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BMW Motorcycle Club New Zealand

# NEWSLETTER

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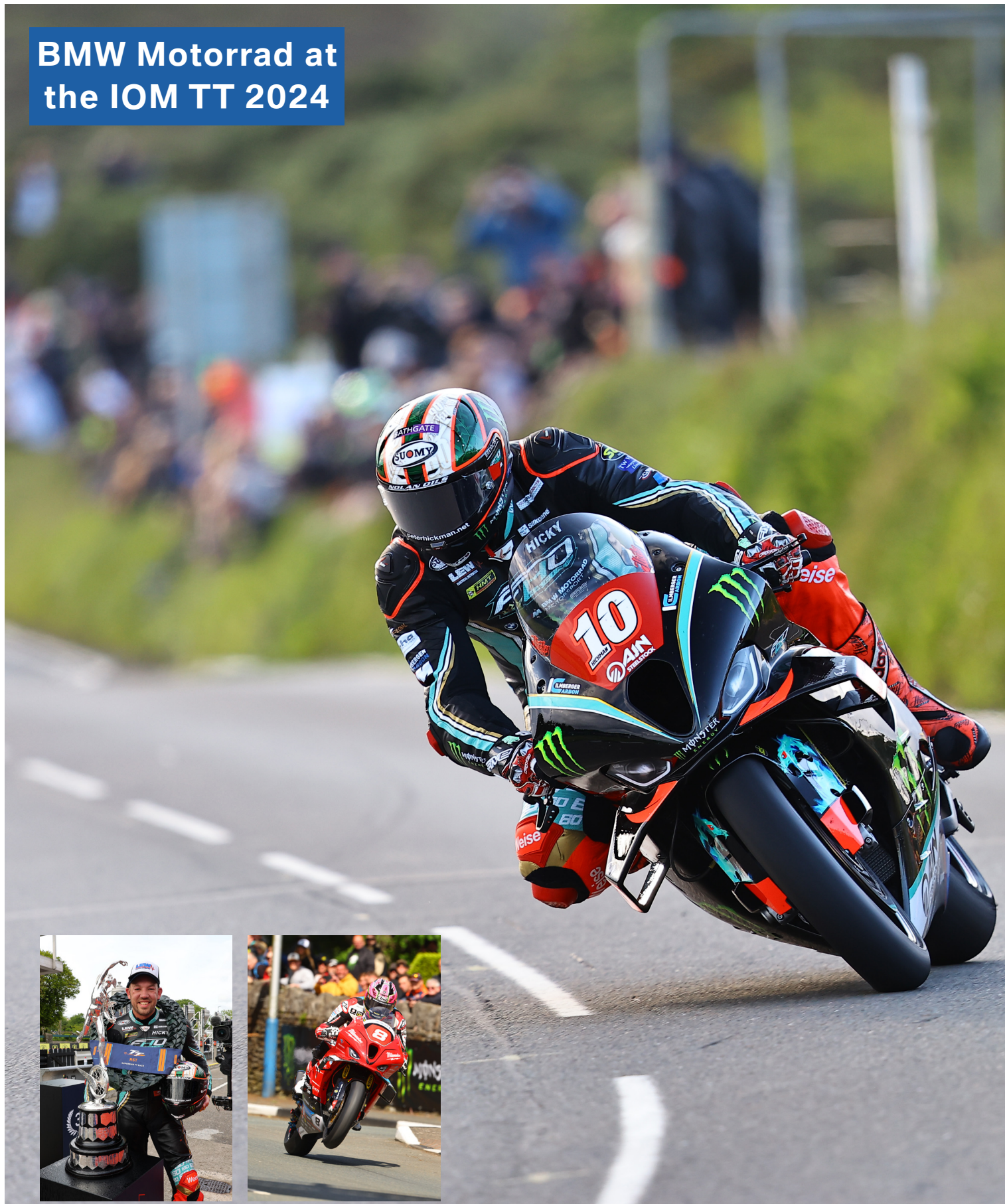
July 2024



BMW Motorcycle Club  
New Zealand

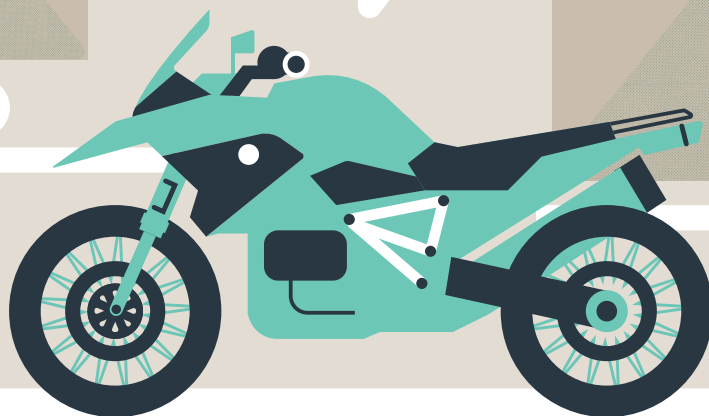


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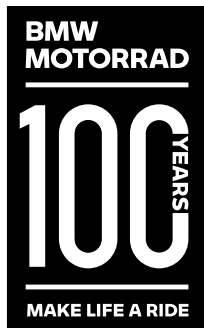


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**Welcome to our New Members**

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 2<sup>nd</sup> day of the month.

