



BMW Motorcycle Club
of New Zealand
1975 - 2025

BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

October 2025



BMW Motorcycle Club
New Zealand



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL



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International Council



BMW Motorcycle Club
New Zealand



EDITORIAL COPY TO:

Colin Gates
newsletter@bmwmc.nz

OTHER CORRESPONDENCE TO

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

PRESIDENT

Chris Souness
021 494 952
president@bmwmc.nz

VICE PRESIDENT

Stephen Parkinson
021 989 092
vicepresident@bmwmc.nz

SECRETARY

David Fish
021 927 901
secretary@bmwmc.nz

TREASURER

Colin Gates
027 9222 350
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

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feedback and stories**
feedback@bmwmc.nz

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Welcome to our New Members

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

We look forward to your contributions.

A Very Warm Welcome to:

BRICKELL	Anna	NEW PLYMOUTH
CHAMBERS	Gary	AUCKLAND
CLARK	David	PALMERSTON NORTH
CURTIS	Mike	BALCLUTHA
CURTIS	James	TAURANGA
DRAPER	Paul	WHITANGA
ELGAR	Charles	TE KAUWHATA
ELGAR	Frank	TE KAUWHATA
FINSTAD	Karl Erik	AUCKLAND

Cont...

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 2nd day of any month but the earlier the better. The Newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or usually credited when known, unless requested otherwise.

Cover picture: **Police Boxer**

Photo by: **Paul Herring**

Date: **August 2025**



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BMW Motorcycle Club
New Zealand



A^{nd...}

GALLANT

GANDERTON

GLOVER

GOSS

HALL

HOLDSWORTH

IRVINE

KOTZE

LOUW

MADLEY

MCHENRY

MILLER

MILLS

ROGERS

SHENDGE

SMITH

SOTHERAN

SWART

VAN WYK

VAN WYK

VAUTIER

WOOLF

WRIGHT

WRIGHT

YOUNG

Duncan

Ian

Clive

John

Alan

Simon

Grahame

Chris

Johan

Jeremy

Jason

David

Rob

Leonie

Vaibhav(Bob)

Doug

Garry

Wilma

Jacques

Muriel

Bryan

Rodney

Terry

Gary

Gary

AUCKLAND

SPRINGFIELD

PLIMMERTON

GREYTOWN

RAGLAN

KHANDALLAH

WHANGAREI

AUCKLAND

TAURANGA

HAMILTON

UPPER HUTT

GISBORNE

NEW PLYMOUTH

WAHI

PORIRUA

WHANGANUI

CHRISTCHURCH

TAURANGA

INGLEWOOD

INGLEWOOD

WHAKATANE

NELSON

RAGLAN

CHRISTCHURCH

PARAPARAUMU BEACH



President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



October 2025

H i,

Spring's here in full force, and summer's not far behind, perfect time to shake off the winter cobwebs, fire up the bikes, and get back to what we love most: riding together.

Our club thrives because of you, our passionate members, and the awesome local area reps who put in the mahi to make every ride safe, fun, and unforgettable. These folks know the roads like the back of their hand, and they know their region's riders, too. Whether it's a breezy coastal cruise or a twisty mountain loop, they're the ones crafting rides that show off the magic of your region's motorcycling magic.

Remember, if you're not receiving updates about upcoming monthly rides, please reach out to your local representative. And if you've got a favourite route you reckon others would enjoy, flick it their way, it might just become the next club ride!

Spring into Summer - Safety & Spirit

With the warmer weather comes a busier riding calendar and more bikes on the road. So let's stay sharp, ride smart, and look out for one another. This season's all about safe adventures and good yarns shared over coffee stops.

One thing I've noticed on my travels: a lot of riders seem to follow the traffic in front pretty closely. Maybe they feel that bikes can stop quicker than cars, but unless you've got lightning-fast reflexes, that's a risky bet.

Here's a quick refresher from one of my training manuals I've got tucked away on the bookshelf:

A safe following distance that allows you to say 'only a fool





breaks the two-second rule' This two-second time lapse may be increased in adverse conditions to 3 or 4 seconds. Remember, overall stopping distance is made up of two components - thinking distance and stopping distance. No matter how good your brakes are, insufficient reaction time will result in disaster. When being tailgated by a rider behind you, be prepared to increase your following distance to compensate for their diminished reaction time.

What's coming up on the club calendar?

