



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

September 2026



MEMBER OF BMW CLUBS INTERNATIONAL COUNCIL



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



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feedback and stories**
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Welcome to our New Members

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

We forward to your contributions.

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: Gretchen with F450GS

Photo by: Tony Haddon

Date: August 2026



BMW Clubs
International Council



BMW Motorcycle Club
New Zealand



A Very Warm Welcome to:

By Region (North to South)

ALGAR

Richard

AUCKLAND

CLARKIN

Shaun

WAIKATO

BROWN

Craig

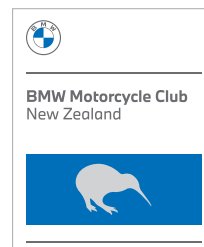
CANTERBURY





President's Podium

Colin Gates



September 2026

Summer is nearly here and the days are considerably longer!

Thankfully, we saw the launch and delivery of the long-awaited F 450 GS, and what splendid bikes they look! Despite a few minor hiccups, I am hearing good things about them and am looking forward to trying one myself.

You may have seen that I asked for some feedback on the new bikes, and I am very pleased to say that we have some included in this month's newsletter. My thanks to Gretchen, Tony and Greg for taking the time to share their views, pictures and tips with us.

I have been a lot more involved with BMW Motorrad recently, in preparation for a face-to-face meeting of BMW Clubs from around the world. It will be my first such meeting, and I am looking forward to hearing and sharing ideas and experiences from the various clubs and the challenges we face. But more on that next month.

I am delighted to report that, despite while New Zealand is far from the largest market, our membership numbers are holding strong and are up around 14% on last year. From what I am hearing about other motorcycle clubs around the world, maintaining membership, let alone achieving any growth, is quite an accomplishment. There will be many reasons for this, and my thanks to our team of volunteers, and to you as a member of what I think is such a great Club!

In the lead-up to this global meeting, I have also had much more to do with Brent, the new President of the BMW Car Club NZ. It is safe to say that both clubs will be working more closely together from here, and we may well find opportunities to share some benefits along the way.

Talking of benefits, I would like to remind members that our discount codes have changed, or will soon change, for the ferry companies. We have received several requests for the latest details, so the accompanying email will advise you of the new codes. I cannot put them here or on Facebook, as both are public-facing. The new codes have been added to the membership cards, but of course the majority of cards will not have been updated yet.

Furthermore, Star Insure have come up trumps again and saved one member a small fortune on the cost of insuring their motorcycle(s).



Another member has recently saved close to \$200 simply by reviewing their policy and removing provisions that are no longer needed. This is always great to hear.

Please take a moment to review your own policy for any changes that might save you some dollars. For example, on a multi-bike policy, have you declared that you are the only rider of your fleet? Do you have a named rider who is no longer needed on the policy? Do you now garage your bikes when previously you didn't?

I will also pull out the tip sheet we received from Star and share it again.

Finally, I have received some very positive feedback on Star's new App, for that reason, I have left it in this month's newsletter. Please have a look at it; it is difficult to think of it as anything other than very useful should the need arise. It is not locked or dependent on you being insured with Star, or even insured at all. I strongly recommend downloading it just in case the need arises. It is free!

Safe and enjoyable riding

Colin

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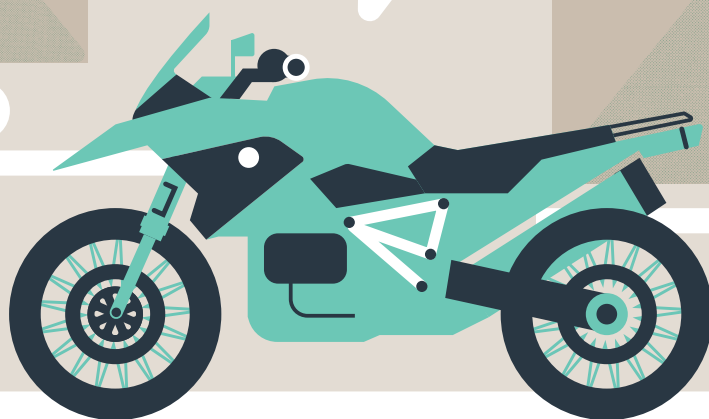
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Waikato Wonders

Sue Duncan - waikato@bmwmc.nz



We had another well attended dinner in Matamata. We tried a ride on 16 August, but the day started foggy and the bike wouldn't start. Then, when it did start, it was drizzling. No one else turned up at the meeting place, so we decided a 15-minute ride to a new cafe would be it for the day.

