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BMW Motorcycle Club New Zealand

# NEWSLETTER

Official BMW Club - *Established 1975*

October 2026



BMW Motorcycle Club  
New Zealand



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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 5<sup>th</sup> 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 5<sup>th</sup> day of any month but the earlier the better. The Newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or usually credited when known, unless requested otherwise.

**Cover picture:** F 450 R

**Photo by:** BMW Motorrad

**Date:** October 2026





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BMW Motorcycle Club  
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# A Very Warm Welcome to:

Listed by Region (North to South)

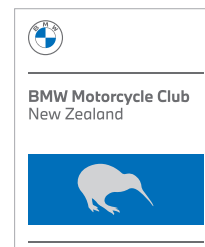
|             |          |               |
|-------------|----------|---------------|
| FALLON      | Greg     | NORTHLAND     |
| SKILTON     | Jonathan | AUCKLAND      |
| GARDA       | Neville  | AUCKLAND      |
| CLARKE      | Mike     | WAIKATO       |
| FAIRWEATHER | Hannah   | WAIKATO       |
| DOWNES      | Karl     | BAY OF PLENTY |
| RILEY       | Michael  | BAY OF PLENTY |
| SUTTON      | Harley   | BAY OF PLENTY |
| JAMES       | David    | EAST COAST    |
| THEOBALD    | Pete     | WELLINGTON    |
| ADAMS       | Marcus   | WEST COAST    |
| BOHNENN     | Phil     | CANTERBURY    |
| SMITH       | Steve    | CANTERBURY    |
| DUFFY       | Tony     | SOUTHERN      |





## President's Message

Colin Gates



# October 2026

More daylight, a tease of warmer weather, mixed with the occasional cheeky reminder of just how cold a southerly can blow! All signs that we should be gearing up for a great season ahead. It's time to uncloak your trusty steed!

November starts with two very different events, both great in their own right. Numbers are strong for both, with room for a few more registrations.

Since joining the BMW Motorcycle Club New Zealand in 2019, it has, by and large, been an absolute pleasure. I know it's a bit of a cliché, but almost without exception, the members I've met have been an absolute joy. It is, without doubt, the friendliest club I've been involved with. And that's before mentioning the rides up and down the country, taking in areas, towns, villages, farms and roads of every description, sealed, gravel and mud!

It's this, and so much more, that keeps our volunteers and me focused on making the Club the best it can be, continuing to grow and offering better opportunities for members, young and old, experienced and less experienced alike.

Since joining the committee in 2020, I've aimed to make a difference, and I hope that has been evident. We have a great team of volunteers, for which we are indeed fortunate.

### Getting involved

Our Area Reps and volunteers are doing a wonderful job. But some would welcome some support. Please offer assist where you can if someone is needed, or simply putting your hand up when the time is right for you. If you'd like to help in your region, please let your Area Rep or committee member know. There's every likelihood they'd welcome the offer.

There are plenty of ways to contribute, whether it's helping with administration, acting as Lead Rider, Tail End Charlie, at a specific event or sharing/demonstrating your skills as a motorcycle mechanic or First Aider, or simply having an interesting story to share, either in person or through the newsletter.

Our membership is growing, and we have more younger and less experienced riders than ever. We're looking at ways to provide better support, training and education that members can benefit from if they choose. Nothing heavy or mundane, just good, sound advice and practical knowledge offered for consideration.



## Your Club, your feedback



Please let us know at what you'd like to see our Club offer. If you're one of the few who have left us but still ride (and still subscribed), we'd particularly welcome hearing why you left. What did you feel was missing, and what might tempt you back? [feedback@bmwmc.nz](mailto:feedback@bmwmc.nz) or [president@bmwmc.nz](mailto:president@bmwmc.nz)

Whatever your circumstances, constructive feedback is always welcome. We'll listen and do our best to make worthwhile ideas happen, whether locally or at one of our annual events.

## Supporting newer riders

In my experience, New Zealand offers one of the least restrictive pathways to a motorcycle licence, allowing a new rider to ride on the road with relatively no training or progression to a motorcycle of up to 650cc. Not even a video on the basics, e.g. limit point, target fixation, dead ground, blind summits to name but a few. Sadly, the crash statistics, highlight the risks faced by young and inexperienced riders.

Many new riders don't have anyone experienced close, to offer guidance or act as a mentor. Perhaps some of our members would be happy to help, even if it's simply meeting for a coffee and a chat. A little shared experience can make a real difference.

The Ride Forever scheme is excellent, but it is optional and restricted to two a year. Everyone should do it both for the tuition, and to reduce their Rego cost!

We may have an opportunity as a Club to help bridge the gap, sharing knowledge and experience in an informal, supportive way.

