



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club

JUNE 2021

BMW Motorcycle Club
Aotearoa New Zealand



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Welcome 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 having a story (and 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 get in touch with the Editor no later than the 23rd day of the month preceding publication. We welcome your contribution.

Abbas	ALI	TAKANINI
John	DIXON	CAMBRIDGE
Renato	GUALBERTO	FOREST HILL
Jules	HAMER	TAURANGA
Phil	HARTWICK	WHITBY
Hassan	ITANI	TAWA
Stuart	MACKERETH	BEACHLANDS
Andrew	PARKES	UPPER MOUTERE
Terry	SANSON	LEVIN
James	TAYLER	WHANGAPAROA
Dave	WILLIAMS	UPPER HUTT

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 23rd day of the month preceding publication. 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 unless otherwise specified.

Cover:
Garry Williams on Patriarch

June 2021v1



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Presidents Podium

On behalf of Garry



BMW Motorcycle Club
Aotearoa New Zealand



On behalf of the President's Podium June 2021

With the recent major weather event in Canterbury and the Okuku River re-routing itself through Garry and Jo's place, he has been a little busy dealing with stock, feed, cats and dogs, insurance, farm equipment and anything (including the house) that was water damaged.

But if he was to write something the following topics would be likely to be mentioned.

The Distinguished Gentleman's Ride, held on Sunday 23 May, seemed to be a great success again. It is always good seeing nice machines and riders supporting a worthwhile cause.

Your Area Reps are gathering at Wellington for their annual meeting over 26-27 June. This is an important time to reassess where we all are and to plan for the future. If there are issues that you think should be raised, please contact your local Area Rep and give them the information to bring to that meeting.

The 2022 Annual Rally in Methven planning is well on track. Registration Forms are both on the Website and in this newsletter edition

Likewise the planning for the South Island RAG Rally to be held at Collingwood has been completed. That Registration Form is on the Website and in this edition.

The Club has now changed suppliers of the Newsletter production and why this 'first edition' is later than usual. You will start to notice all sorts of minor changes and an improvement in the quality. The Editor still needs input from you please, our club members, to help fill the void and your feedback, as ever, very welcomed.

Garry would also remind you that winter is almost upon us but there's still more riding to do. Layer up so you don't get cold. Good gloves always help. Check your tyre tread depth and pressures for that optimal traction during the wet days.

And of course: Wherever your travels take you this month; have fun and make good decisions!

David Ross

National Secretary on behalf of a slowly drying out Garry Williams

START PLANNING NOW!

South Island RAG Rally is next on our Calendar Booking form P. 17
and after the AGM/Annual Rally. Booking form P. 14



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, Pillions 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.



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Area Report: Northland



The Ride Home

After a couple of discussions with a South Island Trademe vendor near Motueka about a bike which seemed to have welded itself to my Watchlist, local Nelson Club member Dale kindly offered to inspect it on my behalf. He duly reported back stating it was in pristine condition and sitting happily in the vendors lounge, as you do!

The clincher for me for this R Nine T Urban GS were the specific fitted extras:

Wunderlich Seat 2.5 times thicker and higher than std giving almost 900mm seat height for a normal person. Raised bars 25mm, lowered & wider foot pegs, Rear rack, Extended Wunderlich screen, Ohlin adjustable front springs & inserts ! All of which represented \$3k of aftermarket gear on a bike with only 3500km.

I took the plunge and purchased this classic retro with the fantastic & well proven 4 valve 1200cc air/oil cooled engine producing 110hp of raucous & thrusting power. (That was leaning towards Mills & Boon prose)

The vendor dropped the bike into Nelson where Dale kindly stored it in a secure but not so secret location.

So, should I freight it with the reputable Biketranz service for \$630 or ride it home? It's practically winter south of here and common sense with an unknown machine could dictate this. However, I had a few days leave available, an understanding boss, enough unused Airpoints, the Clubs excellent discounted Ferry fare and a weather window post the devastating Canterbury floods. LET'S RIDE!



Arriving in Nelson, Dale took me to my new bride. I saddled up and headed to Picton on a brisk & foggy morning. Over the Whangamoia Saddle cautious on some damp twisties and into a sunny Rai Valley, Pelorus Bridge & Havelock.

I was fully immersed in the back-to-basics retro style, balance & agility of this no frills machine -read no fuel gauge, gear indicator, tacho, ride modes, electronic suspension, cornering abs or coffee maker just the

basic ABS (non-negotiable for me on a bike), heated grips & traction control. Riding toward me there were plenty of bikes fully loaded, heading to the final Brass Monkey via the West Coast the only viable route at this point. I was heading to warmer climes where bananas grow in your garden & long sleeves are for sun protection.