On the 23rd, 4 of us attended a Rider Down course in Cambridge. It was free and backed by the Regional Council, with morning tea and lunch provided.

Most of the morning was reviewing what causes crashes and ways to minimise risk. The afternoon was more about first aid, CPR and helmet removal should it be needed. This included hands-on practice with partners and on CPR dummies. The day concluded with a scenario with major trauma injuries likely to be a result of a motorbike crash.

It was a good day, short and concise and well worth attending if you get the chance. Many thanks to Rider Down and Council for providing this service.

Hopefully we'll be back to riding soon.

Sue #3088



Bay of Plenty Banter

Philip King - bayofplenty@bmwmc.nz



Peter Brandon at Mount Motorcycles 😊

My faith in the world restored! Last weekend Peter and Sacha Brandon (Wairarapa) arrived to stay with us Tauranga folk as part of their Zeekr EV North Island tour.

Unfortunately for Peter, we had a monthly ride arranged to do the 500km Coromandel loop on Sunday. Fair to say he was a little disappointed to miss such an iconic ride – no gear and no bike.

To console him a little, we dropped by Mount Motorcycle's Saturday morning to introduce

Michelle and Jason Bourke, the new owners, and do a little BMW window shopping as you do.

And miracles do happen! Hearing Pete's plight was enough to see both Michelle and Jason quietly swing into action – dig out a full set of riding gear – a new helmet off the display shelf, Jason's own jacket, and pants, gloves and boots - and offer the use of their new BMW 450GS Trophy demonstrator for the Sunday ride – Wow! Amazing.

While new to the BMW



motorcycle world, both Michelle and Jason know what service is and how to really support their customers. Needless to say, we were blown away – Pete’s grin was ear to ear... and that wasn’t the end of it; the Mount Motorcycles crew, Michelle, Jason, Rob, Chris and partner also joined us for a ride. Coromandel was unfortunately rained off, but we still enjoyed 310 kms of Eastern Bay of Plenty’s great roads.

Before and after the ride, we were all treated to tea, coffee, snacks, and fruit; then, to top off the day, Michelle handed us all lovely new ‘Mount Motorcycle’ caps, and this was on a Sunday,

no less. We don’t expect such amazing treatment every ride, but what a way to start – we were very, very happy for sure 😊😊. And, Michelle says we can expect the ‘same, same’ when we start/finish our rides at Mount Motorcycles, which is fantastic.

We cannot wait to see the showroom redevelopment plan unfold and business grow. If you are in the market for anything BMW or Royal Enfield – or wish to test ride the new 450GS Trophy, give the team a call.

Philip #3867



MOUNT

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Rangitikei Roundup

Murray Petherick - rangitikei@bmwmc.nz



Impromptu Ride.

As we hadn't had a lot of riding in recent weeks, due to a combination of scruffy weather, some bike rego's being on hold, and a variety of other factors, I decided to have an impromptu ride on Wednesday, August 19th.

Five riders gathered at the Moomaa Café on SH1 for a coffee and chat to plan a ride for the day. The group included Nev and Peer from Whanganui and Barry, Don and yours truly from Levin. It was decided to head to Taihape for lunch, via SH1 and a couple of secondary road deviations, with the expectation that different return routes may best suit each

of the Whanganui and Levin teams.

Peer led the way and took us from Rata round a loop via Putorino and Rangatira Roads to Hunterville. Just north of Hunterville, we left SH1 once more to follow a loop round Murimotu and Kie Kie Roads to again hit SH1 close to the Rangatira Golf Course. Then it was on to Taihape for lunch at Le Café Téléphonique.