## Good news for members

Speaking with a new member earlier today, I was delighted to hear they had saved several hundred dollars by switching to Star Insure. Well done, Star Insure, another happy camper and a great benefit for our members! 😊

Finally, the GS Rallye discount for members still applies. \*Ordering certain items for the event has now been completed, so late registrations may mean missing out on something or getting your preferred size (there some overs). The discount and entry to win a full suit still apply!

Phew. My brief on Canada will have to wait for now. There's plenty more to read in this edition.

Until next time, safe and enjoyable riding!

*Colin*

# WELCOME TO THE BMW MOTORCYCLE CLUB NEW ZEALAND RALLY 2027



**T**he Waikato Group look forward to seeing you at the 2027 Rally to be held at Clearways Campus 5<sup>th</sup>-8<sup>th</sup> 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



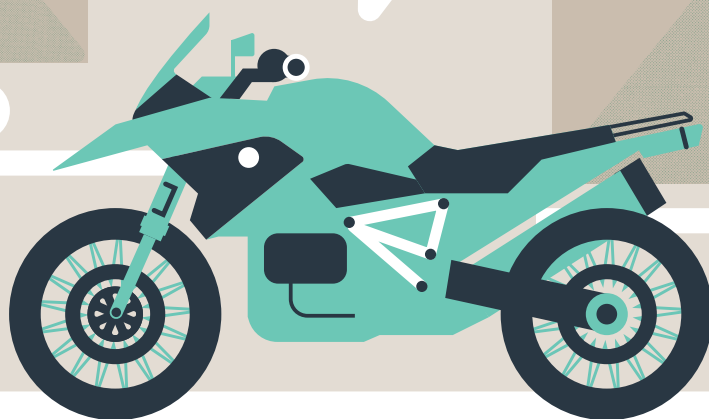
Including a grass basketball court...



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.



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## African Adventures

I was lucky enough to spend 10 days in Kenya, with a side trip into Tanzania, and seven of those days were spent on a motorbike. It turned out to be one of those trips where almost every day brought a new adventure, and occasionally a new mechanical problem.



I started my African adventure by hiring a Chinese-built Tekken 250 from iRideNairobi. My first day on the bike was a six-hour round trip to a school beyond Gilgil. My cousin had helped build the school back in 2006 and, when I mentioned I was heading to Kenya, he asked me to deliver some footballs. So, naturally, my first proper ride in Africa was a delivery mission.

My first experience riding a bike through Nairobi, followed by heading out onto the rural roads, was, bluntly put, bloody scary. Road awareness doesn't seem to be high on the list of priorities. Trucks would overtake other trucks while coming directly towards me, flashing their lights for me to get out of the way. More than once I found myself having to bail onto the hard shoulder to avoid the front of a 38-tonne truck. Then there were the shuttle taxis, absolutely packed with people, with half the contents of someone's house seemingly strapped to the roof.





But then, in the middle of all that chaos, you look to the side of the road, and there are zebras and baboons just casually going about their day.

Over the following days, I headed north towards the Equator, taking as many rural roads as possible and getting off the beaten track whenever I could. It wasn't long before the adventure became a little more serious.

At one point I was stopped by a group of six guys, one of whom had a knife, and they wanted 50 Kenyan shillings each for me to pass. That's only around \$4, but being the kind of guy I am, I politely told them to "jog on" and carried on riding.

One of them clearly didn't appreciate my response and took off after me on a Honda 150. I didn't notice him immediately, but once he was right behind me and went past, I wasn't about to let him disappear into the distance. Thankfully, all the gravel riding I'd done on my BMW R 1200 GSA came in very handy. I was able to keep the pressure on and make sure he couldn't build too much of a gap. Eventually, he pulled over once he realised he wasn't getting away from me.

Then, the following day, came the mechanical issues. The rear bearing on the Tekken decided to give up, and both chain adjusters had come loose. This turned what should have been a straightforward ride into a very slow 25-minute journey to the nearest village mechanic. Thankfully, it wasn't as far as it could have been, and the local garage team managed to replace the bearing and reprime the rear brake fluid pressure.

When you're travelling in countries like this, you know you're going to encounter the occasional "Mzungu", a white person



tax, so I braced myself for a hefty bill. Instead, one rear bearing, 300ml of brake fluid, an hour's labour for two people and the inevitable Mzungu tax came to 3,000 shillings, about \$39. Which I was more than happy with.

When I arrived at the garage, there were maybe three customers there. By the time the bike was being worked on, there must have been around 20 people gathered around.

I asked the mechanic why everyone had stopped. And he replied that "Most of these people have never seen a Mzungu,". Suddenly, I was the entertainment. People wanted photos with me, children were fascinated by the bike, and for a little while I felt like a rock star.

