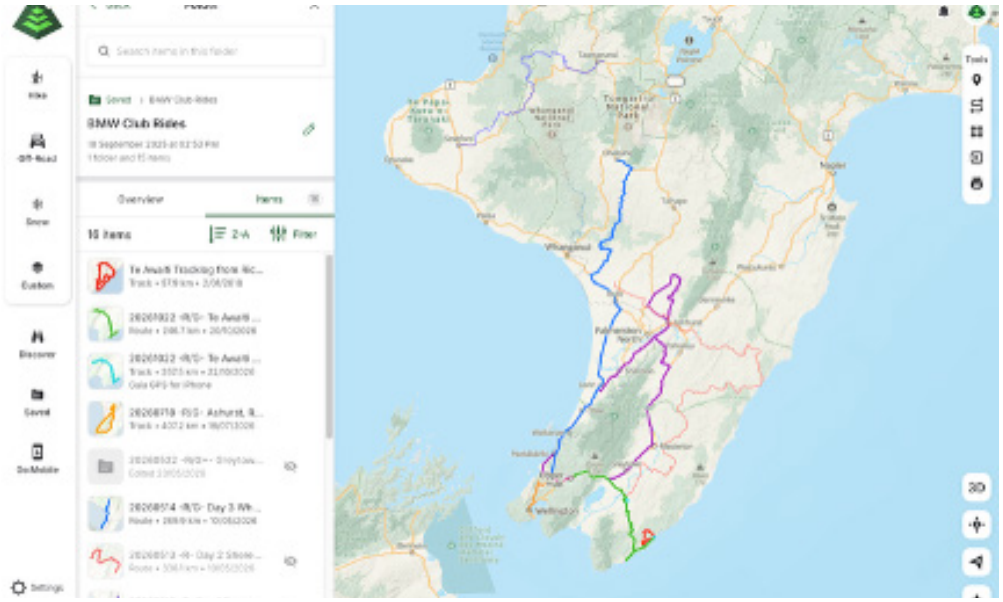
I tried a few free iPhone apps, which all had issues but eventually settled on 'GAIA Maps' for iPhone/IOS (and Android) www.gaiagps.com, which I have since upgraded to the Premium version. GAIA Maps has many 'base maps' that can be downloaded and used 'offline', including Topographical, Satellite and others. I've found the maps to be pretty accurate, though not perfect, so I verify my planned routes in advance with 'Outdoor Access Maps' www.herengaanuku.govt.nz/maps/outdoor-access-maps (to check for public access) and Google Earth to visualise the route in 2D and 3D.

So basically, the GAIA App downloads maps of anywhere in the world and the iPhone GPS plots/tracks where you are on those maps when you're riding. There is also a 'desktop web app' that is used to plot routes, so it's not as fiddly as doing it directly on the iPhone, although that can be done too.

Simply put, without going into all the many features, I plot my Routes and



iPhone and CarPlay mounted on the PD



GAIA Desktop App (browser-based) for planning and recording routes

Waypoints (interesting things along the route) on my laptop or desktop PC and they automatically sync with my iPhone's GAIA GPS App. It's fairly easy to learn to do this, and the routes can also be saved in various folders and exported (.GPX file), shared and opened on any other GPS device. This is handy when you have others with a GPS riding with you, and they can follow the same route. You can also upload other people's GPX files and view them on the GAIA App.

Open the planned route on the iPhone GAIA App, which will be highlighted in a different colour on the map, and just follow it, as it tracks your progress in real-time layered over the planned route. GAIA App can 'hand over' the route to Apple Maps to provide verbal and visual navigation instructions, but I've found this only works well on Highways and Urban roads. I can also 'record' my trip with the GAIA App, which has been invaluable when my planned routes were inaccessible or dead-ends (locked gates, etc.), as I can easily see how to backtrack where I've been.