After lunch, Peer and Nev did a bit of gravel busting as they headed home to Whanganui via some of the back roads to the west of Taihape, while Barry, Don and I headed down SH1 then over Vinegar Hill (SH 54), Halcomb and



Sanson on our way back to Levin.
A small group but a good day out.

Brunch gathering.

Our monthly gathering was held at the Woolshed Cafe, Sanson, on Sunday 23rd and was attended by nine 'big' people and three of Barry and Barbara's grandchildren. Another good opportunity to have a get-together and a chat.

Ride Forever Gold.

On Sunday, Sept 13th, Barry and I attended a Gold course in Paraparaumu, prior to having to re-register our bikes. Within a

couple of days, the discount to the ACC levy had been applied to our data in 'the system', so we were both able to re-register with the discount applied. The mechanism is that instead of having to specifically request a refund or discount, the fee that comes up when registering online already has the discount deducted. I assume that re-registering 'in person' operates similarly. With the discount applied, my 1250GS fee was \$632.93: still high but rather better than the '\$800+' full fee.

Murray #2690





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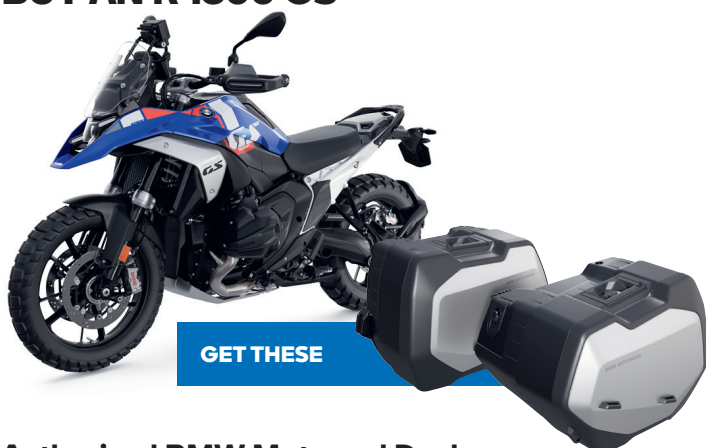
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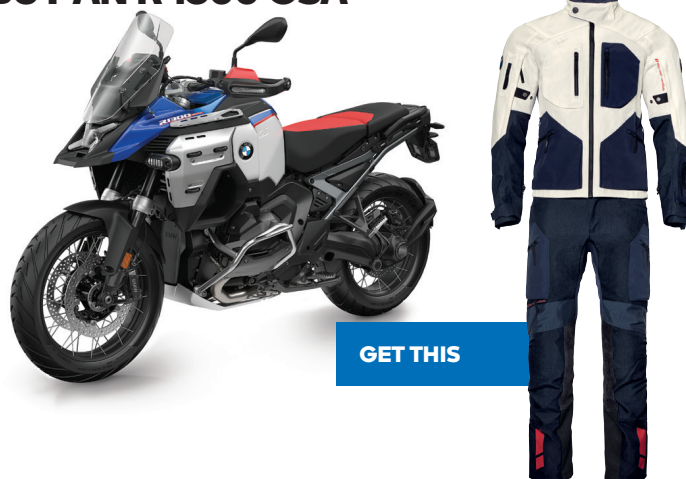
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Wellington/Wairarapa Wanderings

Denis Hulston - wellington@bmwmc.nz



Club night social, meet and eat at the Petone Club

Monday 3rd August, saw twelve members at the Petone Club for our first Monday of the month meet and eat - Ian, Lynne, Brian, Keith, Martyn, Sue, Dave, Carole, Dave, Cheryl, Annie, Denis.

Saturday 15th August Gravel and Bitumen Ride

Our planned ride was cancelled as the weather let us down.

Thursday 20th August

Hoping to reschedule an impromptu ride when the weather obliged, the first reasonable day was Thursday 20th. However, with other commitments, bike registrations on hold, bikes being serviced, and some of us having to work. I was the last man standing, so I'm not sure whether my solo ride counts as a club ride, but it was a good day out, the first long solo ride for ages.