Lunch at the Seabreeze café in Picton always good The weather delayed ferry faced some decent swells before landing at Beauracracy & Gravy trainer Central, Wellington the currently home of 100 Govt inquiries .(refer Richard Prebble Herald article June 2)

In the dark up the motorway, lane splitting with a subpar headlamp.

A major traffic Incident in the Ngaurunga Gorge unfortunately turned out to be a downed motorcycle rider.

Arrived in the salubrious enclave of Whitby for a great night with a mate and his lovely wife.

Wednesday dawned fine however, there had been a double fatality motorcycle crash south of Levin which closed the main highway for around 5 hrs.

Thinking it better to keep moving than join the huge traffic bubble I headed over the Remutakas and up the Wairarapa a superb ride , Pahiatua Track , Ashhurst , Taihape & finally Waiouru at 3pm for fuel, Mochachino (sounds so Auckland) & a Z Gourmet pie.

Several punters incl members of the NZ Army walked up to admire the R 9 T and say it looked like a 'real bike bro' and loved the classic lines , this type of unrestrained behaviour was becoming a regular occurrence and frankly not something I was used to. Several took unabashed selfies with Gantsa poses.

I exchanged 'raised eyebrows' with a young Gang Prospect also heading north and probably also cold - motorcycling, the great equaliser!

Area Report: Northland



At this stage as it was 8c and I still had a 250km ride to my sisters in Papamoa.

445pm Taupo for a quick stop at SR Moto suspension to make some suspension adjustments. Scotty the vastly experienced adventure rider owner is a top bloke.



Heading into the dark for the next 2 hour stage with a substandard headlamp, riding unfamiliar roads, stuck behind lumbering Logging trucks was interesting. However the bike was comfortable, still fun & it wasn't too cold now - all good.

Next morning it was breakfast with local Club members Phil & Grant at the Catchy Café at the Mount where they seemed very familiar with the Menu, staff, corner table and early bird discount.

More locals enquiring after the bike parked centre stage in the mall.

Back on the road & over the Kaimais. I descended into a chilly fog for a while before stopping at Jacinda's home town of Morrinsville. I think it's been a while since she's been here as it appeared quite prosperous. Hamilton, Bombay and on to see Tony at Experience Motorcycles to fine tune the suspension to a 'plusher' setting as I was finding it a little bit too firm and hoppy. Tony owns a nice r9T Scrambler so is ofay with the setup.

I've been so impressed with the bike thus far, a well proven boxer engine with plenty of torque, a raunchy exhaust note, a lively pop at times on the downshift and a sweet spot where it absolutely purrs.

The 17 litre tank giving a safe range using 15 litres of top shelf for 280km.

The Factory heated grips were a bonus on several occasions.

Spoked wheels and tubeless tyres another bonus on a retro.

A night on the North Shore with my daughters avoided another ride on the dark side until I sorted a proper bulb replacement this week. A \$57 Narva H4 55/60 blue/white 150% brighter bulb and what a massive difference this has made.

Friday the last 150km to Ruakaka.

I rode a total of 1200km over 4 days using 61 litres of fuel. And although a cheaper sterile option to freight the bike home, where's the adventure in that?

It was infinitely more fun to ride & enjoy the bike learn it's foibles, catch up with friends and family and see some stunning country in late Autumn.



I'd like to thank Shannon at AON Insurance for sorting the excellent multi bike Insurance quickly for me. This is a no brainer with minimal additional cost to your policy. Also, Bluebridge Ferry for their exceptional BMW Club deal and Flexipass. Tony at Experience and Laurie at Cyclespot for their areas of expertise enroute.

No animals were harmed during the ride and to the sensitive among us any political comments are solely for the purpose of satirical humour.

Ian Macartney #3190
Northland Area Rep



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Area Report: Rangitikei Roundup



May's 'second Sunday' scheduled ride unfortunately fell on Mother's day. (Note to self: Try and avoid such celebratory days for future rides. Things get too complicated!).

We planned to ride from Summerhill in Palmerston North to Havelock North and Te Mata Peak, meeting up with a few other riders along the way. Café bookings were generally very heavy and so had suggested the riders take their own lunch for a stop at a park with a coffee cart, or the like.