Experiences like that really remind you that people are people, no matter where you are in the world. You will always come across some who want to cause trouble, but the vast majority are inherently good and genuinely want to help.

Unfortunately, the bike had a few more surprises in store. The following day I suffered brake failure, along with oil coming out of the exhaust. At that point, I decided it was probably time to head back to Nairobi and change bikes before continuing the adventure.



Once the bike was exchanged, I set off towards Loitokitok, a border town near Tanzania and close to Mount Kilimanjaro. But travelling the direct route has never really been my style, so naturally I took the long way around.

This took me deep into Maasai country, through incredibly sparse and dusty landscapes where there were very few people, and even fewer signs of modern life. There were mud and straw houses scattered across the landscape, and you could see that life for many of the people living there was a real struggle.

Then came one of the worst sections of road I'd ever ridden. For around 50 kilometres, the road was so badly damaged that trucks had abandoned the tarmac altogether and were driving through the sand along the banks. Some of the potholes were around 1.5 metres wide, 30 centimetres deep and stretched almost the entire width of the road.

It was rough. Very rough. Eventually, I made it to my destination, but unfortunately the low cloud meant I never actually got to see Mount Kilimanjaro. Still, being that close was an experience in itself.

I later crossed into Tanzania via a dirt road, partly because I'd left my passport in the safe-keeping of my hotel in Kenya. I didn't see a huge amount during my time in Tanzania, but even a brief ride across the border gave me another glimpse into a completely different part of East Africa.

The whole trip was a mixture of incredible scenery, challenging roads, mechanical failures, unexpected encounters and moments that you simply couldn't plan for.

And that's exactly why I ride.

The best adventures rarely go according to plan.

**Chris #3983**





# Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



## September ride, Sunday 20<sup>th</sup>.

The monthly ride was deferred a week due mainly to a couple of the 'usual suspects' taking part in a Ride Forever course on the usual ride day.

The weather prior to the ride day was fairly unsettled but I decided that rather than 'can' the ride we would meet for a morning coffee at the Backyard Café in Ashhurst, see what the weather would offer, and talk about a possible ride plan from there. I arranged to send out an email by 8.15am on the ride day, confirming 'Go' or 'No Go'. The available forecast early that morning was for a few showers but clearing through the morning so about 7.30am I sent out the message to say we would go ahead and meet at Ashhurst as pre-arranged. Peter, from Palmy, responded and said it was piling down there at that stage. My reply to him simply said; 'Don't look at it. It might go away!'

By the time we gathered at Ashhurst, all 5 of us, the weather had significantly

improved and the day was looking much more conducive to riding. Peter volunteered that he had a ride plan that would take us 'over the hill' and then on to Eketahuna via a series of sealed secondary roads. Although the forecast had suggested windy conditions east of the ranges, we agreed to go with Peter's plan and duly headed over the old Saddle Hill Road. We had a good ride over the hill, with hardly another vehicle on the road, to find the weather on the other side was mild, sunny, and hardly a breeze to worry about.

Peter's route took us through Balance to Mangamutu and Mangamaire, then on down to Hukanui and Nireaha and then into Eketahuna. Some nice cruisey riding on sealed secondary roads, most of which I didn't even realise existed.

Following lunch at The Lazy Graze Café in Eketahuna we headed homewards via Mangaone Valley Road to Pahiatua and then over the Pahiatua Track to Palmy. Homewards from there; Nev and Peer to Whanganui, the Bro and me to



Levin, and Peter a couple of blocks to his home in Summerfield. A good day out, and many thanks to Peter for his excellent ride plan.

## Monthly Brunch - Sunday 27<sup>th</sup>

saw four couples gather at the Woolshed café for a chat, a coffee and a snack. The weather was wet and cold, so all arrived in 'tin tops', but hopefully the weather will settle down in time for our next ride in a couple of weeks.

**Murray #2690**





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# Wellington/Wairarapa Wanderings

Denis Hulston - [wellington@bmwmc.nz](mailto:wellington@bmwmc.nz)



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

**Monday 7<sup>th</sup> August**, and sixteen turned out at the Petone Club for our first Monday of the month meet and eat - Ian, Lynne, Chris, Dave R, Brian, Keith, Martyn, Sue, Dave O, Carole, Peter, Jenny, Dave M, Cheryl, Annie, Denis.

As I've been organising area rides for "just a short while now", it sometimes seems that we're repeating the same rides, and I struggle for inspiration. In fact, we are repeating rides, given that most riding is north of Wellington into the Rangitikei or Wairarapa depending on prevailing weather.

So thanks all for the ride suggestions, reassurance, and the reminder that some of you at work watch some of us not at work, on impromptu fine weather days during the week.