The weather over the Turakina Valley didn't look good, so I had thoughts of exploring some "new" territory, but defaulted to a favourite route – a non-stop ride over the Pahiatua track for coffee and food at Eketahuna. There's a new Crown Lyn shop in Eketahuna now, which I had to check out – memories of McAlpine fridge jugs and swans. I also had a chat with Tibsy on the phone before riding to Alfredton, Masterton, back route to Longbush and Martinborough on the return home. There was minimal traffic, and I saw no other vehicles at all on long sections of the ride.

The bridge near Alfredton is under repair and suitable for light vehicles only. The crew waved me over, as my bike fitted the bill nicely.

There's still considerable storm damage in the Wairarapa. All the streams and gullies were full of brown floodwater, and the landscapes were soaked with slips and mud residue on the roads. Many trees had blown down, and I passed numerous farmers cutting up trees, having an oversupply of firewood. Water races and stock routes are mud baths. However, the first new Spring growth is emerging, lots of daffodils and yellow wattle bloom adding to the vistas, and also some brave new lambs.

I arrived home pleased to have broken the riding drought, but muddy enough to need to wash my riding gear, a brisk 330km solo ride, and inspirational to do more!

Monday 24th August



Thanks to Richard, who had the need to break out on the bike and invited us to join him. He also has the knack of finding great routes. This time we rode out to Pahaoa Station on the coast at the mouth of the Pahaoa River. Five of us, Richard, Ian, Adrian, Trevor, and Denis, met for the ride over the Remutaka and on to Martinborough for a coffee and snack at In The Neighbourhood (always good food and coffee) with

the opportunity to sit at a table outside in the sun, on a windless sunny day feeling positively Springlike.

Adrian and Ian returned home; Richard, Trevor and Denis rode easy gravel to the coast (about 30km of gravel each way). This is a great spot looking out over limestone reefs at the mouth of the river – good spot for a picnic (next time).



Above: Richard and Trevor, Hinakura Hill

Below: Pahaora River mouth





Pahaora River mouth



Richard checked with the station owners for permission for us to ride through the farm track to Kairingaringa reef. We coasted through the lambing paddock; the stream crossing, recently flooded, amounted to nothing. We met the station owner for an unexpected yarn about the station, crayfishing, bird nesting, painting the boat trailer, and demolishing the old pump shed, which must have seen some storm challenges on the reef's fringe and used to pump seawater for ponding freshly caught crayfish. Some chat about the weather, farming economy and politics. All this while, the two affectionate terriers joined in with breaks for digging holes for treasure in easy sand. Skylarks, reef herons, dotterels and signs warning vehicles to stay off the beach as a protection for nesting seabirds, and the appearance of occasional seals.

Left: Richard and Trevor at Pahaora Station



Kairingaringa Reef – no vehicles, nesting dotterels, and the old pump shed



Above: Kairingaringa Reef

Below: South toward Te Awaiti and Tora





Pahaora Station from Kairingaringa Reef

We retraced our route, foregoing the option of a loop ride from Hinakura over Admiral Hill, and we abandoned Richard to explore coffee options in Martinborough – most seem to shut before 3pm at present. The promised high winds held their breath – just enough to blow the dust away and to liven up the ride back over the Remutaka Hill with its usual gusting corners. 230kms of great riding – raising expectations for Spring and Summer rides. Thanks Richard for your mapping passion and local knowledge – great riding.

Denis #3131

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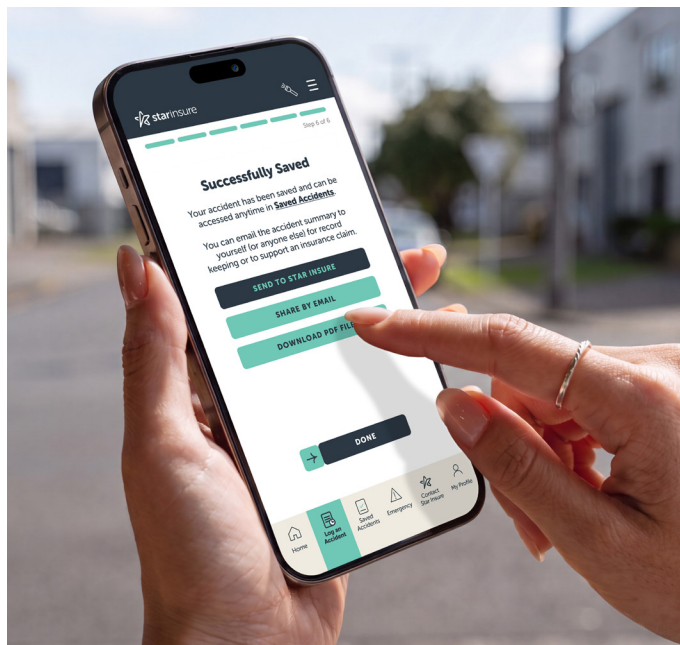