We've got some great rides and events on the horizon.

- GS Rallye - 31st Oct - 2nd November Whanganui
- South Island RAG Rally - 7th - 9th November - Kaikōura
- National Rally / AGM Fri 30th January - Mon 2nd Feb 2026

Check out the events page on our website www.bmwmc.nz for more information, how to register and keep an eye out for any further updates. Whether you're a regular rider or just getting back into it, there's always room for one more at our club events.

Catch you out there!

Chris





Not an official BMW ride but...

still worth mentioning, as three of our members were part of the group. On the weekend of September 21st, six bikes headed for Tokomaru Bay via Ōpōtiki, Gisborne, and Tolaga Bay.

Saturday's weather was, to put it kindly, challenging, with heavy rain, strong gusts of wind, and plenty of debris scattered through the gorge on SH2. It was definitely a good test of everyone's wet-weather gear! As we all found out, not all rain gear is created equal... though I've got to hand it to the brand Back Road — it might be farming wet-weather gear and a bit bulky, but it kept me dry as a bone!

We had a fuel stop in Gisborne and the chance for

a hot coffee and pie to fill a corner and thaw out a bit. The topic of NZTA's new RAV4s and their "technology" came up, and let's just say there weren't too many fans around the table. But this is a newsletter article, not an opinion piece, so we'll leave that there!

Once everyone started getting feeling back into their fingers, we headed off again — next stop, Tolaga Bay, for the customary photos on the wharf. Even though everyone was smiling for the photo, there was definitely a bit of grumbling going on behind the scenes.

The last leg for Saturday was on to Tokomaru Bay, and I think I can speak for everyone when I say we were glad to get



there and into the pub. The fire was lit, and the place was warm. Three exceptionally wet riders and three just a touch damp de-robed around the fire, hanging our wet-weather gear wherever we could to dry it out. I'll take this chance

to give credit to the team at the Te Puka Tavern; it was a warm, welcoming place that served good food, offered comfortable accommodation, secure parking for the bikes, and the beers went down very nicely indeed.

Sunday Ride – Tokomaru Bay to Home

Sunday dawned as if it were making up for the day before. The sun was out, the air was still, and though it started off a bit cool, it soon warmed up nicely. The roads were still damp and a bit rough in places, but it was time to start the journey home. Unfortunately, not everyone's gear had fully dried overnight, but we soldiered on regardless!

With nothing open for breakfast that early, we rode up to Te Araroa and made a quick stop at the 4 Square for a classic Kiwi breakfast, coffee and a pie, enjoyed while looking out over the coastline and a perfectly still, glass-like sea.

Once refuelled, we continued around the East Cape. The roads had dried out by then, allowing a bit more pace for those who wanted it. That stretch of coast really is something special — twisty, scenic, and just pure riding joy.





Lunch was at Te Kaha Resort, which is an excellent spot. I've stayed and stopped there a

few times before, and it never disappoints. It could even be a great option for a smaller BMW rally in the future!

From there, it was a relaxed cruise back through Rotorua to Tirau, where I peeled off from the group to head home. All up, it was a great weekend, even with Saturday's wild weather, Sunday more than made up for it and gave us plenty to smile about.



Monthly Dinner



Our monthly dinner was held at Stallions in Cambridge, with a good turnout of 10 members. Since the last time I visited (back when it was still the Prince Albert), there's been a change of ownership — and definitely

an upgrade in the food! As always, there were plenty of laughs, including a few at my expense, but all in good fun. It's always a great chance to catch up with friends — not just fellow club members.

Sunday Ride – Nikau Cave Café (September 28th)



A small but keen group of riders; Matt, Richard, John, and pillion Jane, set off from Ngaruawahia for a Sunday ride to the Nikau Cave Café. The route followed the twisty delights of Highway 22, always a favourite for its mix of scenery and bends.