So this month we kicked off with scheduling a suggested Sunday ride in the Rangitikei and a second Saturday ride later in the month in the Wairarapa. There's always a risk with scheduled rides that the day we planned for riding is a weather bomb day. This month we lucked in with two great days of scheduled riding.

## Sunday 13<sup>th</sup> September Rangitikei Gravel and Bitumen ride

Our planned ride was the Pohangina Valley for bitumen riders and Ridge Road for gravel riders. Weather was good. Ten riders joined the ride, Peter, the only rider from the Wairarapa, and Neville joined us from Whanganui when we stopped for coffee at the Backyard Café in Ashhurst. One of our crew was ill, so had to turn back at Levin and Hasan returned from Ashhurst. Seven riders opted for the Ridge Road gravel ride which took us to Pohangina where we turned off up Finnis Road and followed along Ridge Road to London's Ford Road for a meet-up at Kimbolton. Dave rode bitumen via North Valley Road to Colyton and joined the gravel riders at Kimbolton.

It was great to welcome "new" riders and some riders we hadn't seen for a while to the ride - Ben (who has shipped his F900GS Enduro, an Aussie bike, from Canberra), Hasan, Tim and Dan, Campbell (down from Northland area). Dan was riding an admired African Twin. Good company, good chat, good riding. Some of us returned via the Wairarapa, some via Shannon, Feilding to the Kapiti coast and Mana. The ride - 450km, six hours riding time for me.







Above: Ridge Road



Peter on Ridge Road



Neville riding Ridge Road



Ridge Road, Londons Ford Road regroup



## Saturday 26<sup>th</sup> September



Nine riders joined the ride to stop at Cycling Toms in Masterton and to plan the rest of the ride from there. There was very little traffic on the Remutaka

Hill and calm sunny weather conditions which made for relaxing riding.



Coffee stop, Cycling Toms Solway, Masterton

Michael and Ian rode back from Masterton after a coffee stop. We checked out the options for riding to Pongaroa, but the Pongaroa Hotel was shut, so we planned to ride both gravel and bitumen backroad routes to meet up at Eketahuna for a Lazy Graze lunch. Martyn and Keith rode bitumen via

Alfredton and across the "light vehicle only" bridge to Eketahuna. Chester, Philip, Trevor, John, and Denis rode beautiful gravel roads, Mangamahoe Central and Mangaoranga Roads to meet them at Eketahuna, where they arrived five minutes before us; time to check out the new Crown Lynn shop.





Martyn returned via SH2, and the rest of us, including Keith, returned via more gravel back roads – Mangaoranga, Bowen South, North Roads and Jacksons Line before emerging onto SH2 at Opaki.



Trevor, John, Chester – brief pause on Bowen Road

Right: Philip, Keith, Trevor inside the North Road Norwegian church

Below: Old Norwegian church, North Road



We stopped at the historic Norwegian church up on the hill above North Road, a Category 1 Historic Place with an interesting history of Norwegian settlers who settled this area under Julius Vogel immigration scheme to clear the forty-mile bush back in the 1870s. This was part of a wider Seventy Mile Bush which extended to Dannevirke and Carterton.

Norwegian names feature on a family tree on the wall, descending from Lars and Eli Larson, who had five children, who in turn had 9-12 children each.

Names become more anglicised as generations progress. In the churchyard there are more Norwegian names such as Hans and Lars, many of whom lived to their eighties or nineties.  
[www.wairarapachurches.blogspot.com/2011/01/norwegian-methodist.html](http://www.wairarapachurches.blogspot.com/2011/01/norwegian-methodist.html)





North Road stop to check out the Norwegian church

A ford of one of the many rivers that cleaved the forest. A wall of vegetation surrounded the road through the Forty Mile Bush. Ancient forest giants loomed over travellers, blocking out the sky. Initially, men found work building roads and railways. Life was work – on weekends they joined their wives and children clearing bush on their own smallholdings.

James Bragge worked as a commercial photographer in Wellington after emigrating from England in the mid-1860s. He assembled selections of his prints into a series of impressive albums titled Photographs of New Zealand scenery — Wellington to Wairarapa, which document his journey from the city to newly settled areas in the north.



Five Mile Avenue in the Forty Mile Bush. James Bragge, photographer, circa 1875, Eketahuna

This area was part of a greater Seventy Mile Bush which extended from Carterton to Dannevirke, much of it cleared and settled by Scandinavian settlers under the Vogel scheme.



This photograph depicts a transitional moment in New Zealand's colonial history: the beginning of the clearing of vast areas of native forest in the lower North Island. It shows a path that has been cut through the bush, creating a horizon and drawing light down into the view. The avenue, a strip of dirt road through the trees, announces





Stephen Oatley,

Richard and Dave at Paekakariki

the arrival of European cultural perspectives on the landscape. After this photograph was taken, the bush was milled and burnt off.