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Star Insure's FREE App for All Motorists

Take the Panic Out of Roadside crashes.



No driver wants to think about having a crash, but Star Insure has just made the aftermath a whole lot easier to navigate.

Star Insure, the specialist motor insurer, has launched a brand-new accident app, acting as a real-time “pocket safety net” that is completely **free for all Kiwi motorists**.

Designed to reduce the confusion and stress of a crash scene, the app provides a clear, step-by-step guide on what to do and what information to capture. A built-in capture tool allows drivers to record third-party details, take scene photos and log essential information before leaving the roadside.

Roger Wallace, Chief Executive Officer at Star Insure, says the app was designed to provide immediate peace of mind. “When you have just been in a ding or a serious collision, your adrenaline is pumping. Remembering what details to swap or what photos to take is tough. This app brings calm and clarity to the chaos, ensuring you capture exactly what you need to make the claims process hassle-free.”

The app launch supports Star Insure’s ongoing commitment to safer New Zealand roads, including its active involvement with the Street Smart initiative.

Gabrielle Byfield, General Manager Marketing & Communications, says true protection requires a community-wide approach. “The best part about this tool is that it is **for every motorist on New Zealand roads at absolutely no cost**, regardless of whether they are a Star Insure customer. Through our association with Street Smart, we are equipping young drivers with practical, hands-on skills. Now, with this free app, we are giving them and their families an extra layer of reassurance should the unexpected happen.”

Star Insure’s reputation is built on specialist care. Proudly Kiwi-owned and locally operated, yet backed by the global financial strength of Berkshire Hathaway, the insurer is known for its authentic, no-nonsense approach to claims.

“We understand the true value of the vehicles you are protecting, whether it is your daily driver, a classic car, or your teen’s first runabout. Our expert team is always here to champion your best interests, and this app is the ultimate tool to help us do exactly that,” Wallace adds.

Star Insure is encouraging all motorists, especially young and newly licensed drivers, to download the free app and keep it in their digital glovebox. Search “**Star Insure Toolkit**.” or Click below to download from the App Store or Google Play.



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Top of the South Beemers/Te Tauihu

Dale Grover - topofthesouth@bmwmc.nz



Flat Rock Café *(repeated only to be in the correct month)*



As Anja was away in August, I volunteered to organise our monthly ride.

Unfortunately, the weather that morning was terrible and I was about to pull the pin completely, but at least one rider contacted me to say they were still keen to ride, so of course I didn't cancel.

I'm very pleased about that as we had 10 riders turn out & the weather cleared up.

We rode out via Eighty Eighty valley and Golden Downs to Flat Rock Café at Kohatu; there we were met by Victoria & Andy who'd driven out, then Trudi joined us as she had something to do prior.

So a very good turnout as it happens, excellent.

As usual after lunch everyone went their own way home; I joined Rick, Trudi & Sandra for a trip back the same way we'd come. Unfortunately we'd all left it so late to leave that it started raining again, oh well.

Sorry, no pictures; we were too busy yakking!

Dale #3170

A brace of 450GSs

Tony & Gretchen



Tony taking delivery of their new 450GS motorcycles

First impression... I had a bit of a shock when I first hopped on my newly delivered, bought sight unseen, bike. I wasn't expecting the effort required to pick the thing up off the side stand. The G650GS we have ridden for years has the fuel tank under the seat – combine this with the fact they transported the bikes down with a full tank top heavy was definitely the first impression. This feeling disappeared once under way.

