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International Council



BMW Motorcycle Club
New Zealand



BMW Motorcycle Club New Zealand

NEWSLETTER

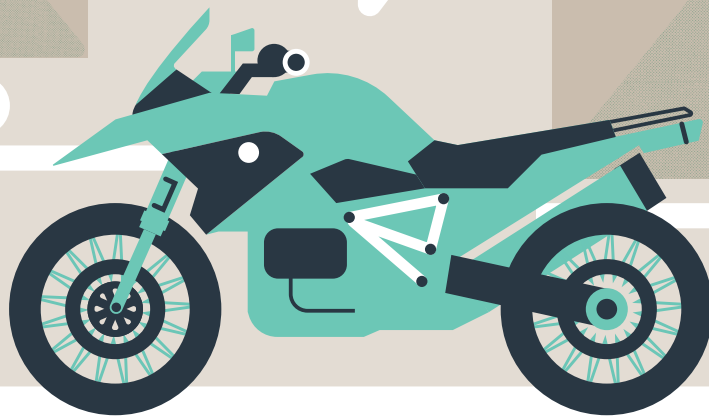
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August 2024



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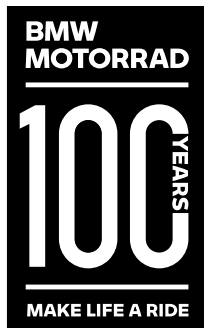


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New Zealand



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

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Welcome to our New Members

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

We look forward to your contributions.

A Very Warm Welcome to:

BLAND	Hylton	AUCKLAND
BROOK	Dougal	RANGIORA
CLENDON	Bruce	AUCKLAND
DAVIS	Geoff	CHRISTCHURCH
RICHARDS	Robyn	AUCKLAND
RIEMER	Ursula	AUCKLAND
SAYYED	Adil	AUCKLAND
WALKER	Sandra	TAURANGA

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.

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Date: August 2024



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



August 2024

With the delivery of a couple of polar southerly blasts, I have to say that it feels like winter has really settled in. I am grateful to be in Wellington as those in the more southern locations have been experiencing much colder weather than we have.

It's pleasing to see that many of the club riders are still active, getting out on their bikes and enjoying those lovely crisp cool winter days. I really enjoy reading the posts and looking at the photos on our Facebook page of members sharing their riding experiences. It truly is a recognition that if you have the right gear, and ride to the conditions, it doesn't matter what the weather gods decide to throw at you, much fun can still be had.

I was keenly anticipating the launch of the new "Big Brother" of the adventure family the R 1300 GSA. I've always been keen on the slightly taller and beefier version of the GS having four different year models of them parked in my garage at one time or another. Probably not many compared to others in the club, but quite a few for me. I have to say, when the photos of the bike finally hit social media, it wasn't love at first sight from my perspective and from the feedback I have read, others felt the same way. That said, now that I have had a chance to learn more about its design and see other colour versions of it, it's really growing on me. I can't wait to take one for a spin when they finally arrive on our shores.

There has been a strong response to the up-and-coming GS Rally at Lakes Ranch in Rotorua with some fantastic riding organised for the weekend. There are still spaces available if you are still undecided. Remember, GS originally stood for Gelände/Sport, and was later renamed to Gelände/Straße which is German for terrain/street, so it's worth noting that the Rally is not just about gravel riding. The team have some excellent road rides planned as well, so if you are keen on a fun weekend away and prefer the "black top" then you are most welcome.

Also included in this edition is the registration form for our National Rally, AGM and 50th Anniversary celebrations being held at the Copthorne in Masterton in February 2025. Planning is well underway with the organising committee putting lots of hard work into the preparation, to make sure it will be a Rally not to be missed and a really fitting way to kick off our 50th year.

Dates and registration details for both these events, as well as the South Island Rag Rally being held in Reefton are all listed in the calendar and events page of the magazine.

I'm off overseas for all of September and early October so Steve Parkinson, our Vice President, has very kindly offered to write the podium until I get back.

All the best and as always, ride safe.

Chris



Area Report: Waikato

by Paul Quilter



It is with great sadness that we recently lost one of our members. Ian Canty from Matamata passed away on the 8th of this month and whose funeral took place earlier today, the 12th August.

Ian had been trying to recover from a heart attack a while back, but had experienced a few setbacks recently and eventually suffered renal failure.

Ian was a very supportive member of the Waikato branch of the BMW Motorcycle Club and was a regular at our monthly dinner meetings.

Ian, will be fondly remembered for his booming voice and engagement in all ranges of topics. He was a music lover and a regular at our music evenings here in Hamilton.

His favoured bike was the BMW R 100 GS PD – on which he did many rides with us. Ian was very supportive of the relay celebrating the GS 40th Anniversary, and along with Trevor, they took some great photos (attached).

We enjoyed his company on several BMW Club overnights and many rides to points all around the north island, inc. camping trips and of course at several annual rallies.

When I last talked with Ian at our monthly BMW Club dinner in late July, he was telling me that his goal was to get better so that he could ride his bike to the South Island and do some favourite gravel routes.

He was looking forward to being able to ride again right up to his final days... a fitting tribute to a man who loved his motorbikes and loved riding.

Here are a few pictures of Ian and his riding buddies, of whom Trevor Martin was his most frequent accomplice.

We will miss Ian, his dry wit, friendly nature and his enthusiasm for motorcycle riding and adventures, both on and off-road.

Our heart felt thoughts are with his family.

Paul #3711



Ian's funeral had circa 200 people attend, including a contingent of 12 from the club. The GS PD ridden by Ian's brother Gavin, and Trevor Martin on his bike, led the funeral procession, with another 10 following.