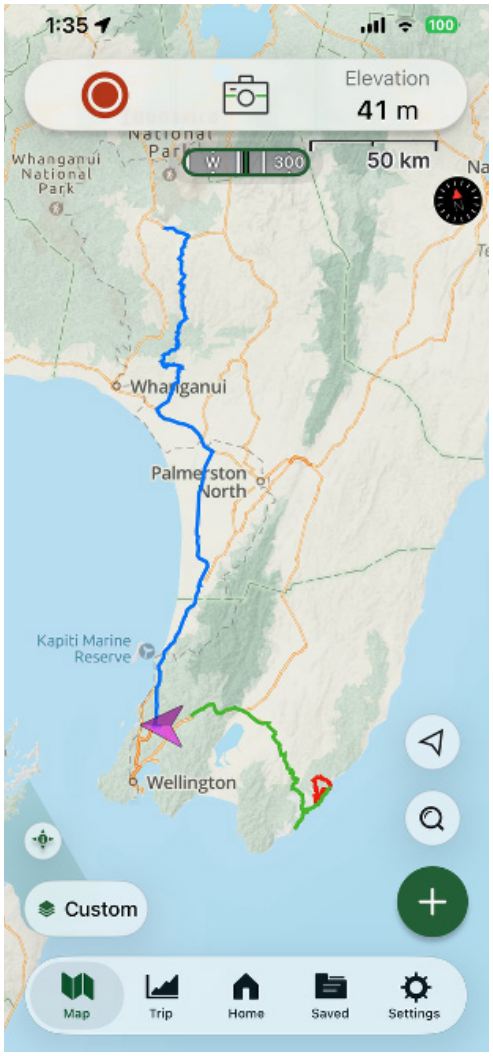
Here's the setup:

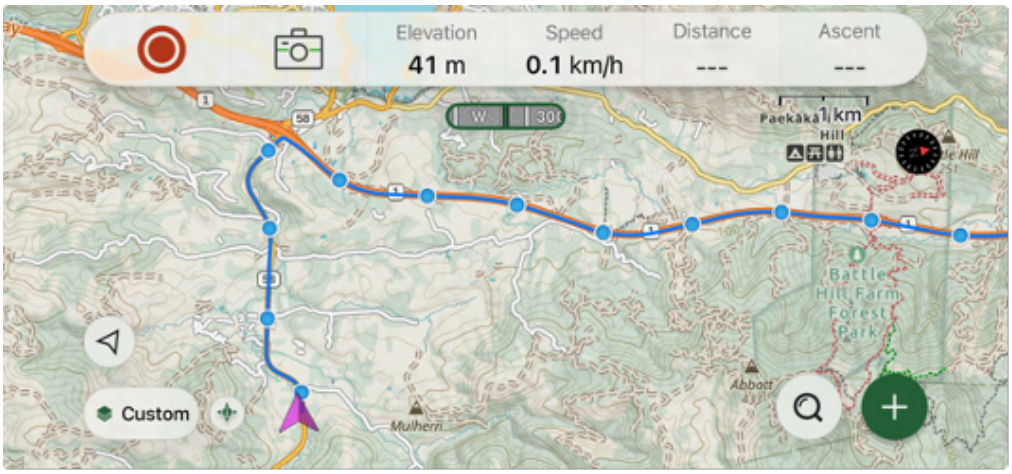
To begin with, I used an older iPhone 7E to run the free GAIA Maps App. The first setup was just that phone on a Quadlock 'mirror mount', which is perfect on my PD because it fits on the handlebar crossbar. Quadlock have numerous alternative mountings for motorcycles, and they work very well, but aren't cheap in my opinion. I found the iPhone needed a constant charge, as the GAIA Maps App is prone to draining the mobile's battery. As the PD has a 12-volt socket, I plugged in a dual USB adapter and ran a USB cable through the frame to my handlebars.

This setup worked very well, except for not having offline maps, which prompted an upgrade to GAIA Premium. I have thoroughly tested the GAIA maps covering about 25 pre-planned routes touring the North and South Islands, over 8 weeks of riding. This covered roughly 40% tarseal and the remainder on gravel roads and remote backcountry roads. I was impressed with the accuracy of the maps, and never got lost, though I did run into a few dead-ends, mostly where farmers had locked gates on public access (paper) roads.