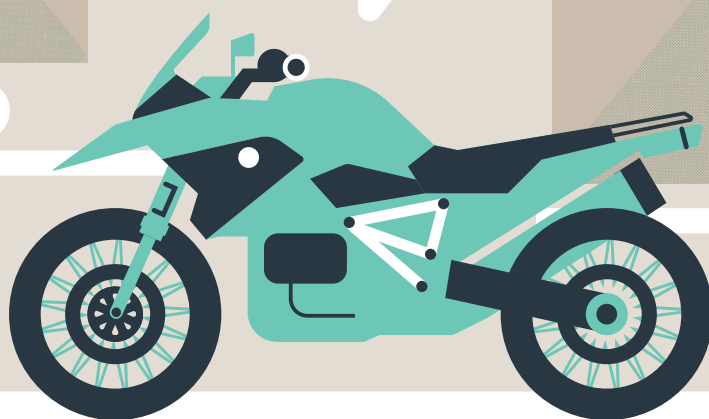
After a relaxing lunch and plenty of laughs at the café, the group headed back via Huntly for a quick fuel stop. There was one minor hiccup when a certain enthusiastic rider rode off after refuelling... leaving their pillion behind on the forecourt! We'll keep names out of it to protect the guilty.

All up, it was a great day out — good food, good company, and just enough drama to make it memorable.

Chris #3983



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Motorcycle

Area Report: Taranaki Tales

Wayne Higgins - taranaki@bmwmc.nz



September was Motorcycle Awareness Month, so we chose to combine with an organised ride that highlighted the importance of safe riding. The event featured informative talks from a range of organisations and included a hearty breakfast.

An entry fee was required, with all proceeds generously donated to Men Can Taranaki a fantastic charity

supporting men with cancer.

The ride began in Waitara and followed State Highway 3, passing through the heart of town, before concluding at Butlers Reef in Ōākura. With a strong focus on safety, it was a relaxed and enjoyable ride, allowing participants to fully engage with the cause.

Although the weather was less than ideal, it did not dampen spirits. Approximately 40 bikes took part, including several from our own club.

Thank you to everyone who joined us. Great to see the team out supporting such a worthwhile initiative.

Wayne #4097



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 winter period.

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, the weather will improve once we have the current spring storms behind us, and we can get out and enjoy some serious riding.

Murray #2690

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Wellington Wanderings

Denis Hulston - wellington@bmwmc.nz



Club Social Meet & Eat at the Petone Club - 1st September

There was a good attendance for our welcoming in Spring - seventeen for a meal and chat. Great to catch up again with both riders and those who aren't riding.

Wellington Rides - Wednesday 3rd September

Our first Spring ride was in great weather. There were only four of us (Martyn, Keith, Annie and Denis), however, it was a good ride from Remutaka to Clareville with very little traffic. We stopped for coffee and a bakery at the Clareville Bakery, before we rode back roads via Ponatahi to Martinborough and back over the Remutaka. Annie and I took the route through Mangaroa and Whiteman's Valleys - springtime bursting in the lifestyle blocks - three hours riding, 190km, an enjoyable, leisurely, fine weather ride.

Sunday 14th September

We had planned a joint ride with Rangitikei area, through the Turakina Valley and back roads, however the forecast in our ride area was for gales and rain, so we agree to call the ride off to a later fine weather day, with hopes of finding a fine day

for impromptu riding during the week. However, high winds and unpredictable weather put paid to that, and by late September we still hadn't lucked in with more riding.

Denis #3131



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Top of the South Beemers/Te Tauihu

Gretchen Holland - topofthesouth@bmwmc.nz



Pohara - Sunday 14th September



We met in Richmond and rode to Mrs Smith's café in Riwaka for a coffee stop and catch up. Ross from Marlborough met us there and left us there while two other Marlborough bikes surprised us there. The ride over the hill was uneventful (one traffic light is back after the recent weather events), the gravellers split off to take the East Takaka road and we all met up at Molly B's café in Pohara (a first time for me and I can recommend it).

We all headed home our different ways – Tony, Dale, Peter and Rick took a side trip up to Bird's Flat. See Dale's photos.

Riders were – Dale, John, Gretchen, Peter, Darren, Rick, William, Ross

Visitors were – Tony, Chris, Mike and Ian, Trevor and Jazz from Marlborough

Gretchen #949





BMW MOTORRAD



BOXER BRILLIANCE

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Colour options shown and models are subject to availability; options and colours may differ from images (Please contact your BMW Motorrad dealer). All prices, availability and specifications are subject to change without notice by BMW Motorrad New Zealand. Valid while stocks last.



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Cromwell, Central Otago

2026 Annual Rally and AGM – Central Otago

We are returning once again to Cromwell, in the heart of Central Otago, commencing Friday afternoon, January 30, and concluding Monday morning, February 2.

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!