RIP Ian, you will be fondly remembered.



Area Report: East Coast

By John Wuts



On Tuesday 30th of July eleven of us got together at the brand new Off The Track restaurant in Havelock North to enjoy a lovely meal and convivial conversation. (This restaurant burnt down last year and was rebuilt)

From left: Pam, Rosemary, Danny, Alan, Ann, Robyn, Warren, Les, Leonie and John F.

John #1867

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Area Report: Taranaki Tales

by Wayne Higgins



July's Ride

We had a beautiful winter's day for our ride this month. The Taranaki crew met, after a late start changed our plans and headed round the mountain which was visible the whole way round.

On our ride we travelled down some roads we hadn't been to for a while which were Wiremu and Oeo Roads then onto Skeet Road and through Auroa.

This area of Taranaki is pretty flat with a few nice smooth bends.

We had a stop at Te Ngutu Reserve campsite just north of Okaiawa. This campsite is closed for the winter but would be a nice quiet retreat for a breakaway. It was a good place to stop and have a walk around.

Next, we headed to Ohawe Beach lookout which has an amazing coastal view of South Taranaki.

After this, it was time to head to Upside Down Cafe in Hawera to meet with the Rangitikei crew. Much chat was had, and meeting up with another club area was a lot of fun. I would definitely like to do this again sometime. Next time Taranaki will head down their way.



Wayne #4097





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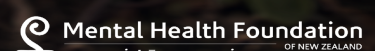
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Area Report: Rangitikei Roundup

By Murray Petherick



June's Monthly Ride.



Looking for something a bit different we decided to venture into 'the Naki' for our ride on Sunday, July 14th. After an exchange of a couple of messages we arranged to meet up with Wayne and his crew for lunch at Hawera. Wayne made a couple of calls and finally secured a table at the 'Upside Down Café'. After a bit of thought, we concluded some of us had visited the café during a previous lifetime when it was known as 'The Black and White Café'.

Five riders, Barry P, Peter, John, Rob

G and yours truly met at Sanson and headed up SH3 to meet up with the 'Whanganui locals' at the Pukeko's Nest Café. With some concern, I noted the proliferation of flexible median barriers (aka cheese cutters) in the area west of Bulls. Several of these were situated on open, essentially straight sections of road which I considered to be pretty innocuous and had previously presented suitable areas for overtaking. (As an added disincentive to overtaking in these areas they have also added a yellow line next to the barrier!)

How far is Waka Kotahi intending to go to save us from ourselves? At the café, we were joined by Barry H and Neville, and we also had the pleasure of seeing Lance, Heather and Kay (Neville's better half) who came to the café to share a coffee and chat with us.

After coffee, it was an easy



Cont...

Area Report: Rangitikei Roundup

By Murray Petherick



Cont...

ride to Hawera with fine weather and some good views of Mt Taranaki. Wayne and a couple of his lieutenants, Gordon and Martin, rolled into the café carpark just behind us and after initial greetings, we headed in for lunch. Amongst other guests, there was a very large group, and the staff were obviously very busy and, perhaps, a little disorganised. However, we weren't in a hurry and everyone eventually got fed and watered before the ride home.

Neville proposed a bit of a diversion on the way back to Whanganui, that being a loop out towards the coast from Pakaraka (formerly known as Maxwell) along Maxwell Station Road. Most of the group went with Neville but a couple of us headed on down the highway.

Thanks to Wayne for agreeing to meet up with us in a shared venture. Unfortunately, numbers from both teams were down a bit but I think that was simply due to the time of year, basically being mid-winter and the associated deterrent of cooler riding conditions. We'll look to set up similar

joint operations with our neighbours in the future.

Brunch Gathering

The monthly brunch gathering was held on Sunday 28th at the Woolshed Café in Sanson. Sunday dawned a cool, overcast day with the threat of a few showers and the bike line-up consisted of only three bikes, those belonging to Don, Barry H and Colin. However, a good number resorted to the tin-tops for transport and we had a group of 17 that gathered for a coffee, a snack and a chat. Current topics of discussion (amongst the boys) including American politics, the Olympic Games, the SI RAG trip and the 2025 Annual Rally were bandied around although I doubt we really changed anything for either the better or the worse! Have to admit I have no idea what the 'girls' talked about but I guess that won't be of any concern to them! The numbers attending indicate the group enjoys the gatherings so we will continue the pattern as long as the interest level is there.

Murray #2690



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Area Report: Wellington

By Denis Hulston



Club Social Meet & Eat 1st July

Our regular first Monday of the month brings out a regular group of Club members, both riders and some who are no longer riding. This is always a night of good company with lots to talk about and good food. Our July meeting was plagued with horrendous weather but blessed with lots of members getting together.

Club Rides July

Friday 5th July – The Bus Stop café at Te Horo Beach

Five riders joined the ride to Te Horo Beach. The route to arrive at Te Horo now involves an exit off the Otaki expressway which found us following the Otaki River to Otaki Beach. This little backwater, is, now an active

local community, with lots of parents, children, and dogs on the beach, and an interesting diversion before our ride south to Te Horo Beach and the Bus Stop Café. This is a hideaway spot, dating back to pre-COVID times, now relocated, but a very much “known to locals” destination. We enjoyed good riding, good food and conversation in a hidden away spot. Amazing how much our local landscape has changed with expressways. Nice to get off the “motorway track”. We rode back over the Paekakariki Hill – always a good ride.