For a variety of reasons most of the regular crew were unavailable so only Joy and Robin Wood met up with Jeanette and me to start the ride at Summerhill. Tibsy and Ann had planned to meet us at Woodville, but bailed due to adverse weather in their area, so it was just the two bikes that headed over the Pahiatua Track and along Top Grass Road to meet up with some of the Hawkes Bay group at the café in Norsewood. The HB group; Joe, Folker, Xan and Ali, and Gordon arrived there a couple of minutes after we did outnumbering us 2 to 1 on our 'own' ride; ignominy!

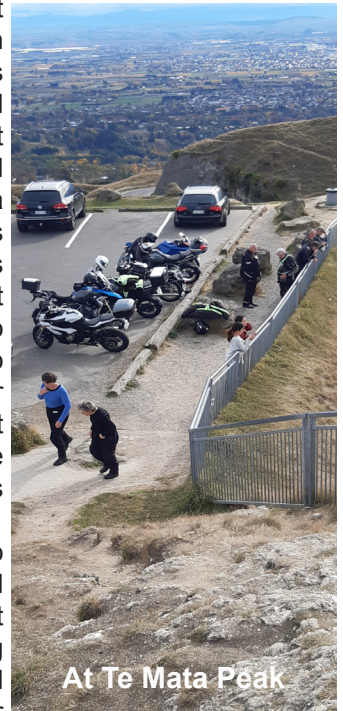
Having enjoyed a good coffee and a chat we prepared to head off to the Peak via Middle Road but found Folker's bike leaking petrol due to a sticking carburettor float. Obviously prepared for such issues, he had it sorted within minutes. Xan led the group through some back roads from Waipuk and on a good ride through Middle Road to Te Mata Peak, where it was suggested we could possibly have our lunch break. However, Folker was having none of that, and particularly since I had indicated our return trip would probably be via SH50 and Tikokino, he insisted we take our lunch and enjoy it at his place.

Folker lives in what could be best described as a sparsely populated rural area between SH2 and SH50. With Folker leading we headed southwards down SH2 then turned on to Burma Road and over the saddle, heading generally west. A bit further along we headed on to Anaroa Road (where I think few men have gone before) and eventually

found Folker's home at the end of the seal, near the end of the no exit road. Joe and Gordon had elected not to make this part of the trip but Xan and Ali had stayed with us. We sat around Folker's picnic table, chatted, and had our lunch in pleasant surroundings. Folker offered Ali and Xan some (black) tea which he produced from his thermos. I won't say it was a strong brew but I suspect you could stick chip seal to the road with it; Ali elected to have hers a bit diluted! After a bit more chat, and a look at Folker's 'tame' kereru in the nearby kowhai tree, it was time to head for home.

Xan led us westwards to SH50 and as we parted company he enquired what fuel I had remaining. Seeing the range still at 112km, and assuming it was only 60km or 70km to next fuel at Dannevirke, I said I should be fine. After a while I found I was taking an increasing interest in the distance/destination signs along the way, and finally reached Dannevirke with my range reading just 9km!

The ride home was uneventful, managing to dodge all but a couple of light showers from the increasingly threatening skies, and we made it over Saddle Road before the light finally faded. Reached home in Ohau just before 6.30pm, having done just over 500km through the course of a good day out. Thanks to the HB group for joining us for the day and for acting as tour guides through their patch; we must do more of it in the future.



Enjoying lunch at Folker's cottage

Our monthly Sunday brunch meeting at the Woolshed café in Sanson on May 23rd was well attended with 16 members (this time including Tibsy and Ann) having a 'ride in' and a chat.

Murray Petherick #2690
Area Rep

Photo by: Robin Wood

Area Report: Wellington



Impromptu Ride – Dannevirke – Thursday 20 May

Four riders linked at the Caltex Rimutaka service station for a 09:00 departure for a ride firstly through to the [Wild Oats Café](#) in Carterton, for coffee, and then onto Masterton for a sealed back roads ride to Pahiatua, Woodville and ultimately to the Forge Restaurant/Café in Dannevirke. The riders were Dave T (as far as Carterton) Denis H, Keith T, and Peter N.



Wild Oats Cafe, Carterton

The weather forecast was fine with light winds and the ride over the Rimutaka Hill was in light traffic which is one of the pleasures of riding during the week. One of the other things is to ride down the Wairarapa side of the hill without using the brakes, this was achieved also indicating a lack of other traffic. The ride along SH2 to Carterton was uneventful apart from being a little chilly.

A coffee stop at the Wild Oats Café has become a favourite on these rides as great coffee and a wide range of food is available. These stops are usually an updating session on what each of us have been up to and this was no different with Peter N discussing his 1st Covid 19 vaccination experience which was positive.