Register [HERE](#)

Please, contact The Gate directly to make your room booking.

Our Room Rate: \$260/room/ night

Booking code: BMWMC AGM Rally

Phone: 03 445 1777

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!

Successful auction of the BMW R 18 Transcontinental signed by Pope Leo XIV. on October 18, 2025, as part of a Sotheby's auction in Munich. The proceeds of 130,000 euros will be donated to children's aid projects in Madagascar.



Munich. On September 3, 2025, during a ceremonial event at the Vatican, a specially customized BMW R 18 Transcontinental was presented to Pope Leo XIV. for blessing and signing on the motorcycle.

This uniquely customized R 18 Transcontinental, donated by BMW Motorrad and bearing the signature of the Pontiff, was successfully auctioned by Missio Austria through Sotheby's at Motorworld in Munich on October 18, 2025. The proceeds from this auction, amounting to 130,000 euros, will go to children's aid projects in Madagascar.

Markus Flasch, CEO BMW Motorrad: "The fantastic result of the auction of our R 18 Transcontinental signed by Pope Leo XIV. is a wonderful final highlight of this charity campaign. Like everyone involved, I am also delighted that we can make a significant contribution with the auction proceeds of 130,000 euros to

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support aid projects for children in Madagascar together with Missio Austria. And of course, I wish the new owner lots of fun with this unique BMW R 18 Transcontinental.



Riding Police BMWs Professionally

By Paul Herring



Firstly, I am an expat Kiwi now living in Australia, where I have resided since 1971. I must say emphatically, however, when it comes to rugby, I still have black and white blood flowing through my veins. And – I remain loyal to Aotearoa in that I still travel on a NZ passport.

My story begins with the NSW Police Force (NSWPF), so hopefully you won't hold that against me. I joined the NSWPF in 1978, and following a short period in general duties in the centre of Sydney, I moved into duty with the NSW Police Highway Patrol (HWP) riding motorcycles. Like many passionate motorcyclists, I have had a lifelong interest in two wheels, having owned many different marques over the years, both in NZ and in Australia.

The training to become a police HWP motorcyclist was comprehensive and intense. It involved a rigorous 3-week High Speed Pursuit Course at the then Police Driver Training School at St Ives in the northern suburbs of Sydney. If I thought I could ride reasonably well beforehand, this was to



be a highly enlightening experience for me, and one which inevitably has saved my life on many occasions to this day.

Eight of my enthusiastic fellow officers began this course, with only 5 of us completing the arduous 15-day rider training program. Week 2 included mastering the complex and challenging high-speed narrow 'street-like' training circuit, complete with tight, off-camber hairpin bends and exhilarating downhill straight sections. So – identifying the braking markers was critical or you could come unstuck very quickly as one trainee did, careering off the track into the bush at high speed and then, at bottom of a long straight, into a

high chain mesh fence. To ultimately graduate, our laps were timed until you completed at least 3 in succession in the required time, so the pressure was on throughout the entire program. There was certainly no time to relax or become complacent.

Consequently, given the varied levels of riding experience, there were lots of injuries during my course, including broken bones and severe cuts and abrasions. Unfortunately, when anyone came down during their training, either on the track, on the streets or freeways, or during the lengthy country endurance rides, they were instantly suspended and forced to reapply for another course. It was a truly tough but extremely satisfying learning program.

Week 1 involved tuition on the loose dirt on a Yamaha 500 trail bike, learning to balance at slow speed for police escorts, and how to slide and fall correctly.

As I implied earlier, this was the only time during our training that you

were permitted to drop the bike. Thankfully, I survived, albeit a little sore and sorry for myself some days.

I recall on our last endurance ride (800k's) during week 3, we were travelling back down through the Blue Mountains west of Sydney on a chilly winter's evening. We were all riding Kawasaki Z900's, and although well protected in our best police all-weather protection gear, after a long day, we were cold and tired and all just wanted to get back to the training school and get home for a hot shower and a meal. I was positioned at the rear of the group, with one rider behind me. We were riding reasonably hard but defensively, following the lines of our very competent instructor who. Incidentally, now runs the Stay Safe Rider School for both learner and advanced riders here in Australia.