Otaki Beach – Kapiti Island view

At the Beach - Otaki



Area Report: Wellington

By Denis Hulston



Saturday 13th July – Shannon, Pahiatua Track, Saddle Road circuit

Again, we only had five riders turn out, but we enjoyed a magical day riding. The weather threatened, but we only met with a very brief smattering of showers crossing the Pahiatua Track. It provided us with spectacular clouds, sunbursts and skies lit with rainbows. It was cold, however, so we stopped for a warm-up coffee at the Horseman Café at Shannon, before leaving the Rangitikei to ride over the Pahiatua Track into the Wairarapa. We took a left turn at the bottom of the range into Balance Valley Road, crossed the Manawatu River Gorge and onto Saddle Road, with some of the most spectacular skylines I've seen on that road. The day beckoned lots of photo stops in places where you couldn't stop, hence no photos. We stopped for lunch at Ashhurst before finding our way back through Shannon and then over the Paekakariki Hill Road home. What a great day out – 4 ½ hours riding time, and 355km all up.



Gearing up - Ashhurst



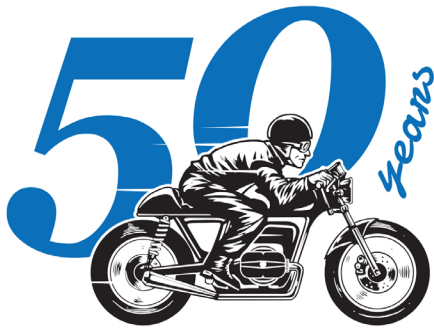
Michael – cold hands

Sunday 21st July – Makara Beach circuit

Our gravel ride to Glenburn was cancelled as there had been heavy rain in the Wairarapa. We opted for an impromptu ride, meeting up at Makara Beach for coffee at Whare Kai. It was warm and sunny in the café, so much so that we needed to move to

tables out of the sun and sacrifice the sea view. Again, there were only five of us, but it was good chat and riding, with no traffic encounters on these Makara circuit narrow winding roads.

Denis #3184



BMW Motorcycle Club

New Zealand 1975 - 2025

Making Life a Ride!

Annual Rally 7th-10th of February 2025 - Update



Planning for the Rally continues and progressively the organising team is managing to confirm and commit more of the aspects and details necessary to make the event memorable and fitting of the 50th Anniversary achievement.

Arrangements for the Hotel, accommodation and meals are in place.

The Saturday programme will include the Concourse d'Elegance, the gymkhana, and rides for both sealed routes and off-seal. Of note here is that the off-seal riders will require a packed lunch. The hotel has offered to make these to order for \$25 each and if you wish to take up this option I suggest you order early, possibly when you book your room. Local bakeries will no doubt provide other options, depending on your preferences. In addition to the rides, we are planning a couple of minibus trips for those not wanting to get on the bikes; possibly one trip to do a 'wine trail' and another to visit local points of interest such as the Mt Bruce Wildlife Sanctuary. These trips will be number-dependent; more details to follow later. The AGM will be held later in the afternoon, followed by the Rally Dinner and then a social evening.

Star Insure has generously sponsored this Rally (thank you Star!). Sunday rides are the main rides of the Rally and interesting routes have been prepared for both the sealed and off-seal rides. Both these groups will meet at a 'secret' lunch venue joined by any non-rider attending the rally, via a free minibus from the hotel. We have allocated said funds to cover Sunday's lunch, so, with our utmost thanks to all at Star Insure, lunch is on them; yes... a free lunch! And there's more socialising planned for Sunday evening with a Club subsidised BBQ dinner.

We have some significant 'prizes' donated to the rally and we've just added a set of tyres kindly donated by Kiwi Rider. We expect to add a few more prizes and aim to have raffle sessions on Saturday and Sunday evenings. So, empty those piggy banks and come and have some fun!

Cont...



Commemorative rally Tee and Polo shirts will be available (via the Registration form). We will also produce a commemorative rally badge, with the support of The BMWMCNZ Board, that you will find in your registration pack.

Registration forms are now available via the newsletter and the website. Please be mindful that there are time deadlines for some items, such as shirt orders and minibus tour bookings so don't leave registration too late or forget to pop back and add an option if wanted.

A reminder that The Copthorne Hotel is now taking room bookings for those wanting to get in early. Rally room rate is \$199 per night for either a king bed unit or a twin queen bed unit. For bookings contact the Hotel directly: phone 06 370 0500 or email 'reservations@solway.co.nz'. Quote the booking code #72266 to get the special Rally room rate. Please indicate willingness to room share, if appropriate.

We'll keep updating the information as we progress but any enquiries can be directed to Peter Tibbs, Area Rep Wairarapa, email wairarapa@bmwmc.nz or agmrally@bmwmc.nz

The Rally Team

Tibsy, Denis and Murray.