The ride continued and we turned off SH2 onto the Castlepoint Road at Faulknors Mobil Servo for the ride on sealed back roads which included the Te Ore Ore, Whangaehu Valley, Route 52, Pa Valley and Mangaone Valley Roads linking back up with SH2 in Pahiatua then onto Woodville and SH3 to Dannevirke.

This Impromptu Ride was offered to our Rangitikei neighbours with the plan to link up at the Forge Cafe in Dannevirke and the Wellington riders were a

bit later than had been planned however we joined Robin W and Barry P and had lunch. Robin and Barry had both updated their bikes in recent times and these two impressive examples were parked at the back of the Forge Café which of course were viewed. Both were fine examples of GS1200 and GS1250 and one of our number was impressed and may well acquire one and keep his GS700 for the gravel and use 1200 for touring.

Robin generously invited us all back to his home in Palmerston North for coffee which was accepted. Robin led the ride back to his home which included back roads starting with Oringi Road and included Jackson Road and Hopelands Road and back onto SH3 through Woodville and onto Gorge Road then Balance Valley Road leading onto the Pahiatua Track, SH57 and into Palmerston North and to Robin's home. Barry continued along SH57 home to Levin as he had issues to attend to.

After coffee and pikelets made by Joy W and a very pleasant 45 minutes, the Wellington riders departed refuelling at Longburn and continued along SH56 re-joined SH57 ultimately SH1 via Kimberly Road and home.



Being a bit later in the day the traffic at the known, bottle necks, Otaki round about, Mckays Crossing, Pukerua Bay did not provide any hold ups at all and the ride home was uneventful, and we all arrived home in the dark at around 6pm.

For Peter N it was a 10 hour, 420km home to home day in excellent company. Thanks go to Robin and Joy W for their hospitality.

Peter Nash #3184
Area Rep

Area Report: Wellington



Impromptu Ride – Waikanae via Akatarawa Road – 26.05.2021

Five members gathered at the Caltex Rimutaka for the ride through the Akatarawa Road to Waikanae for lunch at the [Long Beach Café](#) at Waikanae Beach. The departure time was 10:30 on what had been a cold clear morning. The ride briefing included a cautionary mention of frost and Sun strike on the sealed Akatarawa Road along with wet leaves and pine needles given that this road was narrow, with a lot of sharp corners and shaded in many places with the likelihood of a slippery surface.

particularly if you have children or grandchildren. This Park is set in a scenic area with a river running through it and has a wide range of native birds, and includes Geese, Ducks, Captain Cook Pigs, Goats, Deer, an Emu a Bull a pond full of Trout there is also a café.

Thankfully, none of our riders had any incidents and we all arrived at the Long Beach Café and had lunch and coffees which was of high standard as was the service. After lunch we departed for home



* Long Beach Cafe (Image downloaded from the web - low res)

The riders were Keith T, Phil and pillion Jenny P, Denis H and Peter N the ride had all, of the issues noted in the briefing except not slippery. One of the issues noticed by us old Buggers with glasses that darken up in bright sun were slow to respond going between bright sun and the shade on a lot of the corners which added an interesting dimension to the ride.

The Akatarawa Valley is scenic with native bush right down to the road on both sides there are houses on what are probably lifestyle blocks which would be very cold during winter with limited exposure to the winter sun. There is Stagland wildlife park on this road which is worth a visit

down the Kapiti Expressway.

This was another good ride shorter than some of our recent Impromptu Rides with a pleasant lunch with people with a similar interest and commitment to riding and enjoying the experience that only motorcycling can provide and long may it continue.



Peter Nash #3184
Area Rep

Remote Motorcycling First Aid Report



A few months ago I happened to tune into a podcast Graeme was listening to, about dealing with accidents in remote areas in the US and resources you might have on a bike to use for first aid. Given we had been in Alaska and the backroads of the US in 2019 it made me think about what we might have done in that scenario. Despite being a health professional myself, other than my annual CPR update, midwifery skills were unlikely to be of much help except the fact blood doesn't upset me! So began



a hunt for something here in NZ that was affordable and could give me the information I wanted. I really wanted motorbike specific as we have limited resources on a bike and potentially

very serious damage after crashing/falling off, and often in remote areas with medical help a long time away. Having not really found anything, I decided to organise my own course, made a couple of FB posts to gauge interest as its much more fun with other people and awaited feedback.