I've since upgraded to an iPhone 17E for the larger screen, much longer battery life and multiple Apps running at the same time. I upgraded the Quadlock to a USB-C 'MagSafe' powered mount, plugged into the PD's 12 volt socket adapter. I put a switch in-line as the 12-volt socket is 'live' all the time and not wired into the ignition. Having the iPhone powered and charging is essential for a whole day out riding.

Back to the GAIA App. With it on my iPhone mounted on the handlebars and working so well, I don't need an expensive Garmin or similar, which was pleasing and achieved my original objective. Modern phones have very good GPS that don't require internet or data connections; I just wanted to pair it with a decent mapping App. For





The GAIA iPhone App displaying a planned route, zoomed in and out, and landscape mode

me, the GAIA Maps app works extremely well.

So all up, the cheap and cheerful version was the free GAIA Maps app version (but does not support offline maps, i.e. requires internet/data connection), running on my iPhone plus a $50 Quadlock handlebar mount, a $30 Quadlock Universal mount for the iPhone case, and a $10 USB2.0 cable to a $15 USB2.0 socket cigarette lighter adapter. I already had the 12volt port cable. About $105 total to have my GPS mapping up and running. A fair bit cheaper than a Garmin, which can easily cost $850-$1500!

The upgraded version, not including the new iPhone, was about $120 for the Quadlock MagSafe Charging mount (optional), and $US60 p/a for the Premium version of GAIA Maps, which does have offline maps that are essential for me as I frequently ride out of cell phone coverage.

But the story continues:

Emboldened by my experience with the GAIA Maps app, I thought about blinging my ride with a CarPlay monitor. This is really not necessary for all of the above, as the iPhone works perfectly by itself, but now I use it all the time when riding. It's basically a 5"-7" touchscreen monitor that Bluetooth connects to the iPhone (or Android phone) and displays the GAIA maps, the route, real-time progress, etc., but in a much larger format.

In NZ, that screen costs about $500, but I bought an identical 7" monitor from AliExpress for $130. It's hardwired via a custom switch ($29 NZ, or $8 from AliExpress) and fuse, to the battery terminals, and earthed. The wiring is basic; most people could do it themselves, bearing in mind an auto-sparky might charge an hour or so at about $140 p/h. Not necessary in my experience.

I did break the plastic mounting bracket doing it up too tight (a screw-tensioned clamp on ball mounts) and replaced that with a Doubletake mirror mount ($35), which is much stronger and more stable. For perfection, though, a friend 3D printed custom mounting brackets that are glued to the monitor and clamp onto the handlebar crossbar. It's rock solid now.

The CarPlay monitor can be removed easily if I'm worried about it being stolen overnight at the campground or motel. Admittedly, the monitor in its current position obscures my speedometer, so I use a free GPS Speedometer/Odometer App on my iPhone, so I don't break any speed limits ;)

And just to be clear,

the CarPlay monitor will also display a few of the other iPhone Apps; it's a touchscreen, which is useful. You can check/send messages, email, take/make phone calls, WhatsApp, play Spotify music, run Google or Apple Maps, etc., all while following your GAIA Maps route.

In summary:

What I've ended up with is a functional and perhaps surprisingly reliable GPS map route planning and tracking software, displayed on my iPhone and/or the CarPlay 7" monitor, with access to many of my iPhone Apps. Connected to my Cardo headset, I have intercom, SIRI for hands-free phone calls and messages, and Spotify for my riding music. It's been an eye-opener, and kind of amusing riding a 34-year-old no-tech PD :)



A great day out with the BMWMC Wellington/ Wairarapa crew at Te Awaiti Station

Besides that, I have recorded all my rides for the past year, including all the BMWMC rides I've been on, my trip around NZ, numerous day rides and some car road trips too. It's nice to know that if I want a quick ride or to re-ride a favourite route, I can reload my routes and just follow them. I also have a few planned routes for future rides.