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F900XR	23570	8068.45	8068.45	8068.45	Faster & Further
F850GS*	26570	9068.45	9068.45	9068.45	Ticket to Adventure
F850GSA*	29570	10068.45	10068.45	10068.45	Adventure Ready
R1250RS	35570	12068.45	12068.45	12068.45	Sporty Touring
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R18 Classic	40570	13735.12	13735.12	13735.12	Pure Soul
R18 Roctane	42570	14208.45	14208.45	14208.45	Coolness Factor
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S1000RR	46570	15735.12	15735.12	15735.12	Superbike of Choice
R1250RT	47570	16068.45	16068.45	16068.45	Road Trip Ready
M1000R	52570	17735.12	17735.12	17735.12	Born to Lead
S1000RR Carbon	56070	18901.78	18901.78	18901.78	Unleash the Daredevil
M1000RR	70570	23735.12	23735.12	23735.12	Ready to Race

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Full Member Registration	\$40.00		\$0.00
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Friday night tapas meal	\$22.00		\$0.00
Saturday Breakfast	\$25.00		\$0.00
Saturday Picnic Lunch (Gravel riders only) BYO or supplied by Copthorne Hotel	\$25.00		\$0.00
Saturday night dinner	\$59.00		\$0.00
Sunday Breakfast	\$25.00		\$0.00
Sunday night dinner - Normally \$45 (Subsidised by BMWMCNZ)	\$25.00		\$0.00
Monday Breakfast (available from 6.00am)	\$25.00		\$0.00

Rally Tee and Polo Shirts		Size	Qty		
Men S,M,L,XL,2XL,3XL Women XS, S,M,L, XL,2XL <small>Size Guide: www.fashionbiz.co.nz/size-guide</small>		T-Shirts	Men		\$0.00
		\$44.50	Women		\$0.00
		Polo shirts	Men		\$0.00
		\$59.50	Women		\$0.00

Saturday: Mt Bruce Sanctuary minibus tour (10:30 - 15:30)	\$20.00			\$0.00
Saturday: Martinborough wineries minibus tour (10:30 - 15:30)	\$20.00			\$0.00
Sunday: Star Insure Mystery Lunch (free minibus for non-riders Dep 9:45am)	FOC			FOC

TOTAL PAYMENT DUE	\$0.00
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PARTICULARS: Surname | CODE : AGM2025 | REF. Mobile or Member #

NOTES:

NON-MEMBER REGISTRATION *\$20.00 will be discounted from your first year's membership subscription should you choose to join during or within 5 days following the Rally*

RALLY SHIRTS *Orders must be received and paid for by Nov. 28th*

MINIBUS TOURS *Book and pay by December 31st*

STAR INSURE RIDES SUNDAY *Please indicate number of riders inc. pillions participating.*

Gravel Ride	
Seal Ride	

MEAL RATE SPECIALS *Most meal rates are special Rally rates, with meals served in the Rally Room, and must be pre-booked for purchase at these prices*

ACCOMMODATION SPECIAL *Rally Special - Room Rates \$199.00 for either king bed unit or twin queen bed unit
Book directly with Copthorne Hotel using our booking code #72266 to get the Rally Special Rate
Copthorne Hotel phone is #06 370 0500. Email is reservations@solway.co.nz
Please indicate willingness to room share, if appropriate*

Disclaimer / Refund	<p>By registering for this event: Participants agree to abide by the BMW Motorcycle Club NZ Inc. Risk Management Plan as published in the Club's official monthly newsletter.</p> <p>Refund policy: Hotel accommodation as per Copthorne's Terms and Conditions. Registration: At the discretion of the rally committee</p>
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Area Report: Top of the South/Te Tauihu

by Gretchen Holland



14th July – Pelorus Tavern and Wakamarina Valley



Lunch at the Pelorus Tavern



Andrew's first ride with us
on El Presidente's old bike

A reasonably late start today - to suit Matthias (joke), the lunch spot was only an hour away and in case it was frosty. Matthias actually came and it wasn't frosty anyway.

The 21 bikes filled up the area in front of the Pelorus Tavern – unfortunately, no

photo was taken once all of them were lined up. We had a long lunch (time-wise.....) in front of the open fire before seven bikes headed up the Wakamarina Valley behind the Tavern to the end of the road. The rest of us set off back home in dribs and drabs.

Riders were –Peter W, Dale, Anja, Rick, Gretchen, William, Dean, Matthias, Dave, Trevor, Lew, Rod, Ross, Peter & Irene, Andrew. And Visitors – Chris S, Julie, Gary, Jeff, Wayne, Chris



Area Report: Top of the South/Te Tauihu

by Gretchen Holland



Wakamarina Valley – Canvastown to Butcher's Flat (gravel riders)



7 bikes at Butchers Flat

After lunch at the Pelorus Tavern, seven of us followed the Wakamarina Road up the Wakamarina Valley behind the Tavern. After about 10km it turned into a gravel road which we followed until the DOC Camping Area at Butcher's Flat. We had a bit of a look around and decided a side road a little earlier needed to be explored. It was only about 200 meters to a carpark and the start of the

Doom Creek walking track. Only two attempted this track, the rest watched them turn around. The road was in reasonable condition - very smooth with some slippery places. The three water crossings near the end were just enough of a challenge to get a mention, but no havoc caused. Five of us stopped in Rai Valley on the way back for another chat. A great ride with great company.

Gretchen #949

Butcher's Flat

This is the only flat area between Dead Horse Creek and The Forks township which was the most upstream mining settlement of any size. It was as the name suggests, used partly as a stock holding area. Two gold claims here were the *Homeward Bound* and the *Montezuma*. The Homeward Bound Company began with high expectations with all of the 1,000 shares on offer being taken after two days. The company undertook work concreting the flume to offset the damage of flooding. This worked well until the flood of June 25 1883 when the dam gave way and extensive damage occurred. The Company collapsed in March 1884.

Photos sourced from the Marlborough Historic Society—Marlborough Museum Archives. Text sourced from "Gold in a Tin Dish", "Canvas and Gold" and local collectors.

Ref 0000.900.1412 J. Moor and C. Corbett laying a tram line. Wooden lines were cheaper and less wearing on the horses' feet.

Ref 0000.900.1427 Ward and Taylor & Co tram bridge bringing timber to mill for miners claims.