As I approached a sweeping right-hand bend, I had positioned myself on the near side of the road to line up the apex of the corner. I touched the rear brake lightly as I approached. As I released the brake just prior to the start of the bend, the trainee behind me ran into the rear of my bike,

going down very heavily on the stone chip bitumen surface. In his fatigued state, he had panicked – braking hard when he saw my brake light, locking up the front wheel, high-siding over the handlebars and sliding down the middle of the road on his side. Fortunately, he only sustained severe abrasions to his thigh and hip, together with considerable bruising to his arms, legs and hands. His helmet, leather jacket and gloves were a right-off, and his bike was damaged extensively and unrideable. He was off duty for a few days recovering from the incident.

The police driver training school was equipped with a special Ford F100 breakdown truck equipped with a crane, which usually travelled with trainees for these types of long-distance incidents or breakdown situations. Together with another police driver instructor, who drove the truck, my colleague with his pride dented and his bike travelled the remainder of the journey aboard the F100 back to the police driver training school, which, by then, was late in the evening. Regrettably for him, he was removed from the remainder of

the program and forced to reapply.



On completing my training, I began my HWP career riding Kawasakis – firstly, Z900 and then Z1000. As they are today, the Japanese motorcycles were agile and highly manoeuvrable under often difficult police riding conditions on the roads throughout NSW.

However, unlike the later BMW police bikes, the Kawasakis were fitted with cumbersome and unsuitable aftermarket fairings, which were not necessarily the most aerodynamic setups. In fact, they were rather hazardous at high speeds, sometimes causing loss of traction from the lifting of the front wheel. Not the most reassuring situation on the street or on the freeway during a high-speed pursuit, particularly in the wet.

One of the most satisfying aspects of riding police motorcycles was that we got to ride them to and from home every day. (Yeh – I know, a dream job) On my days off, among other things (perhaps a little tweaking of the engine), I would dismantle the front fairing assembly and adjust the mounting brackets to provide more downforce on

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the front wheel. Fortunately, I eventually got it adjusted to some degree of satisfaction, although the bike was never completely stable at speed with its poorly designed after-market additions.

In addition to this kind of setup for everyday police riding and patrolling, they were also a very noisy bike at high speed, with extensive wind and engine noise. I am 6'4", which also meant the top of my head always sat above the windscreen, making it necessary for me to crouch down at high speed. With higher-rise handlebars, it was not the most comfortable riding position. Also, when activated, the sound of the alternating sirens was quite deafening as the noise emanated through the large gaps in the base of the fairing during an urgent situation. Helmet design in those days was not as technologically advanced as the modern-day gear, and ear protection was not high on the OH&S agenda.

In 1982, I was issued my first BMW R100TIC (touring integrated cockpit) As all police bike brands are today, these bikes were purpose-built by BMW in Munich, Germany for

policing organisations throughout the world. Unlike their predecessors, the aerodynamics were incorporated into the design and on-road performance of the motorcycle under all riding conditions. They also came with factory-fitted blue hazard warning lights on the front and rear. The R100TIC was also equipped with a white-faced, specially calibrated, and aptly named 'Police Special' speedometer, an adjustable windscreen, and a single seat configuration, which also allowed room for the fitting of the UHF police radio mounted directly behind the rider – adjacent to each of the rear panniers.

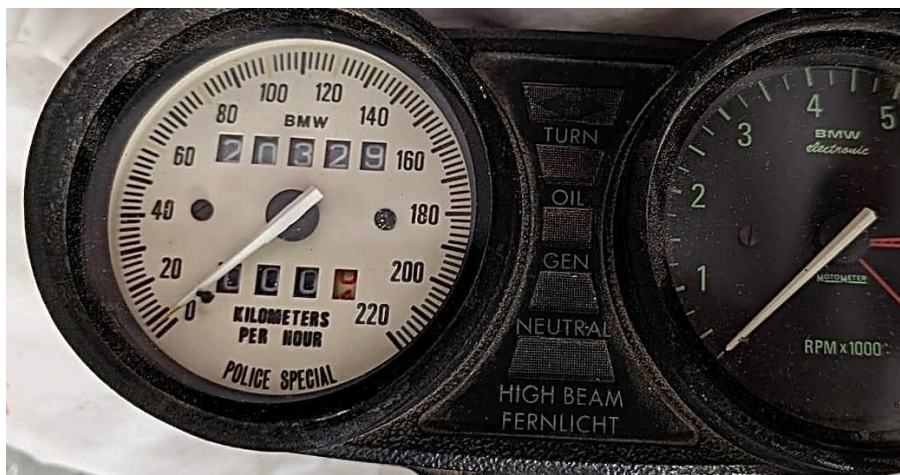
Although many accomplished HWP officers did not like the R100 for many reasons, for me, at the time, and still today, the

'old school' BMW boxer style engine was my preferred ride.