One of the first to reply was a potential instructor... ex-military medic, experienced motorbike (racing) medic, experienced remote medic (the boonies of Alberta, Canada), a current (corporate) First Aid Instructor, a motorcyclist himself and most incredibly, he lives around the corner from me in Cambridge! There seemed to be quite a lot of interest so 2 weekend courses were organised for March and May. March was postponed due to a return to increased Covid levels so June was added instead. We offered to host those who were travelling from afar and organised a BBQ on Sat night for anyone attending. May 1st we began our course with 17 participants (originally 21 but 4 had last minute changes), from as far as Christchurch, Wellington and up to Whangarei. A huge range of backgrounds, first aid experience and motorcycling activities. The course was based around the 4 B's, Breathing, Bleeding, Burns and Breaks. We were all given a custom packed remote based first aid kit. We covered CPR first and just for fun added in children and babies and everyone soon learnt how tiring that can be! The rest of the day was discussion and practice on dealing with serious bleeding events. We learnt why nappies, sanitary pads and tampons were part of our kit, about Israeli ban-



dages and tourniquets, and their appropriate use and then practised through several scenarios. Saturday night was a great evening of social chat and dinner. Sunday we ran through some medical information like knowing who in a group carries medications, where they are stored on the bike and how to administer them if needed, use of EpiPens, inhalers, sub lingual meds and how medications like blood thinners may affect first aid treatment. We spent time learning how to safely remove helmets...this was really great because we are always told to leave them on. However to deal with Breathing and Bleeding first we may have to remove the helmet...Life before Limb. Lots of rolling around on the ground and thinking about positioning followed, to minimise any further damage Very enlightening and much easier to do with several people but also doable with only one.

The rest of the day was taken with broken bones...stabilising, moving people safely away from an obstruction, lifting and moving once stabilised, then practising with outside scenarios. We then ran through the same scenarios as a whole group to see what we might have done differently. I enjoyed the course, everyone else seemed to and there has been positive feedback. As a first one it gave us a starting point that we can refine and we all learnt some great skills. Dave is a great instructor with loads of personality and kept things interesting. He finished off by



working us through a scenario he had attended in Edmonton, Canada...not motorcycle related but as an interesting picture of how a team of professionals worked together under the direction of a "team leader". So if you are at an accident and 1 person takes up the role of team leader...work with them, it is much better to have multiple people doing individual jobs with one person just actively having a helicopter view.

Sue Duncan #3456

Rally Information - 2022 Registration Form

BMW Motorcycle Club – Rally 2022 Registration Form
Friday 21 January - Monday 24 January 2022
Methven Resort - 51 Main Street, Methven 7730

Phone (03) 302 8724 Email: reservations@methvenresort.com

Name 1		Membership Number	
Name 2		Membership Number	
Address			Post Code
Contact Phone			
Email			

	Cost pp	Number of people	Total								
Registration	\$40.00		\$								
Surcharge for Non Club Members – per person	\$20.00		\$								
Friday Night ‘Meet & Greet’ – per person	\$45.00		\$								
Saturday Night	\$65.00		\$								
Sunday Night	\$45.00		\$								
Rally Polo Shirts (See Newsletter for sizing) Orders must be received by 30 November 2021 Mens S M L XL 2XL 3XL 5XL (half chest size) 52 55 58 62 65 71 79 (cms) Womens 8 10 12 14 16 18 20 22 24 46.5 49 51.5 54 56.5 59 62 65 68 (cms)	\$55.00	<table border="1"> <tr> <td># Men</td> <td></td> </tr> <tr> <td>Size</td> <td></td> </tr> <tr> <td># Women</td> <td></td> </tr> <tr> <td>Size</td> <td></td> </tr> </table>	# Men		Size		# Women		Size		\$
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TOTAL PAYMENT FOR THIS RALLY	\$
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Disclaimer: This rally will be run under the BMW Motorcycle Club Aotearoa New Zealand (Inc) Risk Management Plan as published in the Club’s Official Monthly Newsletter. By registering for this event, participants agree to abide by all the conditions of the said Risk Management Plan.



History of the Register – Part 13

(Re printed from the June 1993 Newsletter)

“More Munich Marvels ... they won't be cheap”

A.G.M. October 13, 1982 — 40 members in attendance at the Vintage Car Club rooms. A wealth of correspondence from around the country was read out, followed by discussion on the amendments to the Constitution. The first change to article IX Expulsion, was put to the vote and defeated. The second, re the Newsletter, was finally adopted in a shorter version suggested by Walter de Beurs. This was voted on a carried unanimously:

“The Newsletter shall be published each month where possible and the closing date for copy shall be the day of the monthly meeting. The Newsletter shall be a free and open forum for all members to put forward their views on any matter relating to the sport of motorcycling. However, all material will be subject to the Editor's discretion.”