Ref 0000.900.1416 Old slab goldminers hut on upper side of Doom Creek/Wakamarina junction. Hammered metal matchbox lids filled spaces in walls while opened out and flattened jam tins lined the roof.

Ref 0000.900.1420 Water flume for 'Golden Bar'. Started in Doom Creek and went for 5 miles. Was up to 70 feet high in some places.

The claim owned by the Homeward Bound Company was purchased at auction in April 1884 by James Malcolm junior for 12 Pounds. He was acting for a small syndicate of miners who established the Montezuma Company which set about building a covered tail race in the winter of 1884. The company was not successful and quietly faded into oblivion.

Opposite Butcher's Flat was the end of the timber tramline belonging to Nees and Mclean who supplied timber to the Golden Bar mine and beyond from 1910 until Mclean's death in 1919.

Butcher's Flat was the junction of the water races from the Foster and Doom creeks for the Golden Bar batteries. The races were 8.8km long.

The Forks township rapidly sprang up as the miners moved upriver and for a short time in the winter of 1864 it looked as if it would eclipse Deep Creek.

Interpretation panel

Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



Trevors wheel after cleaning out ditch



Bikes at Butchers Flat



Riders to Butchers Flat, Anja, Rick, Dean, Trevor, Dale



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MODERN IMPROVEMENTS ???

by Neil Barnard

I recently decided to ride up from Whakatane to Tauranga to attend the funeral of a fellow classic bike enthusiast. In the expectation of a simple hassle-free ride, I elected to take my "modern" F800R BMW. Looking for an alternative to the direct main road I decided to head out round the back of Lake Rotorua and through Hamurana onto the Pyes Pa road.

Heading into the Mangorewa Gorge on a rather wet road the usual impeccable BM handling felt a little suspect. A little further on, and there was definitely an issue. Pulled over to the side of the road and checked the back tyre. Yes, the tyre definitely deflated, and I suddenly felt a similar emotion. I spied a large reasonably flat gravel pit off the other side of the road, and gingerly proceeded there as a safer spot to conduct an investigation.

The first problem was using the side stand. Because of my advancing years I have got into the habit of letting the bike lean onto the lefthand side stand before getting off. Well, with a completely flat rear tyre, the bike leans too far away from the stand and tries to fall over on the righthand side. In desperation, I managed

to dig a bit of a hole in the gravel to fit the stand into and got off the bike. Now to get it onto the main stand in order to turn the back wheel. Problem was, that again due to the flat rear, lifting the bike the extra height proved impossible. Fortunately, a truckie stopped at the gravel pit to use his mobile phone, and with his help I at least got the bike onto the centre stand.

Being, I thought, well prepared, all now appeared easy sailing. When I first bought the bike 5 years before I was recommended to buy a tubeless repair kit, and was told that I would probably never need it. Fat chance!

Got out my tubeless tyre repair kit and tried to make some sense of the instructions. Made in Taiwan they were obviously written by someone whose English was not their first language, and I suspect not their second or maybe third either! It suggested I first find and remove the item causing the puncture. I went round the tyre carefully many times and only found one possible minute cut in the tyre, but no sign of what had caused it. Well, I didn't think I could make things any worse if I assumed this was the site of the leak and proceeded accordingly.

Out with the vicious-looking reaming tool lubricated with rubber solution. If that was not the original puncture site, well now I had another one. The rubber bung strips had gone all gooey, but maybe they were meant to be that way. With some degree of difficulty I managed to get the sticky thing into the tyre, and get the hook tool out. I thought I was fully prepared with an electric compressor which plugs into the 12V BMW accessory socket. Attached the airline to the valve and started to pump. Any sense of achievement and well-being was very short-lived as the beautiful little air compressor kept on cutting out for no apparent reason. Finally got about 10psi into the tyre, sufficient for it to at least look relatively round again. Trimmed the excess rubber plug off the outside of the tyre as directed, and rode carefully to finally reach the funeral at Pyes Pa a quarter of an hour late.

After the funeral the tyre pressure had gone down slightly, and a bit of good old spit on the repair site revealed it was slowly blowing bubbles. Buzzer!

I gave up on the fancy air compressor and resorted to using one of the compressed air canisters supplied with the repair

Cont...

MODERN IMPROVEMENTS ???

by Neil Barnard



kit. Got one in with only a slight apparent increase in pressure, and decided to head for the next service station with fingers crossed and ride carefully, keeping well alert for any sign of further impending doom. Got to the BP Papamoa and gingerly took the pressure up to 25psi, just over half the recommended 43 psi. I was concerned that the plug repair could possibly blow out, and now that I had enlarged the hole in order to fit the plug, any resulting deflation could likely be rather quicker and hence much more challenging.

Finally managed to limp home to Whakatane without further incident, and found that the tyre had fortunately only gone down to just 20psi.

This must rate as one of my more memorable rides, but, unfortunately, for all the wrong reasons!

As a motorcyclist with

more than 60 years riding experience, I have always tried to be as self sufficient as possible. In the "good old days" of spoked wheels and separate inner tubes I always carried a spare tube, a manual pump (usually the foot operated type), tyre levers and sufficient tools to remove a wheel. This back up served me well over many years with several flat tyre repairs conducted at the road side. The spare tube was also very much appreciated by numerous fellow motorcyclists who would otherwise have been left stranded at the side of the road.

I do indeed still retain this full kit on my old venerable 1954 Vincent Comet.

Once home the intermittent operation of the electrically operated compressor was

investigated. Again when connected to the BMW accessory socket it would go for a short period, and then stop. Switching the ignition key on and off appeared to generate some activity, but again only for a short time. Very mysterious to my aged mind.