Second impression... We have the Trophy model with the “Easy Ride Clutch” or ERC... Hell's teeth how do I ride this? Fortunately this feeling passes too. The centrifugal clutch grabs at 2,700rpm which initially feels quite a lot but wrist muscle memory fixes this quite fast. If you're a heavy wristed type who likes sporty starts the gear changes 1-2-3 are quite grabby, and using the clutch as normal once under way is the better choice. Same with decelerating through the bottom gears. If like me you like a reasonably gentle take off the auto gear change is like silk all the

way up and down. If going downhill or decelerating using engine braking the auto clutch stays engaged all the way down to about 5kmh where it lets go....stalling in river crossings is hopefully a thing of the past.

Third impression... How the heck do I manoeuvre this thing slowly... No traditional clutch feathering... A little more practice required with this, it's all throttle and rear brake. Full lock turns are particularly interesting, as the front wheel at full lock isn't far off 90 degrees to straight ahead. The bike seems very well balanced at low speed.

Fourth impression... For whatever reason, 20kg lighter than our 650s, or new fandangled suspension or frame geometry, you just have to think about the corner coming up, and you're round it... neither Gretchen nor I are fast riders but the Whangamoia seems to disappear faster than usual. We both thought our G bikes were quite handy, but these 450s are more so.

Gretchen's First impression... "I can't ride this, I can't get on! " They are tall at 845mm seat height. We're pleased that our plan A, which was flying up to Mount Motorcycles and riding them home, didn't eventuate, as Gretchen would have had a hellish trip home. That turned out to be the silver lining of the "Stop sale" that pulled all 450GS Trophy models off the road until a factory assembly glitch had been put right. (BMW treated us exceedingly well after this glitch, transporting our bikes down to Nelson at no cost to us.)

We have fitted a 45mm lower RallyRaid shock to Gretchen's bike, and a low seat.

She can now at least touch the ground on both sides (This hasn't done all that much to moderate the language coming through my intercom).

So are we pleased ? We think so. There's no going back to the old bikes because they're sold. The Trophy is very pretty, and seems to attract more waves from passing bikers than we're used to. And they go like a cut cat.

Tony #3596

F450GS v G650GS

Colin has asked for feedback after we received our new F450GS bikes...

Mentally it hasn't been that easy for me to switch from my old faithful bike of 12 years and about 113,000kms especially after I saw it all clean and shiny ready for sale. The issue of my Shetland pony-type legs has gradually been solved – shorter shock and raised forks (still too high), lowered seat (still too high), some air out of the tyres after it came with 32/36 and the manual recommends 25/28 (yay, just right). Now there's only the issue of the side stand being a bit long...



Gretchen with their brace of 450GSs

We've been for a few day rides and an overnighter to Christchurch for the first 1,000km service and I think I'm pretty much ok with it by now. The ERC still needs some getting used to – no more feathering the clutch but I'm sure I'll crack it soon enough.

The riding is much smoother, more ergonomic and feels like I'm flying round corners but it's an illusion – I'm still the slow coach of the group. I think it takes less energy to ride which I put down to it being 20kg lighter than the G650. And, it takes up less room in the garage.

I think it's a keeper – which is just as well as the G650 is gracing someone else's garage now.

BTW – for years I've noticed an advert in the Newsletter for the Arcadia Motel in Christchurch so we stayed there. It was easy to get to from the north and it was very easy to get to CMG in the morning. It was comfortable, next to walks along the Heathcote River and Jeff was friendly and chatty.

Gretchen #949

The Cycle of a Motorcycle

Dave Morris



Announcing the brand new Kawasuhonya
1200 pulsating cc's best sound ever: Yeah, nuh?
Glittering, gleaming, resplendent in chrome,
Pure thoroughbred; ace chromosome.

Fine lineage from racing, trophies galore,
The sound of thunder: The familiar roar.
Now available to the man on the street,
Parked by the Z5, stable complete.

Exhilarating rides along quiet roads,
And its factory is factually quite antipode.
Weaving the corners and jumping the humps,
Relate to the straight while the shocks 'sorb the bumps.