Glenn #4198



Presenting the New BMW F 450 RR.

Supersport Precision and Unmistakable RR DNA for Roadand Track.



Munich. "What I particularly like about the new BMW F 450 RR is how light, direct, and precise it is to ride. To me, that's exactly what a supersport motorcycle should be. It's great fun on twisty roads and performs just as well on the racetrack. At the same time, it clearly carries the DNA of our RR models. For me, it's the perfect entry into the world of BMW RR motorcycles."
Markus Flasch, CEO BMW Motorrad

The new BMW F 450 RR: A lightweight supersport bike for the 48-hp class—developed for precise handling and an immediate racing feel on winding country roads and the racetrack.

The new BMW F 450 RR for the 48-hp class was developed as a standalone supersport bike within the BMW F 450 model family. The focus was on signature BMW riding pleasure, enabled by supersport-specific chassis and geometry engineering, rigorous weight optimization, and a powerful parallel-twin engine. Its design clearly follows the current design language of the S 1000 RR and visually underscores its dynamic ambitions.

The silhouette consistently translates this ambition into RR design language: the pronounced nose-down, tail-up stance, the signature RR flyline, and the winglets create a powerful forward orientation. Asymmetrical side fairing panels, gills on the right side, and the split face add distinctive accents and underscore the standalone interpretation of RR DNA. The LED headlight with its signature RR daytime running light design defines the bike's distinctive appearance.





Smooth and characterful parallel-twin engine with a 135-degree crankpin offset for dynamic riding pleasure.

At the heart of the new BMW F 450 RR is the newly developed fuel- injected parallel-twin engine first used in the F 450 GS, together with a stainless-steel underfloor muffler. For use in the F 450 RR, it has been specifically tuned to meet the requirements of a supersport bike and gives the motorcycle a particularly distinctive sound. With an output of 35 kW (48 hp) at 8,750 rpm and maximum torque of 43 Nm at 6,750 rpm, the new F 450 RR delivers powerful acceleration and confident roll-on performance. As much as 80 percent of the available torque is already on tap at 3,000 rpm, providing strong propulsion from low engine speeds. High-tech materials and optimized internal friction make these performance figures possible from exactly 420 cc. This makes the engine one of the most compact and powerful units in the A2 parallel-twin segment. It not only meets the stringent Euro 5+ requirements, but is also particularly efficient, with fuel consumption of just 3.8 liters per 100 km. With its 14-liter fuel tank, the F 450 RR achieves a range of more than 350 km. The service interval is the BMW Motorrad-standard 10,000 km.

The crankshaft with a 135-degree crankpin offset and a balance shaft combine characterful power delivery with excellent refinement and low vibration. Magnesium covers for the clutch and transmission support weight optimisation.

Easy Ride Clutch (ERC) for a significant increase in operating and riding comfort.

The optional Easy Ride Clutch (ERC) engages the clutch according to engine speed, increasing comfort and control—especially in urban traffic, while maneuvering, on winding country roads, and during sporty riding. In combination with Shift Assistant Pro, it enables riding and shifting without manual clutch operation; the clutch lever remains available for deliberate rider input.

For the BMW F 450 RR M Sport, the ERC is available ex-factory as part of the Innovation Package; it can be retrofitted to all other variants as an Original BMW Motorrad Accessory. During overrun, the clutch remains closed, preserving engine braking until shortly before the motorcycle comes to a stop. Only when idle speed is reached does the ERC open automatically, reliably preventing the engine from stalling.

Six-speed transmission and left-side secondary drive. Shift Assistant Pro for fast upshifts and downshifts without operating the clutch.

The six-speed transmission transfers torque to the left-side secondary drive via an X-ring chain. For rapid upshifts and downshifts without operating the clutch, the new F 450 RR is equipped with Shift Assistant Pro in every equipment variant except the base model. It can be retrofitted to the base model.