I consulted the very comprehensive F800R Riders' Manual that I had previously downloaded from the internet. I had read it all when I first purchased the bike 5 years ago, but now a more detailed investigation was required.

Section 10, page 126 refers to the "Power Socket":-

You can start using

Cont...

MODERN IMPROVEMENTS ???

by Neil Barnard

electrical devices connected to the motorcycle's socket only when the ignition is turned on.....The power supply to the socket is switched off if the maximum load capability as stated in the technical data is exceeded.

Later in the technical data Section 12, page 153 it states:-

Electrical rating of on-board socket 5A.

There is no indication of the compressor power requirements on the unit itself, but a warning on the outer cardboard box says:-

This inflator only works with

newer vehicles with 15-amp cigarette lighter systems. This inflator will not work with older 8-amp systems.

I then hooked up the compressor to an independent 12V DC electrical supply. The current demand increased from 3 amps at zero delivery air pressure up to a maximum of 7 amps when delivering air at 30 psi (2 bar) pressure. This is considerably more than the stated 5 amp current limit for the accessory socket supply and probably explains the reason for the unreliable compressor operation.

Lessons learnt

- Replace tyres before they are too worn in order to minimise puncture risk.
- Don't rely on a bike auxiliary electric power supply for higher-demand items.
- Learn in detail how to do tubeless puncture repair before you need it!
- Have a reliable air supply from either pressurised liquid CO2 cartridges or a manual pump.

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email it to

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**Motorcycle Rego
Cashback programme**

Great news! We have extended the programme until 30 June 2025. We offer experienced riders, who are eligible, \$200 Cashback on their motorcycle rego.

UNSTOPPABLE: Record man on the BMW M 1000 RR.



Toprak Razgatlioglu (TUR) is the first rider in the history of the FIM Superbike World Championship (WorldSBK) to achieve the incredible streak of 13 consecutive victories. The BMW Motorrad factory rider won all three races from pole position on his ROKiT BMW Motorrad WorldSBK Team BMW M 1000 RR at Portimão (POR) securing his fourth consecutive hat-trick. Razgatlioglu extended his lead in the rider's championship to 92 points. Out of the 21 races held so far this season, he has won 15 and stood on the podium three further times. BMW leads the manufacturer standings by 20 points. Razgatlioglu's teammates Michael van der Mark (NED) and Garrett Gerloff (USA) from the Bonovo action BMW Racing Team also gave in strong performances at Portimão.

Razgatlioglu and BMW Motorrad Motorsport's winning streak began on 21st April in the second main race at Assen (NED). That was followed by three hat-tricks at Misano (ITA), Donington (GBR), and Most (CZE). The goal for the seventh round at Portimão was clear: to equal or surpass the previous record of 11 consecutive wins, held by Álvaro Bautista (ESP) and Jonathan Rea (GBR).

UNSTOPPABLE: Record man on the BMW M 1000 RR.

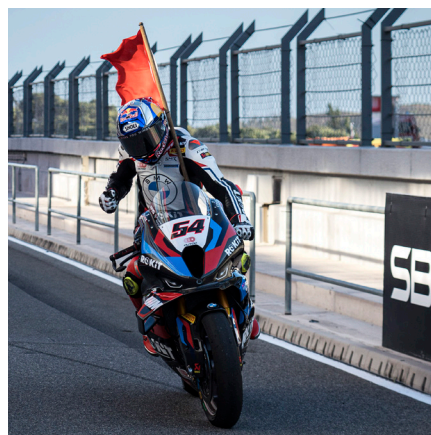
from the Press Office *Full article available by clicking the titles



Razgatlioglu laid the foundation for his successful record hunt with his fourth consecutive pole position, his fifth of the season. However, the first main race on Saturday evening turned into a real thriller. The lead was fiercely contested, with countless position changes, and it wasn't until the 13th of 20 laps that Razgatlioglu finally took the lead. He held onto it until the finish – equalling the record. In the Superpole race on Sunday afternoon, 'El Turco' led from the second lap onwards. After ten laps, he had done it, setting a new record of 12 consecutive wins and etching his name into the WorldSBK history books. The second main race was even more intense. When Razgatlioglu closely passed Alex Lowes (GBR/Kawasaki) at the start of the sixth lap, he lost the left wing on the front of his BMW M 1000 RR. Nevertheless, he pushed on until the chequered flag after 20 laps, defending his lead against all attacks and finally winning by a margin of 0.035 seconds.