Forty Mile Bush was one of the names given to land acquired from Rangitane in 1871 as part of the sale of the Seventy Mile Bush around Eketahuna. The area was settled by Scandinavian immigrants who had been allocated land in twenty-acre blocks. At the time of Bragge's photograph, the avenue was the extent of land clearance, while the bush areas either side were regarded as lots awaiting settlers who would clear and develop them into farmland. The romantic figure of the wanderer in European art since the seventeenth century has become the colonial 'swagman' in Bragge's photograph. Transient workers frequently walked

along cut tracks such as this in search of mill or land clearance work during the boom years of the 1870s, when the rapid development of cities like Wellington created constant demand for wood. The lone figure stands dwarfed by the density and grandeur of his surroundings — yet his labour represents the visual and economic transformation that was wrought in this area by immigrants seeking to prosper.

We decided to continue via back roads, Lees Paraka, Te Whiti, Longbush, Millars, Ponatahi Roads to Martinborough before continuing the ride over the Remutaka Hill back home.

The weather change and strong wind warning was threatening which made for some gusty riding over the hill and slow traffic. This was a relaxed good day 300km of riding.

Good to see you back on gravel, Keith, no doubt in preparation for your new 450GS -no pressure, now. Great to see you again, John.

**Denis #3131**







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# Top of the South Beemers/Te Tauihu

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



## September

It was a beautiful sunny day with no frost. The turnout reflected that, with 15 bikes at the start at Jacks Tyres. Tony and Gretchen on their nice new BMW F450GSes. The original plan was to visit the Woolshed on top of the Takaka hill. This venue is still closed during winter hours, so we went to Mrs Smith in Riwaka instead. It is only half an hour's ride from Jacks, so I decided to take a few roads less travelled. After explaining the route, it was decided that we would use the corner man system as there were a few turns.



It started well with people taking their spot to show the rest of the group where to go. We had to cross the state highway, and all went very smoothly. UNTIL I missed the turnoff to Pomona Road, as I had explained. Once I realised, there was no safe way to turn, so I decided to keep riding and take the next left, as that would do this road backwards. Unbeknownst to me, someone stopped and showed the rest of the group where to go, thinking I would do a U-turn and come back.







So, while some of us were doing Pomona Road backwards, we met the other part of the group coming towards us. Great confusion, hilarious. The group going the way I had intended was waiting for us to come past again, and we continued as a group with me "leading" again.

The lunch at Mrs Smith was great. A reasonably big group, but they managed the orders well. A nice catch-up. Revti had already left earlier, and Shep just came for the lunch catch-up.



Seven bikes carried on to the top of the Takaka Hill and beyond. Via a gravel road to Canaan Downs. From there, the same way back to Motueka for a well-deserved ice cream.

Around the square table: Stuart, Ange, Shep, Claire, Greg and Jeff

Amber and Rick at the other table

The long table: Anja, Trevor, John, William, Dale, Odette, Peter (Obscured), Gary, Chris & Gretchen



Canaan Downs: Peter, Anja, Odette, Dale, Trevor, Tony & Rick (Photo taken by Amber)

Ice Creams: Rick, Trevor, Peter, Anja, Dale & Odette

**Anja #3706**







## Otematata Weekend 18-20<sup>th</sup> September



There hadn't been a lot happening over winter. Earlier in the year, for various reasons, I had trouble getting people to attend our monthly ride; reasons for not attending were wanting a road ride, not a gravel ride, needing more notice, being time-poor, not wanting to incur the cost of fuel, etc., wanting to do multiple-day rides, wanting short-notice rides if the weather tomorrow is good, etc., etc.

We all have different demands on us, and circumstances change for all sorts of reasons, and as they say, you can't please all the people all of the time. Talking to other Area Reps, past and current, I learned that they had just done their own thing, and if people showed up, that was great. Maybe I have been worrying and trying to accommodate everyone, but it certainly doesn't seem to be working.

We decided to have a bit of a brainstorming session at our monthly dinner in August. From this, we have 6 members who have formed a "Rides Committee" for want of a

better title. We all met in early September and have got some rides planned over summer, the first of which was Ralph Moore, who offered to lead a 3-day ride to Otematata in late September. We will also be doing a day ride each month plus some multi-day rides over the summer period. To be honest, it doesn't really feel like we have solved all the problems from the feedback, but at least we are planning rides with input from a group rather than just myself going it alone. I want to improve things for the Canterbury Region, and I'm very grateful for the others offering to help on track.

### Otematata Weekend

Ralph wanted to go down South and offered to lead a ride. He put together a bit of an itinerary. I didn't think I could make it, as it meant taking Friday off work. However, I soon realised it would certainly be worth it as I had never ridden most of the route and this was too good an opportunity to pass up.