In Brief:

ABS Pro, DBC, DTC, and MSR, plus the “Rain,” “Road,” and “Race” riding modes as standard - delivering a high level of riding pleasure and safety.

Chassis with a tubular steel space frame for high rigidity, robustness, and riding precision. Supersport-specific tuning and a short wheelbase for agile handling and high stability.

Front wheel control via a KYB upside-down telescopic fork and rear wheel control via an aluminum hollow-cast double-sided swingarm with a KYB central spring strut.

Wheels and tires designed for dynamic riding pleasure.

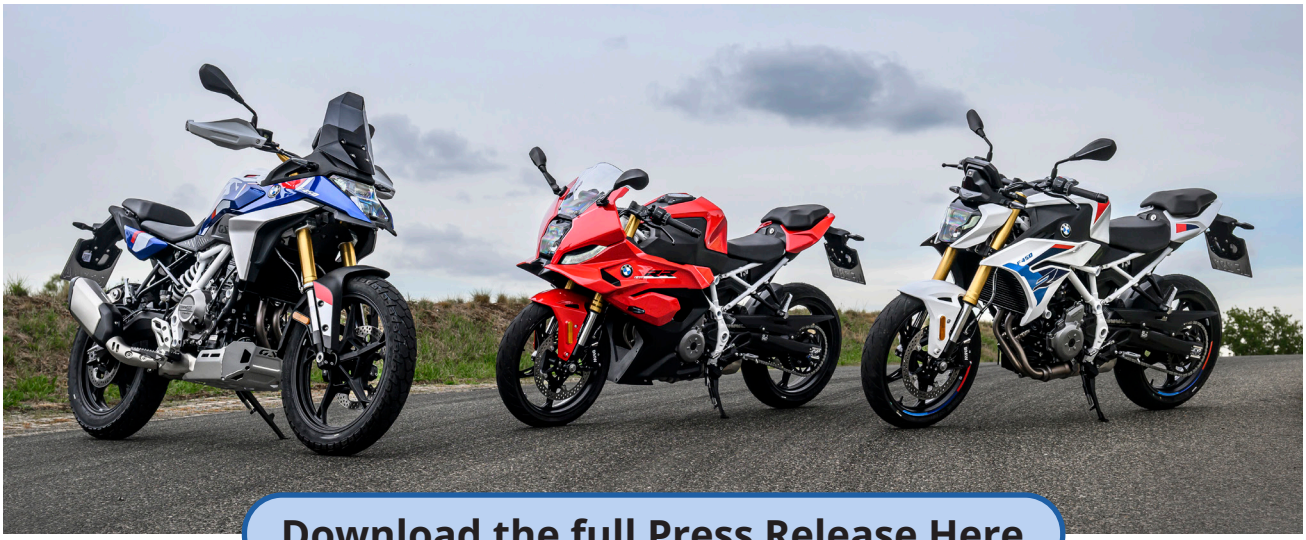
Powerful braking system combined with BMW Motorrad ABS Pro for safe braking, even when leaned over. Dynamic Brake Control (DBC) and the dynamic brake light provide additional safety features.

Sporty, active ergonomics and equipment for controlled, dynamic riding pleasure on winding country roads and the racetrack.

Reversible shift pattern for an extra dose of sportiness and a true racing feel.

Four attractive equipment variants for the new BMW F 450 RR.

Powerful LED headlight and LED lighting as standard.
Perfectly legible 6.5-inch TFT display.
USB-C port in the cockpit area.



Download the full Press Release Here

starinsure Motorcycle

LIKE YOU, ESCAPING THE ORDINARY IS IN OUR BLOOD





OWNED & OPERATED BY PASSIONATE KIWIS

We design insurance for those who live for the ride.

Nothing comes close to the journey. All that matters is being connected to the road or trail, and the bike. Some people don't get it. We do. Two, three or four wheels... whatever your bike, with Star Motorcycle, we'll help you protect your means of escape.

Escape the Ordinary

Call: **0800 250 600**

Visit: **starinsure.co.nz**

starinsure

WoF changes: who gets TWO YEARS?