And five years later - 30 thou on the dial,
The new owner decides it's not his style,
Bike 'For Sale', in good condition - low k's.
Buy now, don't miss out - be smart, don't delay.

And a cocky young fella thinks he knows everything,
Is smitten at once with the chrome and the bling.
'I'll take it off your hands if you drop by a hundred,'
But by the time he rode home, he wondered.

'I don't really need this bike with this bling,
I'll strip it down and remove everything.'
And a couple months later working fervently,
'That looks better.' he thought, observantly.

Cont...

An uncomfy seat behind a tiny tank,
Nothing at all; just completely blank.
Except the wheel holding up the
machine,
In the creator's eyes, it looked rather
mean.

But the ennui of the bike set in once
again,
Maintenance and servicing went on the
wane,
And the bike was pushed into a lean-to
shed,
Deterioration and rust began to spread.

The rubber did perish and the battery
died,
This once resplendent bike now woe
betide.
The paint did fade, and then it cracked,
Heat and damp simultaneously attacked.

And time slipped by so very fast,
And the owner, now old, quite forgot his
past.
They eventually got round to clearing his
place.
And discovered the bike an absolute
disgrace.

The Kawasuhonya now a rare brand
today,
Makes restoration these days rather
okay.
After discussion with family personnel,

The medium of auction was the way to
sell.
The bidding rose fast; the bidders were
two,
The one near the front eventually won
the coupe.
He trailed it home with a smile on his
face,
His wife had no idea what had just
taken place.

The new owner surveyed, researched
and assessed,
Drew up a timeline, and saw how he
progressed.
As time went by, he ticked off the
boxes,
He felt as good as the cat's whiskers is.

Then one fine day on a summer's morn,
A brand-new bike was splendidly
reborn
Glittering, gleaming, resplendent in
chrome,
Once again, this coveted bike was again
true hone.

The Kawasuhonya won concours at
every show,
Cups, trophies, medals lined up in a
row.
The bike was now worth twice the new
price,
The owner was smug, knowing the
sacrifice.

Dave #1774

Winnings and Grinnings

Greg Visser

Imagine my surprise when Ian at Continental Motorrad Wellington called to say I'd been entered into a draw when I bought my R1300GS in January, and I'd won! My surprise quickly turned to shock when I asked what the prize was (assuming it was something like a cap or a T-shirt), and he replied, a brand new G310R motorbike!! Really? But I never win anything, so it took a bit of time for that to set in.

I had been looking at the then-just-about-to-be-released F450GS for a while and came up with an idea: trade the G310R for one of them. Very decently and greatly appreciated, BMW Motorrad agreed. So in no time, I was added to the pre-sale list and one of those waiting patiently for the release of the new baby GS.

When I got the call, I attended the launch of the F450GS in June (or F420GS as Dale would say since it is a 420cc after all!) and took delivery of a brand new Trophy edition with the somewhat controversial ERC. I was immediately impressed by how well designed and constructed it is and how it feels and rides like a true GS.

I have now done just over 1,000 kms on the bike and it has had its first service with no issues. I could not be happier with my choice, and the ERC is a game changer for me. I accept others might have more polarising views and that's ok. Each to their own and BMW caters for clutch-lovers with the Sport and Exclusive models.

A bit on the ERC: it is a centrifugal clutch (like a scooter) that activates depending on the revs. So, one starts the bike in neutral and can then use



the quick shifter to kick the bike into first (without the clutch). It will happily stand and idle and not jump forward. Then wind on the throttle, and when it gets to around 2,700 rpm, the bike will pull off. No clutch needed. One can change gears up and down like a normal quick shifter with no clutch while on the move. When one comes to a stop, gear down like a normal bike using the quick shifter and stop using the brake. No clutch needed again. Although the clutch kicks in and out at 2,700 rpm, if you are, for example, going down a steep hill, engine braking will continue all the way down to idling revs; it doesn't run free below 2,700 rpm. This clutch is a smart one!