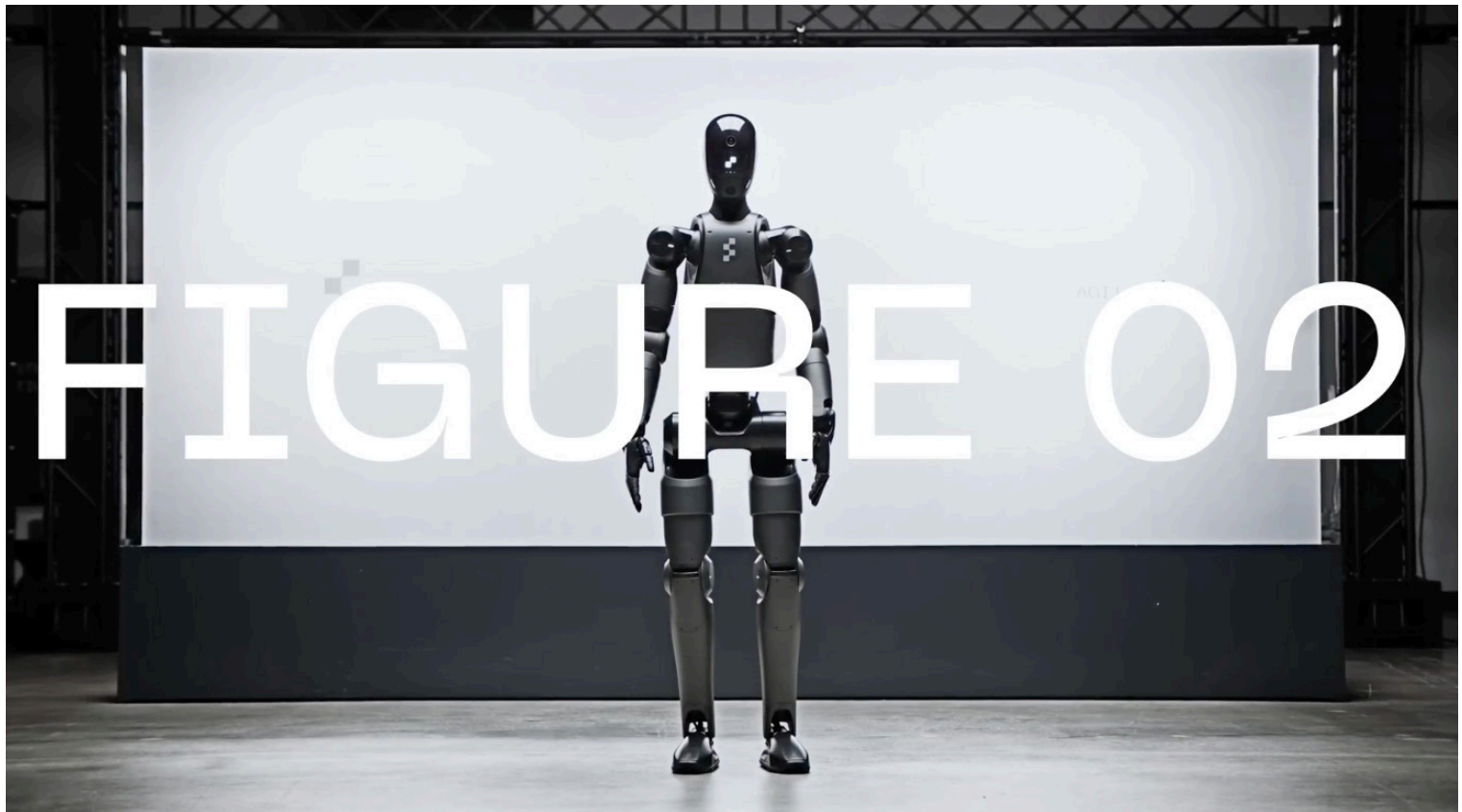
Gerloff also performed strongly at Portimão on the Bonovo action BMW Racing Team BMW M 1000 RR. Already fast in free practice, the Texan fought his way from ninth on the grid to an impressive fourth place in the first main race, securing his best race result of the season so far for himself and his team. In the Superpole race, he dropped back slightly at the start and finished 11th. In the second main race, Gerloff initially fell back to 18th at the start but made a great comeback to finish eighth. Teammate Scott Redding (GBR) struggled at Portimão. Despite a strong lap time, he could only qualify 16th in the tightly contested session. He retired shortly before the end of the first main race. In the Superpole race, Redding finished 17th, and in the second main race, he briefly ran in the top ten before finishing 14th.

Now, WorldSBK faces a slightly longer break. The next round will be held from 6th to 8th September at Magny-Cours, France. *Read the full article by clicking the titles



Successful test of humanoid robots at BMW Group Plant Spartanburg

from the Press Office - *Click titles to read the full article



BMW Group Plant Spartanburg and California robotics company Figure test the use of humanoid robots in production.

Latest generation of robots, F.02, successfully completes testing in a real production environment.

Board Member Nedeljković: "determining possible applications for humanoid robots in production"

Munich/Spartanburg, USA. The BMW Group is exploring the use of humanoid robots in production for the first time. During a trial run lasting several weeks at BMW Group Plant Spartanburg, the latest humanoid robot F.02 from California company Figure successfully inserted sheet metal parts into specific fixtures, which were then assembled as part of the chassis. Robot must be particularly dexterous to complete this production step.

At the same time, using a robot can save employees from having to perform ergonomically awkward and tiring tasks. Together with Figure, the BMW Group is currently testing and evaluating how humanoid robots can be used safely in automobile production. This video shows the trial run in the body shop at BMWGroup Plant Spartanburg

Cont...

Successful test of humanoid robots at BMW Group Plant Spartanburg

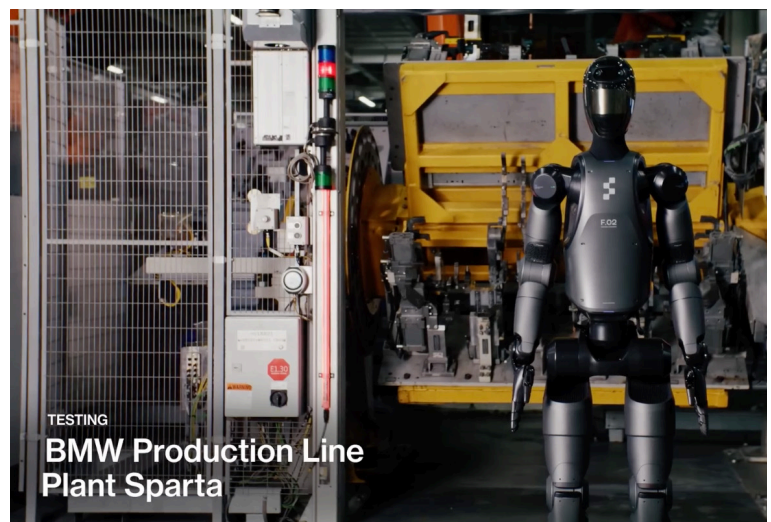
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"Figure 02 embodies the latest technological advances in robotics"

"The developments in the field of robotics are very promising. With an early test operation, we are now determining possible applications for humanoid robots in production. We want to accompany this technology from development to industrialization," says Milan Nedeljković, Member of the Board of Management for Production at BMW AG.