The majority of us were on BMWs, and keeping with the spirit of inclusiveness, we also had KTM, Aprilia, Honda and Husqvarna bikes along too.

## Day 1 - Friday

Eight of us; Ralph, George, Hans, Geoff, Mike, Garth and Jason, met at BP Rolleston at 8:30am. Heading south down SH1, we picked up Dave as we passed through Ashburton. We turned off the main highway just after that and headed inland on Maronan Rd and made our way to Geraldine for a coffee stop.

From there we hit the shingle, going via Hanging Rock, Cave, Cannington and Backline roads. We turned off and headed up to the top of Mt Studholme where the views are just amazing; the road/track up there, however, was challenging and I was certainly glad I had taken my little X-Country on this trip instead of the R1250GSA.

We then made our way to Waimate for a late lunch. We then headed on via Pentland Hills and Kaiwarua Roads and followed that with Menzies and Hakataramea Roads to Kurow. There we met up with Jacques, who had headed south a bit later, making us a group of 9 bikes in total.





From there it was straight up the highway with a slight diversion around the back of Lake Aviemore and across the Benmore Dam and finally arriving at the Otematata Pub. After checking in and a bit of a wash and a change of clothes, we reconvened in the Pub for a well-deserved drink and some dinner. There was also some robust discussion as to the route we would travel the following day.

## Day 2 - Saturday

We were all stands up 8:30am ready for departure; unfortunately, Mike had been having trouble with an ear infection and thought it best, making the right call to head home.

The now group of eight, made our way to Kurow for breakfast. And from there, we attempted to head to Danseys Pass. However, we came across a "Road Closed" sign, and after a discussion with a local who confirmed the gate further up would be locked, we turned around and changed to "plan B": back to Kurow and turned off onto McHenry's and Hakataramea Pass





Roads; we turned left onto Haldon Road and headed down to the Haldon Arm.

At this point Garth's fuel light was on; his CRF300 only holds 7 litres and my BMW X-Country wasn't much better with its 9.5-litre tank. Jason had brought a small (2.5-litre) fuel can along just in case. Someone made the call that we should try and get across the river here, which turned out to be multiple water crossings, which certainly caused some drama.

A few people struggled, Jacques chain decided to come off mid-crossing, and 3 bikes (and a couple of riders) ended up in the water. However, a team effort saw everyone successfully recovered, and we abandoned the river crossing idea and made our way up the East side of the Pukaki River about 20km of very rough rocky track up to the main highway at Lake Pukaki.

Almost as soon as we headed down the highway, Garth pulled over; he was out of fuel. I unpacked the little fuel can and put a litre in his tank and a litre in mine too. We then made it down the road and into Twizel for a very, very late lunch and a much-needed fuel stop!! From there it was around Lake Ruataniwha and up Glen Lyon Rd up the side of Lake Ohau to the end. Coming back, we crossed over the canal and followed the track around the back of Ruataniwha and popped out opposite the Salmon Farm. We then had one last blast down the highway, back to the Otematata Pub for the night. Most of us had to discard our wet, sodden boots and clothes, find some way to dry them out, and after a quick shower we once again met in the bar for dinner. There was, of course, much discussion and laughter about the day's antics, including those who were unfortunate enough to take a swim in the river. Lol.