The Election of Officers saw Simon Ganley, President; Stuart Marshall, Secretary; Walter de Beurs, Spares Manager and Ian Walker, Editor.

A special vote of thanks was given to Bob Pinker, retiring Editor who, along with his family, had put in a tremendous effort over the past 3 years.

The Parts Report noted the availability of Batteries at \$38.50, Metzler tyres \$80 and \$96, Tubes at \$14, Exhaust pipe kit sets at \$85 (or welded \$110 and polished \$115), and the ultimate Christmas present; and export shipment of top-quality long-sleeved BMW Motorsport cotton pullovers at \$10.

Tony Redfern wrote from Dawson City, Yukon, and described the various BMW rallies he had attended. He was awarded the “Farthest from Home Award” (wasn't sure how they decided between him and Barry Stephens), at the 900 bike National Rally in Smokey Mountains.

More Munich Marvels” — The long rumoured, often-denied and finally released road version of the BMW R80G/S has nearly arrived. This is rather more significant than it might seem because it confirms BMW's continued dedication to the horizontal twin! This reprint article detailed the new models and explained “they won't be cheap”.

The National Rally on 9/10th January would be held at an Interdenominational Church camp at Wanganui.

The December run would take members to the ‘Full James Rapid’ for the weekend. Sited near Aratiatia, rafts and canoes would be provided. Walter advised that on July 15-17 a celebration of 60 years of BMW motorcycles would take place at the Olympic Stadium in Munich and Robert Gall gave a detailed article on “repairing alternator rotors”.

The For Sale columns in the Newsletter were highlighting the continued availability of the BMW range....

R100S 1978, 35,000 km with backpack and some spares, \$6,750. 90/6 June '75, genuine 16,000 miles, bikini fairing, excellent cond. \$5,500.

R100RT Aug. '79, metallic red, 47,000 mls. all Krauser extras, \$7,850. 60/6 '76, 61,000km S fairing \$4,000.

\$220 nett. What really puzzles me is that in '75 the NZ dollar gave you 3 deutschmarks instead of only 1.8 now. That means that BMW production has become incredibly more cost efficient. And if that has meant that some hallowed standards have gone by the board as well, so be it”.

One member outlined the advantages of buying a BMW motorcycle — “I well recall when we bought our 75/6 in '75 that the price was within a few dollars of an above average saloon, the Hillman Hunter at \$3,800. Today such saloons run at about \$12-13,000. Yet the R65 can now be bought for \$8,800. And not only that... In '75 a tradesman claimed about \$120 for a 40 hour week and was left with \$85 nett. The R75/6 would take care of 31.6 weeks gross or 44.7 weeks net earnings. The R65 now would take 29.3 weeks gross or 40 weeks nett, based on \$300 gross and \$220 nett. What really puzzles me is that in '75 the NZ dollar gave you 3 deutschmarks instead of only 1.8 now. That means that BMW production has become incredibly more cost efficient. And if that has meant that some hallowed standards have gone by the board as well, so be it”.

The 82 Woburn Rally saw 50 members attend and a full programme of events organised. These included a “Mechanics” session (changing a rear oil seal), a road-ride from Ross Glenny, advanced braking from Simon and films from Bob Pinker.

The December Newsletter saw a Presidential Plea

from Simon to “be aware” of the many Christmas traffic hazards, particularly noting U-turners which had caused a fair share of Register mishaps over the year.

Early '83 activities would include the Wanganui Rally, a ride to the Marine Reserve at Leigh including an organised tour through the Laboratory, and the Classic motorcycle race meeting at Pukekohe.

February 9 was the first Register meeting of the year, and the Newsletter covered the Rally. This site proved ideal for 2-wheeled activities as was the accommodation. Designated a Church Camp liquor was not allowed “on site” but inevitably there appeared ways around this clause. The camp was also “geared up” for children with some interesting side-effects.

The dedicated hymn-singing residential cook surprised everyone with lunch, on Day 1 — a packet of raisins and quartered orange plus loads of bread and butter. (A hungry group of startled riders decided to head off into Wanganui for a “feed”). Nevertheless, the ample evening meals, although plain and simple, were more than adequate and the huge trays of chocolate sauce puddings never made “seconds”.