With the BMW iFACTORY, the vision for the production of the future, the BMW Group is always on the lookout for new technologies. Efficiency, digitalisation and sustainability are central to this vision to realisation. During the trial run, the BMW Group gained valuable knowledge of what requirements must be met in order to be able to integrate so-called multi-purpose robots in an existing production system. This includes how humanoid robots communicate with the system under real conditions. After the first use in automobile production, the experts at the BMW Group and Figure are collaborating to prepare Figure for future applications in production and continuing to develop the robots, based on the findings.



*Read the full article by clicking the titles

Coming Events - Details on our Website



BMW Motorcycle Club
New Zealand



20
September
2024



GS Rallye 2024 - 20th-22nd September

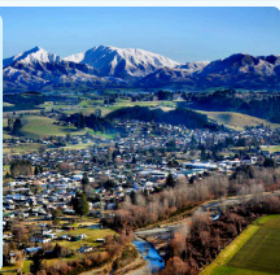
Updated: 13/06/2024 GS Rallye 2024 - In association with BMWMC NZ Weekend of the 20th-22nd September 2024 Registration/Entry - Click [HERE](#)
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01
November
2024



South Island RAG Rally - 1st-3rd of November 2024

Updated: 04/07/2024 South Island RAG Rally: 1st-3rd of November 2024 This year's awesome Rally is going to be held in the small West Coast town of Light, Reefton, it has this nickname due to it being the first town in the Southern Hemisphere to have a public supply of electricity (street lighting). Originally named Reef [...]

[Find out more](#)



*South Island,
New Zealand
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07
February
2025



2025 National AGM/Rally, North Island - Fri 7th - Monday 10th February 2025

Updated: 01/07/2024 BMWMC AGM Rally 2025 - Friday 7th - Monday 10th February 2025: This will be the 50th Anniversary of our club and not to be missed! Save the dates - more details and registration to follow nearer the event: The location is TBC but will be South of the North Island. Email any [...]

[Find out more](#)

04
April
2025



NIRAG 2025

North Island RAG: Subject to confirmation but most likely this event will be:
Venue: Taylor Lodge, Tongariro National Park, 20 Pokaka Road, Erua 3990.
Arrive Friday, April 4th (afternoon) to departure Sunday morning April 6th.
Registration: Available nearer the time Most of you will know the format but here's a guide: Accommodation options: Bunkrooms, tent [...]

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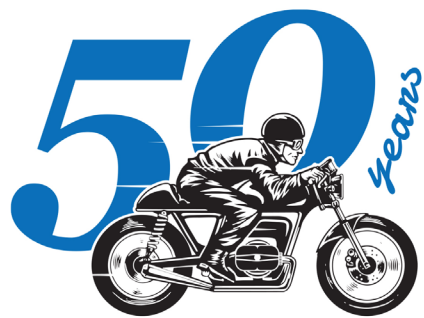
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BMW Motorcycle Club

New Zealand 1975 - 2025



BMW Motorcycle Club
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Making Life a Ride!

As part of the 50th celebrations at the 2025 AGM and Annual Rally, we, the Board wishes to compile an audio-visual presentation of rides and events over our Club's history.

Please share with us any photos or videos you might have over the period, preferably with some explanatory notes that could be incorporated into this presentation.

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



BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

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

Riding Code:

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, 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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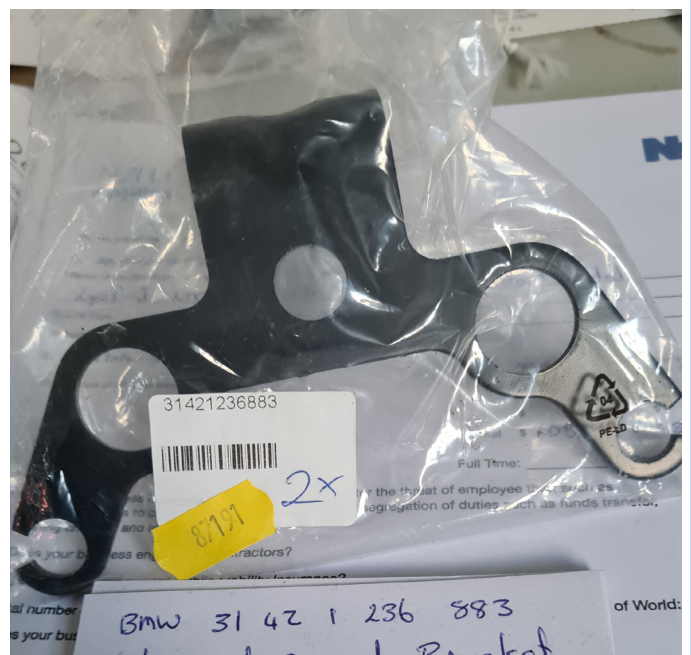
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