The only additions that were fitted to the R100 TIC by the NSW Police were the specialised pannier bags for NSW police use



and the Bosch alternating horn sirens.



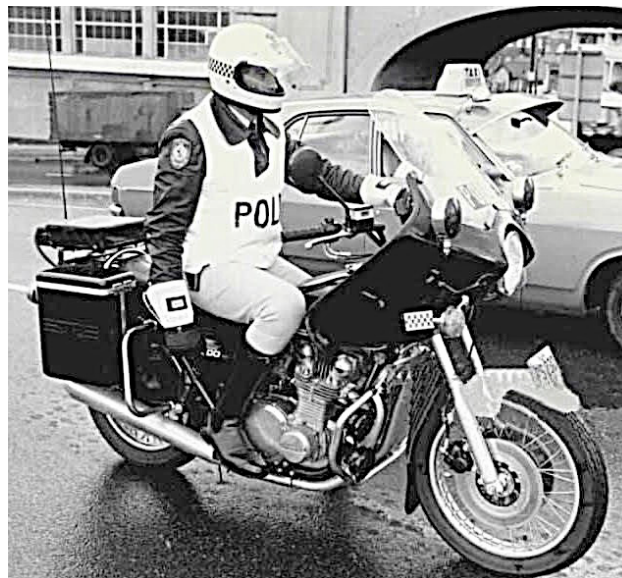


was initially assigned to the North Sydney HWP, which, was located under northern foundations to the Sydney Harbour Bridge (SHB). This was the main educational centre in NSW for all HWP police at the time. We also had the responsibility for escorting the manually laid lane changes on the SHB during weekday morning and evening peak traffic periods. Today this is done electronically with high-vis LED lane indicators across all 8 lanes in both directions. This was a job normally assigned to HWP newcomers, so I did my time and rather enjoyed it, except in the winter in the rain and wind at the peak of the road deck of the SHB.

In addition, all officers stationed at HWP HQ – known also affectionately at the ‘Bat Cave’, due to its heavy concrete bunker-like construction under the SHB – were part of the NSW Police VIP escort squad. Together with normal patrol work, part of our function was to provide official escorts for visiting dignitaries and heads of state. There was always an ongoing rostering for these situations

throughout the city and suburbs.

Accordingly, many of us took that role seriously by dressing up our bikes



to rather obsessive (OCD) and competitive levels individually. For me, that incorporated lots of chroming, including rocker covers, sirens, the rear radio and pannier racks, and the stem on the rear adjustable revolving blue

light.

Rightly or wrongly, our approach was always to seek forgiveness rather than permission to do these things from our senior commanding officers, most of whom liked to do the same things as us anyway. As I suggested earlier, my career years in the HWP were certainly the best years of my policing career, during both my metropolitan and regional NSW country postings.

We were frequently also assigned to perform duty at special 5-day away enforcements during busy holiday periods throughout NSW. These

were predominantly aimed at reducing road fatalities. These assignments included duty at the annual Bathurst supercar races. It was a tough gig I know, but there was nothing better than getting paid to do what I loved most, riding motorcycles, driving powerful pursuit cars, and working with other HWP police who liked to do the same. Pushing the boundaries of our riding capacity and skill became quite competitive among us all at times.



Cont...

Finding the 'Phoenix'

After retiring from policing in 2009, I maintained my interest in motorcycling. My wife and I have toured much of Australia, including Tasmania, on our Honda Goldwing GL1800, towing a matching trailer we imported from the USA.

They were certainly fun times for each of us; however, I still had an innate passion and an attraction to my earlier 1983 BMW R100TIC.

When police motorcycles are decommissioned from police service, they are invariably sold off at the government vehicle auctions. They are either purchased by new owners and converted to a dual seat for pillion touring, or they are bought by ex-HWP police enthusiasts and restored to their original condition, frequently including full police lighting and insignia.

The latter are, therefore, unable to be ridden on the public road and are mostly used for historical police displays and remembrance rides. They may, however, be ridden on NSW roads on NSW historical registration plates, but all police lighting and insignia must be hidden from public view.