Activities around and about were varied and many and caused great hilarity to gathering onlookers. A pond, which proved there were few canoeists within Register ranks. Shetland pony rides, for those with extra short legs, plus hair-raising flying foxes. The well-organised Gymkhana, (beginning with a written test on the Highway Code, at which only 3' participants reached M.O.T. standard!) saw some tense, and exciting competition. Finally, the Kirkman Memorial Trophy was awarded to Tony Redfern with Peter Kelly (2nd) and John Haley and Mike Kendrick (3rd equal).

The year's Literary Award was voted to Ian Walker for his article “Life begins at 40”. The current Newsletter saw articles from Brian Hoare (In Pursuit of Excellence” and the problems with his R100/7), and the “Full James, Rapidly” as seen by Nigel Crowle.

A full membership list as at January 1983 150 members, with the R75/5 and /6 series to the fore. Future events — an Italian Owners Club day at Pukekohe on April 9; a weekend run to Coromandel, Anzac Day; plus a mini-Rally to Taupo in the near future; and a Tune-Up session.

40 members attended the March meeting with Mike Shaw (Tokoroa) and Ron Rutherford (Ohakune) also present. Forthcoming runs for the South Island

sector were read out — Sharplin Fall, Nethedin in April, Craigieburn Forest Park in May, and the June run to the Hilltop Tavern at Akaroa. Barry Stephens once again offered Barbecue services for those travelling to Rotoiti and was investigating the possibilities of group discount on the Ferry.

Two further enthralling stories from motorcycling “offshore” came to us from Tony Redfern (San Francisco, San Felipe, Las Vegas — and the end of a 12 month “dream” holiday); and Barry Stephens' through England, Wales, Scotland averaging around 500 miles per day and on this trip, travelling in a 1969 Cortina Station Wagon which took care of accommodation.

The May magazine contributions included a thesis on Electronic Ignition Systems; continuing travel from Barry, now in the United States and Canada by 2-wheels, and from Bob Pinker — “I didn't see him officer.....”

The Bikers Right Organisation distributed leaflets detailing forthcoming activities and support. After 3,000 miles in the U.K. and 14,500 miles in the USA Barry's final article on his epic trip appeared in June. Ashley Court Motel was the venue of a Register weekend away in June, and Timing Chain replacement covered the maintenance section of the Newsletter.

'The Great BMW Wobble Debate' again appeared in August. This article researched by Two Wheels and reprinted in the magazine, met with much favour. “Technique” was the key word, and taking the trouble to understand the philosophy and accept their idiosyncrasies. It achieved success by finally laying the debate to rest.

Brilliant August weather followed riders to Cook's Lookout Motel, Paihia and hospitality plus from proprietors, Vic and Daphne Paivenen. The weekend was a treat for all, and included a 220km ride to the Cape, and a visit to the Wagener Museum on the return journey.

The Final part of Jean's original writings will be in next month's Newsletter.