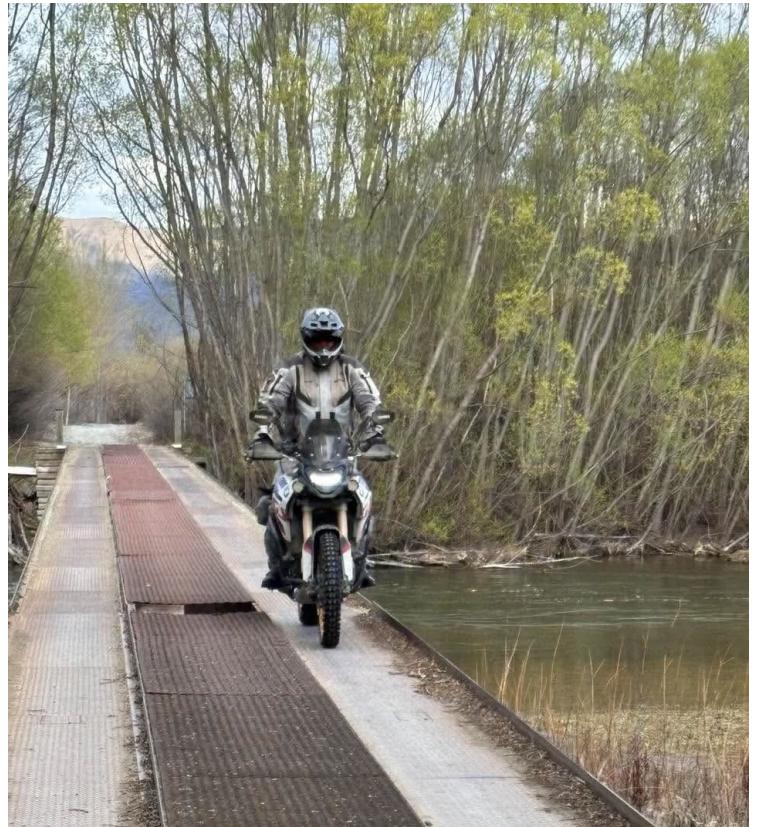


## Day 3 - Sunday

After packing up, loading the bikes and having a quick coffee and/or breakfast in the cafe over the road from the pub, we headed off. Up to the locked gate and into Black Forest station. We headed across the station, and we noticed someone had dropped their bike in the shingle scree, and we dodged many rocks and boulders on the track as we made our way up the hill. We stopped a couple of times for photos as the views from there were just incredible, looking down to the lake far below. If you haven't done Black Forest, I highly recommend it, well worth the \$20 entrance fee.

From there we made our way along Haldon Road and then over Mackenzie Pass, coming out onto the highway a little South of Fairlie. We had planned to stop there for one of the famous Fairlie Pies; however, the queue was just much too long, and so we kept going, making our way along Spur, Mt Gay, Monument, Raincliffe, Gays Pass and Opihi Roads, then Hanging Rock, finally arriving at Geraldine for another late lunch. Of course, a bunch of dusty bikers lowered the tone slightly in the Barkers shop/cafe after our leader, Ralph, graciously helped a rather large Camper out of the very tightly packed car park outside. We then all headed off to make our way home via different routes, some heading inland via the Rakaia Gorge and Hororata to Christchurch.

What a fantastic time that was, and many thanks to Ralph for leading us and stringing together so many shingle roads to make an unforgettable trip. Thanks also to all who came and provided much entertainment, jokes and camaraderie through the adventure.





## What's on in October?

First up is the Moto Social. It's the first one for summer and is on Tuesday the 20<sup>th</sup>, October.

*the moto social*  
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Followed by our Monthly Club Dinner, the next night, Wednesday 21<sup>st</sup>.



Plus any updates via the group chat and email

Looking forward to the next one!!

Cheers all

**Jason #4267**



# Southern Stories

Tharon Knoetze - southern@bmwmc.nz



## First Spring Ride

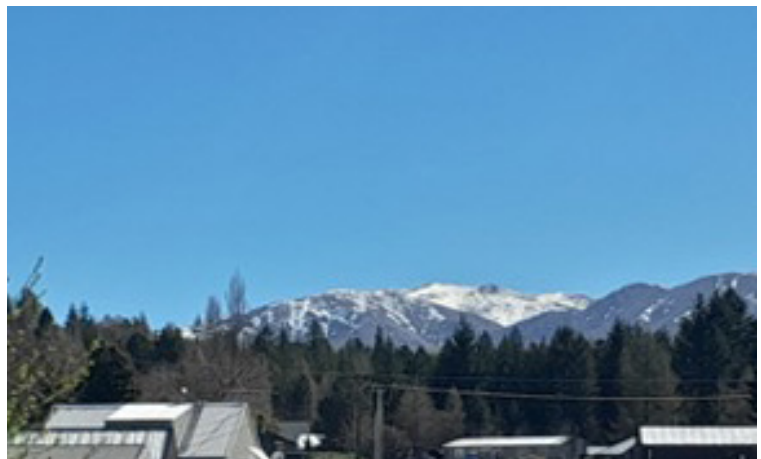
After a crazy and unpredictable start to spring, including snow just last Sunday, still very visible, there wasn't exactly a lot of optimism as we set off for our first spring ride of the season.

Thankfully, the weather Gods were smiling on us. By the time we reached Naseby, the temperature had climbed to a very pleasant 18 degrees, making for a beautiful day to be out.

Naseby is a lovely little town, steeped in history and full of old-world charm. It provided the perfect setting for our first spring get-together and a chance to enjoy some good riding, good food and, most importantly, good company.

As a group of 10 at the historic hotel for lunch, there was plenty of catching up and sharing of stories. After the cold and unpredictable weather of recent weeks, it was great to finally enjoy a proper spring day together.

A big thank you to everyone who came along and helped make our first spring ride of the season such an enjoyable one. **Tharon #2595**







**The new BMW F 450 R: A dynamic naked bike for the 48-hp class—developed for maximum riding pleasure and featuring iconic BMW design language.**

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

**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 R 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 R, it has been specifically tuned for road riding 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 R 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 R achieves a range of more than 350 km. The service interval is the BMW Motorrad-standard 10,000 km.