Private cars & motorcycles • November 2026 guide

Not every vehicle gets a two-year WoF.

CARS — AGED 4 TO UNDER 14

First registered on or after 1 November 2019	Two-year WoF from 1 November 2026.
First registered 1 November 2013–31 October 2019	Annual until 1 November 2027. Then two-year WoFs only while still under 14.

Cars aged 14 or older: annual WoFs.

MOTORCYCLES — AGED 4 OR OLDER

ANNUAL WoFs — not two-yearly.

No extra motorcycle rollout in November 2027.

CLASSIC CARS & MOTORCYCLES

Aged 40 years or more? Already eligible for ANNUAL WoFs under the rules introduced on 1 September 2025.

Other pre-2000 cars and motorcycles still on six-monthly WoFs move to annual at their next inspection from 1 November 2026.

Neither group gets two-year WoFs.

NEW & UNDER-4 — CARS AND MOTORCYCLES

Brand-new, never registered anywhere: initial four-year WoF.

Already registered but under 4: next expiry is the LATER of the fourth registration anniversary or 24 months after the WoF reference date.

REMEMBER

Existing WoF expiry dates do NOT automatically change. New periods apply when your next WoF is issued.

First registration means anywhere in the world — not model year or NZ import date.

Source: NZTA WoF guidance and Vehicle Standards Compliance Amendment 2026.

Coming Events - Details on our Website

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



2026 – South Island RAG Rally, Brightwater

Updated: 24/07/2026 South Island RAG Rally: 13th-15th of November 2026 Brightwater! This year we'll be at the Top of the South Island REGISTER HERE - It's sure to be another exciting SIRAG! Venue/Lodgings: Paretai Lodge, 129 Lee Valley Road, Wairoa Valley 7091 Our lovely organisers are: Anja, Dale, Hilary and Rodney of the Top of the

Find out more

starinsure

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



save the date

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

Updated: 31/03/2026 Waikato BMWMC AGM Rally - Friday 5th-8th February 2027: Save the dates - Details and registration links to follow: Email any questions to agmrally@bmwmc.nz Accommodation - TBC: Region: Waikato We look forward to another great AGM and National Rally and seeing you there! Register Online Closer to the Time. Please get in touch

Find out more

starinsure

2027 NIRAG - 2nd-4th April 2027



save the date

2027 – North Island RAG Rally – 2nd-4th April 2027

Updated: 10/10/2026 North Island RAG: Venue: *Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990. *Subject to change Friday afternoon, 2nd of April - Sunday morning, 4th of April 2027. Most of you will know the format, but here's a guide: Accommodation options: Bunkrooms, tent (bring your own), caravan/motorhome (bring your own). Registration includes: Accommodation

Find out more

Taylor Memorial Lodge,
36 Pokaka Road
Erua, 3990 New Zealand
+ Google Map

starinsure

In Chronological Order:

2026 BMW Motorrad GS Rallye – Register Now!

6th-8th of November 2026 at the Wairakei Resort, Taupō.
Register as a Club member to be in with a chance of winning a full Motorcycle suit, exclusive to Club members.

Special Note from BMW Motorrad:

BMW Motorrad have put together an additional incentive for BMWMC members to book on the GS Rallye.

T&C's: This offer is open only to paid up BMW Motorcycle Club NZ members. Existing bookings are automatically entered into the draw. Prize is one BMW Motorrad Adrar Suit (jacket and pants), and is subject to available sizes and stock held in New Zealand at the time of fulfilment. **The prize is not transferable, exchangeable or redeemable for cash.**

*Extra rooms have been added.

2026 South Island RAG (SIRAG) - Register Now!

13th-15th of November 2026 Brightwater! Full details are available on the Events page of our website.

2027 BMW Annual Rally & AGM – Registrations opening soon

5th-8th of February 2027

2027 North Island RAG (NIRAG) - Registrations opening soon

2nd-4th of April 2027 at *Taylor Lodge. *As Taylor Lodge is on the market for sale, the venue and date are subject to change.