Over some period, I began to look for a used R100TIC, which by then, was a model over 40 years old. Given their

age, they are difficult to find, especially one that still has all the original police running gear, including the single seat. Fortunately, I had managed to retain my sirens and blue lights from my original 1983 R100TIC before it went to auction and had kept them in storage over the subsequent years. I began my search on all the online motorcycle sale sites. Over many months, I trawled through these sites without success. And then, early one morning over a weekend, I noticed a very brief advertisement for a 1983 BMW R100. The advert caught my eye because it referred to – 'ex NSW police'. I eagerly rang the mobile number provided and spoke with the owner. He told me that apart from the frame, engine,

transmission and the rear wheel, which were all intact, everything else was in pieces on shelves and in an abundance of storage boxes in his shed.

I was initially sceptical of the origin of the bike, so I asked the owner to

provide me with the frame number, which, on this model, was located on the right-hand side cross bar at the base of the frame, near the footrest. I contacted the BMW historical branch in Munich and asked them to run a check on the frame number.

A week or so later, I received an email informing me the bike was in fact an NSW Police issued motorcycle, built in October 1983, and delivered to the





NSWPF in November of that year.

Every police vehicle in NSW is also issued with a specific NSW Police Fleet Number. These are normally hand-stamped on various locations depending on the type of vehicle. In the case of police motorcycles, they are stamped with a 5-figured series of numbers somewhere on the frame. I asked the owner to see if he could locate that number on the frame and send me a photo. In this instance, it was stamped on the R/hand riser of the frame above the frame number.

It was difficult to determine two of the digits because the indents were only very slight at the tops of the numbers. This made it difficult to decipher 6's from 8's, however, by process of elimination, I was eventually able to determine all 5 numbers as closely as possible. From what I could gather, they were the numbers allocated to my original HWP R100TIC. What were the odds?

Together with a friend who specialises in the meticulous restoration of police motorcycles www.policebikes.com.au – we visited the owner's large farm storage shed located on his rural property in the hinterland of the Hunter Valley in NSW. The owner was an avid collector of BMWs, mostly with the horizontally opposed boxer-style engine.

It was easy to identify all the painted police parts because these were painted in the official BMW 'Polizeiweiss' white, complete with fine black pin-striping around the perimeter of the mudguards and the petrol tank. Thankfully, all were in reasonably good condition, although they will all need to be sanded back, repainted and pinstriped.

And so – the restoration project we have

entitled the 'Phoenix' is evolving. There are lots of parts missing, which will still need to be found and purchased. As much as possible, we will source only authentic BMW parts specifically relevant to the 1983 R100 TIC police model, which, amazingly, are still available from an assortment of specialist BMW resellers, mainly in England.

The only additions we will ultimately add will be an electronic ignition system and alternator to improve ignition and engine performance, and to also support the extensive and rather draining police blue warning light system. All the bolts and fasteners will be substituted for polished stainless steel. We will recondition the engine and transmission and vapour-blast all the engine and transmission aluminium, including the front fork stems, back to near new.

The entire frame, fairing and all other painted parts will be stripped and repainted to original, including the BMW silver painted aluminium magnesium wheels. We have managed to obtain the original police Motorola radio for that period, including the rear radio pod and the front receiver/speaker and microphone, which was mounted on the left-hand side of the fairing cockpit.

Fortunately, the original, rather complex police wiring harness came with all the parts in the purchase. This will make it much simpler to rewire all the police warning lights and controls, which will all be fully operational on completion of the restoration.

As those of you who undertake this type of restoration know, it is generally a work in progress. Our quest is not only to do it right, but also to do complete justice to this historic 42-year-old

Cont...



police BMW motorcycle.



We have completed an initial reassembly to see which parts are missing. Some of these are electronic and others are mechanical, but as I mentioned earlier, the main ingredients are all there.