### **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, and on winding country roads. In combination with Shift Assistant Pro, it enables riding and shifting without manual clutch operation; the clutch lever remains available for deliberate rider input.

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

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 R is equipped with Shift Assistant Pro in every equipment variant except the base model. It can be retrofitted to the base model.



**ABS Pro, DBC, DTC, and MSR, plus the "Rain," "Road," and "Dynamic" riding modes as standard—delivering a high level of riding pleasure and safety.**

The standard "Rain," "Road," and "Dynamic" riding modes allow riders to tailor the new BMW F 450 R to their individual preferences. ABS Pro, Dynamic Brake Control (DBC), Dynamic Traction Control (DTC), and engine drag torque control (MSR) are also standard.

**Chassis with a tubular steel space frame for high rigidity, robustness, and riding precision. Naked bike-specific tuning and a short wheelbase for agile, playful turn-in behavior.**

The new BMW F 450 R also uses the newly developed BMW F 450 GS chassis concept as its technical foundation, with a setup tailored specifically to road use. The tuning focused on easy handling, excellent accessibility, and direct feedback. The tubular frame is made of welded steel tubes and forged components, with the parallel-twin engine integrated as a load-bearing element.





## **In Brief:**

**Front wheel control via 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.**

**Optimal ergonomics and equipment for comfortable, playfully agile riding enjoyment on the road.**

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

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

**Powerful LED headlight and LED lighting as standard.**

**Connectivity with comprehensive information and functionality through a large, perfectly legible 6.5-inch TFT display. Practical USB-C port in the cockpit area.**



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# Coming Events - Details on our Website

2026 SIRAG - 13<sup>th</sup>-15<sup>th</sup> 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](#)



2027 AGM/Rally - 5<sup>th</sup>-8<sup>th</sup> February 2027



## 2027 - National Rally/AGM, (North Island), Friday 5<sup>th</sup> - Monday 8<sup>th</sup> 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](mailto: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](#)



save the date

2027 NIRAG - 2<sup>nd</sup>-4<sup>th</sup> April 2027



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

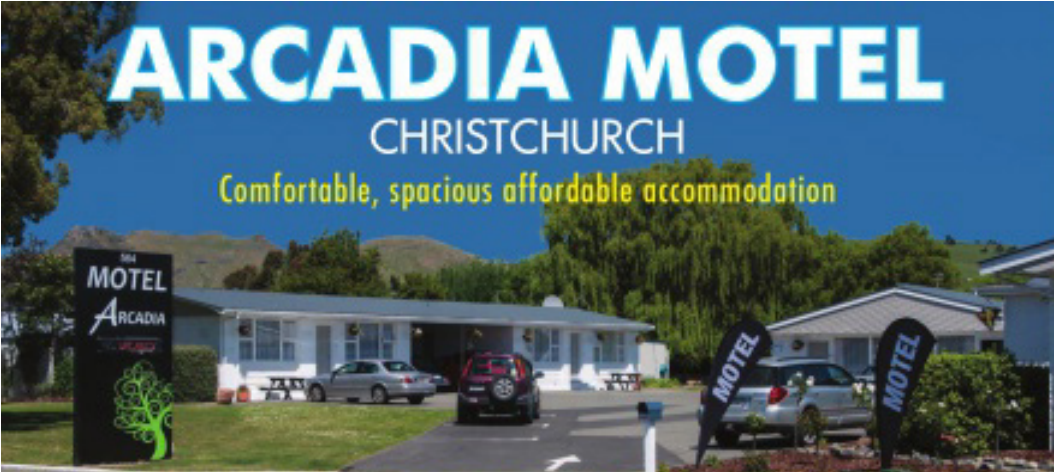
Updated: 10/10/2026 North Island RAG: Venue: \*Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990. \*Subject to change Friday afternoon, 2nd of April - Sunday morning, 4th of April 2027. Most of you will know the format, but here's a guide: Accommodation options: Bunkrooms, tent (bring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

[Find out more](#)

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## **2026 BMW GS Rallye – Register Now!**

6<sup>th</sup>-8<sup>th</sup> of November 2026 at the Wairakei Resort, Taupō. Hosted by BMW Motorrad. 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!**

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

## **2027 BMW Annual Rally & AGM – Registrations opening soon**

5<sup>th</sup>-8<sup>th</sup> of February 2027

## **2027 North Island RAG (NIRAG) - Registrations opening soon**

2<sup>nd</sup>-4<sup>th</sup> 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.





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**SIRAG 2026**  
13<sup>th</sup>-15<sup>th</sup> November 2026

Register quickly  
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website for the latest details.



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## 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 pillion 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

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