BMW Motorcycle Club
Aotearoa New Zealand



South Island RAG Rally Registration

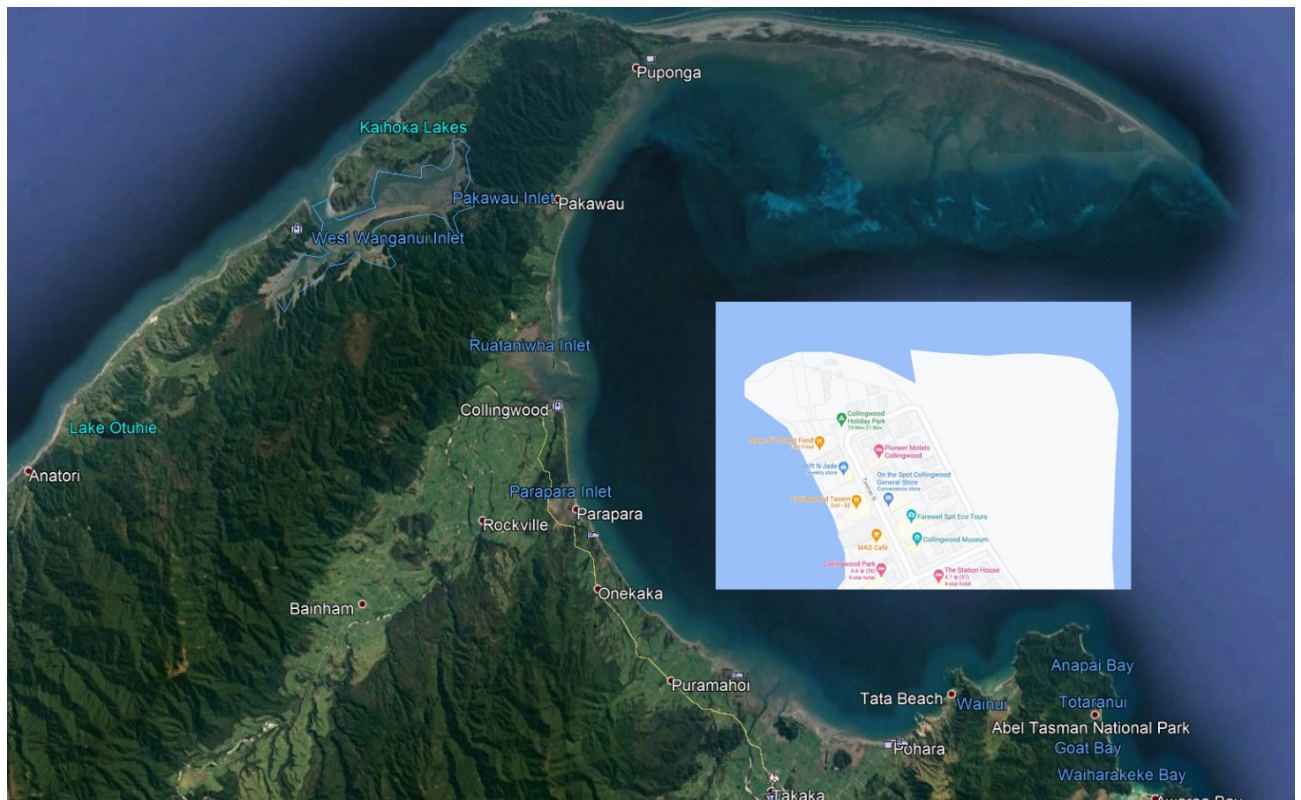
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Friday 19 – Sunday 21 NOVEMBER 2021

Name			
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		Postcode:	
Contacts	Mobile:	Phone:	
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Membership #:		Area:	
Name 1:		# people	Cost PP
Name 2:			Total
Registration: Weekend Participation (includes two nights, Cabin accommodation Friday & Saturday. Breakfast, Saturday and Sunday morning. Dinner Saturday Night @ Collingwood Tavern)			\$135
Rally Participation including Breakfast & Dinner (as above) - Excludes Accommodation			\$60
Tent Site / per head			\$30
Surcharge for Non-Club members			\$40
TOTAL			\$

Disclaimer: This event is run under the BMWMCNZ Risk Management Plan as noted in the Club's newsletter. By registering for this event, participants agree to abide by all the conditions set out in the risk management plan.



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Registration forms: **Email** to ragssouth@bmwmc.nz (Entries will be acknowledged)

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG



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FOR SALE

F800ST, 2006 model in good order, new WOF, registered till June 2021.

Only done 56,212Kms. BMW Panniers and Givi Top Box Included.

\$5,500 for quick sale. Owner is moving and will not be able to take the bike.

Tel Bruce, 04 9716654 or email br.vi.frost@gmail.com



Rider's low seat to suit R1200GS of 2012 vintage, and similar models.

Seat is in good condition and replacement cost with standard seat was about \$500.

All reasonable offers considered.



Can be collected from Horowhenua or posted/ couriered at purchaser's expense.

Murray. 027 433 6657 or muzzapeth1@gmail.com

Clearing the garage, I found this brand new aftermarket suspension lowering kit for F750GS I imported from the UK. Cost me \$460NZ. Price \$350 ono



And this, original Factory F650GS Screen. Near new condition. \$80-00 ono.



Contact Gordon Hartley #3116

Phone 027 437 7821 or Email ghartley55@gmail.com

WANTED

A pair of BMW Vario Panniers to fit a 1200GS 2015 onwards. Contact Ian Jaques on 021 111 6173.

I'm looking for a top box plate adapter plate for my K1100LT top box to fit my current bike (which I bought new in Melbourne in 1985), 1985 R80RS Mono with its normal rear rack.

The adapter plate is no longer listed as a part
Paul MEILKE # 3311

Mb. 027 600 1957 or pdmeikle57@gmail.com

I'm looking to buy a classic BMW. Motorcycle.

Anything considered, I but would prefer a 1982 or earlier, twin cylinder in good original condition.

Please contact me if you can help.

Bob Cumming, Wellington

Mb. 027 222 6817 or bob.lyncumming@gmail.com



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