It is an exciting rebuild, and the first of its kind to be undertaken by the rebuilder at Police Bikes. We are both fastidious in our approach and looking forward to seeing the 'Phoenix' rise again. To be continued

By Paul Herring – retired NSW Police HWP now living on the Mid North Coast of NSW in Australia – Email: paulherring49@gmail.com



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BMW Motorcycle Club
New Zealand



Coming Events - Details on our Website

Registrations - FULL

31
October
2025



GS Rallye 2025 – 31st Oct – 2nd November 2025

Updated: 03/08/2025 GS Rallye 2025 - In association with BMWMC NZ Friday the 31st Oct - Sunday the 2nd November 2025 Registrations - Open Location: Whanganui All brands welcome - Let's ride and enjoy! Route options of: Sealed Gravel Mud/Gravel Challenge Sections (Full Knobblies Essential) Register [HERE](#) For any questions, please email gsrallye@bmwmc.nz Local campsite:

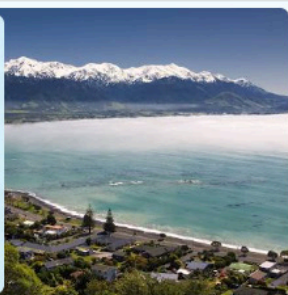
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*Kai Iwi Beach Holiday Park,
66 Mowhanau Drive
Wanganui, 4574 New Zealand
[+ Google Map](#)*

Registration OPEN

07
November
2025



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

Updated: 03/08/2025 South Island RAG Rally: 7th-9th of November 2025 Kaikōura! We're going to be at the Top 10, Kaikōura for Please book your accommodation directly with them on the link below or telephone 03 319 5362. Top 10, Kaikoura Website Register [HERE](#) - It's sure to be another exciting SIRAG! Notes from Jason Canterbury's

[Find out more](#)



*Top 10 Holiday Park,
34 Beach Road
Kaikōura, 7300 New Zealand
[+ Google Map](#)*



Registration OPEN

30
January
2026



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 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,
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Cromwell, 9342 New Zealand
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South Island RAG 2025
7th-9th November 2025
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about my travels and
email it to
editor@bmwmc.nz

Check the website for
the latest details.



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Event fee \$295 Non-BMW Riders, \$245 BMW Riders & BMWMCNZ Members, \$175 Pillions
Includes 2 dinners, 2 breakfasts, tee shirt, stickers, sweep vehicle.
Old school route sheets and GPX files provided.

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Marketplace is a service for members of BMWMC, NZ.

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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.

Contact: Forrie Miller
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Contact **Iain McDermid**, Loburn, Rangiora, South Island.

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e. ihmcdermid@gmail.com



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Registered: December 2018

Mileage: 82,418 km

WOF: Valid for 12 months

Condition: Very tidy –
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after

Service History: Full BMW
service history

Extras Included:

Owner's manual

One used spare tyre

This is a fantastic adventure
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Contact: Dean – 027 406 0160

Based in Huntly

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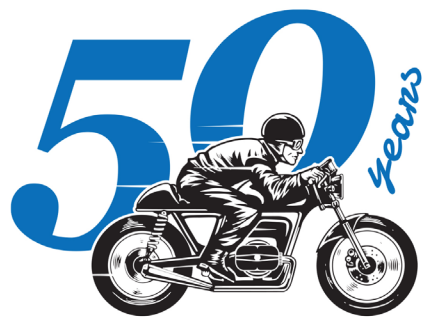
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BMW Motorcycle Club

New Zealand 1975 - 2025



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Making Life a Ride!

As part of celebrating our 50th year.

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

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

Thank you

BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

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

Riding Code:

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

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

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

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

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

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

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



Area Representatives



NORTHLAND

Ian Macartney
027 281 0242
northland@bmwmc.nz

AUCKLAND

Stephen Parkinson
021 989 092
auckland@bmwmc.nz

WAIKATO

Chris Townson
027 390 4239
waikato@bmwmc.nz

BAY OF PLENTY

Alan Belworthy
027 496 0748
bayofplenty@bmwmc.nz

TARANAKI

Wayne Higgins
027 506 6488
taranaki@bmwmc.nz

RANGITIKEI

Murray Petherick
027 433 6657
rangitikei@bmwmc.nz

EAST COAST

Alan Robinson
027 432 4503
eastcoast@bmwmc.nz

WAIRARAPA

Peter Tibbs (Aka Tibsy)
027 335 6843
wairarapa@bmwmc.nz

WELLINGTON

Denis Hulston
027 443 3604
wellington@bmwmc.nz

TOP OF THE SOUTH

Gretchen Holland
021 266 3867
topofthesouth@bmwmc.nz

CANTERBURY

Jason Batchelor
027 429 5905
canterbury@bmwmc.nz

SOUTHERN

Tharon Knoetze
021 034 1760
southern@bmwmc.nz