Of course we'd love you to attend all these events, but attending just one would be awesome too.

Check my renewal date on my BMWMC membership card

Any issue email, mymembership@bmwmc.nz

SIRAG 2026
13th-15th November 2026

Register quickly
www.bmwmc.nz/sirag-2026

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



Remember

Write a note about my travels
email it to
editor@bmwmc.nz

BMW MOTORRAD



SUPERBIKES SUPER FINANCE

0% P.A / 3 PAYMENTS / 24 MONTH TERM^

Your chance to own the ultimate sports bike today. Visit bmw-motorrad.co.nz for more information or contact your nearest BMW Motorrad dealer

MAKE LIFE A RIDE

Terms and conditions: *Ride Away = Cash Price including ORC of $997.65. ^0% p/a fixed for 2 years. 1/3 deposit, 1/3 in month 12, & 1/3 in month 24. An establishment fee of $349, a PPSR of $10.35, a dealer origination fee of $350, and ORC of $997.65 apply, offer is limited to selected models and for delivery to 31st of December 2026 or while stocks last. BMW Financial Services Limited terms, conditions and standard lending criteria apply. Not available in conjunction with any other offer.



S 1000 R
FROM $36,697 RIDE AWAY*



S 1000 RR
FROM $47,697 RIDE AWAY*



S 1000 XR
FROM $49,697 RIDE AWAY*

Authorised BMW Motorrad Dealers

CMG Motorcycles Christchurch
122 Saint Asaph Street,
Sockburn
(03) 353-6383
ride@cmgmotorcycles.co.nz
cmgmotorcycles.co.nz

Continental Motorrad Auckland
45-65 Wairau Road, Wairau Valley,
North Shore
021 406 326
salesakl@cmbmw.co.nz
continentalmotorrad.co.nz

Continental Motorrad Wellington
138 Hutt Road
Kaiwharawhara
(04) 499 9030
saleswlg@cmbmw.co.nz
continentalmotorrad.co.nz

Experience Motorcycles Auckland
625 New North Road
Kingsland
(09) 845-5950
sales@experiencemotorcycles.co.nz
experiencemotorcycles.co.nz

McIver & Veitch Dunedin
112 Crawford Street
(03) 477-0236
sales@mciverandveitch.co.nz
mciverandveitch.co.nz

Motoculture New Plymouth
(Service only)
162 Gill Street, New Plymouth Central
(021) 431 119
motoculture.co.nz
contact@motoculture.co.nz

Mount Motorcycles Tauranga
23 Totara Street
Mount Maunganui
(07) 575-4190
sales@mountmotorcycles.co.nz
mountmotorcycles.co.nz

Road and Sport Motorcycles Hamilton
381 Te Rapa Road, Te Rapa
(07) 958 1400
sales@roadandsport.co.nz
www.roadandsport.co.nz

The team behind the scene



President
Colin Gates
president@bmwmc.nz



Vice President
Stephen Parkinson
vicepresident@bmwmc.nz



Secretary
Sue Duncan
secretary@bmwmc.nz



Treasurer
Pieter Holl
treasurer@bmwmc.nz



Membership Secretary
David Oldershaw
membership@bmwmc.nz



Area Rep Liaison
Ian Macartney
arl@bmwmc.nz



Our Volunteers cont.



Northland AR
Ian Macartney
northland@bmwmc.nz



Auckland
Stephen Parkinson
Auckland@bmwmc.nz



Waikato AR
Chris Townson
waikato@bmwmc.nz



Bay of Plenty AR
Alan Belworthy
bayofplenty@bmwmc.nz



Taranaki AR
Phil D'Ath
taranaki@bmwmc.nz



Rangitikei AR
Murray Petherick
rangitikei@bmwmc.nz



East Coast AR
Alan Robinson
eastcoast@bmwmc.nz



Wellington/Wairarapa AR
Denis Hulston
wellington@bmwmc.nz



Top of the South AR
Anja Claus
topofthesouth@bmwmc.nz



Canterbury AR
Jason Batchelor
canterbury@bmwmc.nz



Southern AR
Tharon Knoetze
southern@bmwmc.nz



Social Media
Dale Grover
socialmedia@bmwmc.nz

IMPORTANT NOTICE

The BMW Motorcycle Club New Zealand is an organisation where members come together to enjoy rides to nominated destinations and participate in social occasions. The Ride Organiser nominates the destination and any regrouping points along the route, but does not control how riders behave on the ride. Club rides are not competitive events. **Our Ride Code below:**