One can also use the clutch like normal. The only thing is that for it to work, the engine must be above 2,700 rpm, or else it isn't going to do much. Now onto what is different: because you can 'ride' the clutch below 2,700 rpm, you can ride in 5th or 6th gear at 20 km/hr. Although you're getting a nice and smooth riding experience, the clutch is working hard to do so and over time it will likely wear prematurely. One needs to always be aware of gear/rpm and keep the bike above 2,700 rpm where



possible. The other thing to note is that because of the ERC, when you park the bike in gear on a steep hill, it will roll backwards when switched off. The drive isn't locked like a normal bike. There is more resistance forward, so it is less prone to roll forward than backward, but generally one parks facing up the hill (so the roll is backwards). I overcame this by fitting a device called a bullet brake BB-01 to the front brake. Now, when I park on a hill, it's a case of pulling the front brake, pressing a button, and it keeps the system pressurised and the brake engaged. Works like a charm, and the bike doesn't move unless it is super steep and the front wheel is losing traction.

What I really have come to enjoy is that the bike is light for an adventure bike at 178 kg. It just makes it far easier to handle and ride than the larger GS. And easy to pick up! I think this is a big advantage for new and older riders.

I would say that if you're a heavier rider, it is worth getting one of the models with the sport suspension. I push the scales to 100 kg before breakfast and took the bike through some rougher ground before increasing the suspension preload. It bottomed out very quickly. I increased it to setting 6 (out of 10) and, doing the same run, it was perfect. It's unlikely to be any issue if you are

around 70 kg or so.

Over the last few months, I have added some odds and sods to the bike. Lower and upper engine guards from Heed (Poland), a rear rack from BMW, a top box from Givi, a radiator guard from AliExpress and some proper bar end weights from Evotech Performance. The ones it comes with are plastic and don't do very much. The heavier ones settle the engine vibes a bit. I should add that the vibration isn't an issue as such – it starts around 120 kmh (on a private road), and it is a lot less than, say, my DR650! The R1300GS is just so smooth that one gets a bit spoiled.

I also caved and ended up getting a set of spoked wheels and upgraded the tyres to Karoo 4s. The Maxxis that it comes with are great and more than sufficient as a 70/30, but I liked the look and feel of the Karoos. They definitely have more bite off-road.

Anyone looking for a handy GS option should visit their Motorrad dealer and try this bike out. I am really enjoying mine, and so far, I'm totally stoked with it. BMW really got it right with this one!

Greg #3831





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# Coming Events - Details on our Website

SIRAG 2026 - 13<sup>th</sup>-15<sup>th</sup> November 2026 - Register now by clicking here



## 2026 - South Island RAG Rally, Brightwater - 13th-15th of November 2026

Updated: 09/04/2026 South Island RAG Rally: 13th-15th of November 2026 Brightwater! This year we'll be at the Top of the South Island Registration and Full details coming soon... Registrations opening soon HERE - It's sure to be another exciting SIRAG! This event is being organised by Anja Claus, Area Rep, Top of the South, with

[Find out more](#)



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



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

Updated: 14/02/2026 Waikato BMWMC AGM Rally - Friday 5th-8th February 2027: Save the dates - Details and registration links will 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! Click Here to Register Online Now. Please, contact us if

[Find out more](#)



**MORE  
ADVENTURE  
INCLUDED**



### BUY AN R 1300 GS



### BUY AN R 1300 GSA





## **2026 South Island RAG (SIRAG) - Register now, it's filling fast!**

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

## **2026 BMW GS Rallye – Register today for the prizes**

6<sup>th</sup>-8<sup>th</sup> of November 2026 at the Wairakei Resort, Taupō. Hosted by BMW Motorrad, who have provided some exclusive offers for our members and a chance to win a full suit! Registration for the some of the prizes When registering, please use the promotional codes provided in the accompanying email or contact us if you need them again.

### **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). Prize 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. Limited to tickets sold by end of 30 September 2026.

\*They have already sold out of many room choices at the resort.

## **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.



check my renewal date on my  
BMWMC membership card  
Any issue email,  
[mymembership@bmwmc.nz](mailto:mymembership@bmwmc.nz)



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

Save the Date  
[www.bmwmc.nz/sirag-2026](http://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](mailto:editor@bmwmc.nz)

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# The team behind the scene



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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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