1. Personal Responsibility

Participation in Club rides is voluntary. Each rider is responsible for their own safety, riding decisions and behaviour, and for complying with all applicable laws and Road Rules. Riders must ride within their own capabilities and must not feel pressured to keep up with others.

2. Motorcycle Condition

Riders must ensure their motorcycles are legally able to be ridden, appropriately licensed and registered, warranted where required, and maintained in a safe and roadworthy condition. The Club and Ride Organiser do not inspect or certify motorcycles, licences, warrants, registrations or insurance.

3. Protective Gear

Riders and pillions must comply with legal requirements and wear an approved motorcycle helmet. The Club strongly recommends appropriate motorcycle-specific protective clothing, gloves, boots and eye protection.

4. Route Familiarity

Riders unfamiliar with the route should familiarise themselves with it where practical and should not rely solely on another rider for navigation. If separated from the group, riders should proceed safely to the next known regrouping point rather than attempting to catch up.

5. Ride Organisation

Ride Organisers may nominate the destination, route, regrouping points and stops. Their role is to organise the ride; they are not riding instructors, traffic controllers or personal guides and do not supervise or control individual riders. Routes and arrangements may change due to conditions or circumstances.

6. Riding Pace

Riders must ride at a speed and in a manner appropriate to their ability, the motorcycle and prevailing conditions. Riders should never feel obliged to ride faster or take risks to remain with the group.

7. Assisting Others

Members are encouraged to assist anyone experiencing a mishap during a ride where it is safe and reasonable to do so. No member is expected to place themselves or others at risk.

8. Group Riding Formation

Where appropriate, riders travelling as a group may use a staggered formation and must maintain a safe following distance. As a guide, allow at least two seconds in normal conditions and four seconds or more in wet, slippery or otherwise adverse conditions. Riders must increase this distance whenever conditions require.

9. Participation and Risk

Motorcycling involves inherent risks, including serious injury, death and property damage. Participants accept responsibility for their own decisions and conduct and must assess whether conditions are suitable for them. Nothing in this Ride Code excludes or limits any duty or liability that cannot lawfully be excluded or limited.

10. Photography & Media

The Club may take photographs or video of Club rides and events for Club publications, websites and social media. Where practicable, notice will be given. Participants who do not wish to appear in Club media should advise the Ride Organiser or Club. The Club is not responsible for photographs or media created or published independently by other participants or third parties

Your Area Representative

NORTHLAND
Ian Macartney
027 281 0242
northland@bmwmc.nz

TARANAKI
Phil D'Ath
027 278 6770
taranaki@bmwmc.nz

TOP OF THE SOUTH
Anja Claus
027 711 1113
topofthesouth@bmwmc.nz

AUCKLAND
Stephen Parkinson
021 989 092
auckland@bmwmc.nz

RANGITIKEI
Murray Petherick
027 433 6657
rangitikei@bmwmc.nz

CANTERBURY
Jason Batchelor
027 429 5905
canterbury@bmwmc.nz

WAIKATO
Chris Townson
027 390 4239
waikato@bmwmc.nz

EAST COAST
Alan Robinson
027 432 4503
eastcoast@bmwmc.nz

SOUTHERN
Tharon Knoetze
021 034 1760
southern@bmwmc.nz

BAY OF PLENTY
Alan Belworthy
027 496 0748
bayofplenty@bmwmc.nz

WELLINGTON/WAIRARAPA
Denis Hulston
027 443 3604
wellington@bmwmc.nz