**We look forward to your contributions.**

**A Very Warm Welcome to:**

BARSON	Philip	WELLINGTON
BELL	JJ	WELLINGTON
BENT	Chris	BRIGHTWATER
FRANKLIN	Steve	TARADALE
GOSNELL	Lawrence	CAMBRIDGE
HALL	Nadene	AUCKLAND
KHAN	Samier	LOWER HUTT
PATON	Donovan	HAVELOCK NORTH
ROSS	Graeme	AUCKLAND
STUART	Bruce	AUCKLAND
VON WALLMODEN	Albrecht	AUCKLAND
WARNCKE	Lee	AUCKLAND
WICKHAM	Darran	WOODVILLE

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

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**Photo by:** BMW Motorrad

**Date:** June 2024



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## President's Podium

Chris Souness



BMW Motorcycle Club  
New Zealand



## July 2024

I trust you are all well and enjoying the nice crisp winter weather. At least we are now past the winter solstice and can look forward to longer days and warmer months.

Up until last week, I had managed to dodge all the nasty bugs that have been circulating. However last week, my luck ran out and I managed to pick up a significant dose of "Man flu". It was a doozie and really knocked me for six. The good thing is I'm now on the mend and it wasn't COVID so that's a blessing. Best avoided if you can.

I have just seen a video teaser of the new 1300 GSA which is due to be launched on the 5th of July at the BMW Motorrad days in Garmisch, Germany. From what I can see, it looks impressive with its typical broader shoulders, more so than the GS, reflecting the larger tank size, which does appeal to me. All my bikes from BMW have been GSA's apart from a fantastic 2006 F 650GS Dakar which one of my sons rode to sit his motorbike license test. I can't wait to learn more about this new machine emerging from its official launch and I look forward to being able to take one for a run when they finally touch down here in Godzone.

Apart from the exciting articles submitted on the rides that have been happening around the country, this month's newsletter has further updates on up-and-coming events on the club calendar. They are:

- Registration for the GS Rally – Lakes Ranch Rotorua 20-22 September 2024.
- Update and registration for the South Island Rag Rally – Reefton 1-3 November 2024.
- Progress update on our 50th Anniversary National Rally and AGM being held at the Copthorne Hotel, Masterton, 7-10 February 2025.

It is going to be a busy and exciting spring and summer by the looks. Remember to book the dates in your diaries and to register as early as you can to make it easier for those organising the events to forward plan as much as possible.

Our Facebook page numbers continue to grow. We are about to hit the 1400 mark which is a wonderful achievement. A big thanks to the small team who actively administer and moderate the page on our behalf.

Stay safe on the road one and all, I look forward to seeing you somewhere soon.

Have a fantastic remainder of July.

*Chris*



# Area Report: East Coast

By John Wuts



On a very windy, wet and stormy night eleven of us braved the weather for a most enjoyable dinner at the East Pier Restaurant in Ahuriri/Napier. We had part of the dining area to ourselves so no trouble keeping up with the conversations.

From the Left: Carole, Robert, Pam, Stella, Maria, Les, Tony, Walter, Alan and Ann.

John #1867

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# Area Report: Bay Of Plenty

by Alan Belworthy



## Sunday 16<sup>th</sup> June

Sunday, dawned fine and clear for our gravel ride day. We met up at Waimapu Garage on Oropi Rd for a 9:00 am departure. We had a great turnout with 12 bikes on the ride. The route took us up



over the hills to the South of Tauranga with a bit of gravel to warm up on Mountain Rd, coming out just East of Te Puke.

We re-grouped at Paengaroa for the main gravel roads through Pongakawa Bush Rd, Rotoehu Rd, Pongakawa Valley Rd, Manawahe Rd to Rendall and Matahi Roads, to our lunch stop at the Old Trout Café at Lake Rotoma.



Manawahe Road had a few challenges, as it was left quite muddy due to recent rain during the week. I am pleased to report that everyone got through the muddy sections unscathed albeit, unfortunately, 1 rider suffered a broken screen due to stone being flicked up from a passing bike. Please be considerate to your fellow riders on group rides to prevent this kind of thing from occurring.

Cont...

# Area Report: Bay Of Plenty

by Alan Belworthy



Continued...



From the café, Paul Burgess and I headed into Rotoehu Forest and had a heap of fun exploring some of the single tracks. We were home by 4:30 after an enjoyable day.

Thank you to the Bay of Plenty riders who made the effort to come and ride with us today, a great day was had by all.

## Saturday 22<sup>nd</sup> June

Saturday, 22<sup>nd</sup> June was our BMW Mid-Year Christmas Dinner held at the Oak Tree Restaurant in Greerton kicking off at 6:00 pm. This was the same venue as last year and proved just as popular with a great range of food on offer for the 23 of us in attendance.

Unfortunately, we were having so much fun, that no one took any pictures that I am aware of, so this picture is from last year.

A great night out that was well attended by the BOP membership.

\* Image from last year's lunch



Alan #3269





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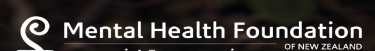
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# Area Report: Rangitikei Roundup

By Murray Petherick



## June's Monthly Ride.



Samsung Dual Camera

June's monthly ride was held on Sunday 9th and, as earlier threatened, we headed into the Wairarapa. The weatherman suggested we may get some rain later in the day but in fact, the only one to get wet was Barry H who encountered some precipitation just 5 or 6 kms from home in Whanganui.

The group of 9, on 7 bikes, met for coffee at the Café in Ashhurst prior to setting off on the 'organised' part of the ride. Rob G. joined us for coffee but then had to return to his teaching-related work, preparing for exams.

From Ashhurst we headed over Saddle Hill Road then joined the main road to Dannevirke. From there the route took us out along the Weber Road before turning off onto Mangahai Road towards Te Uri and then the Te Uri-Ormondville Road to our lunch venue at the Black Dog tavern in Ormondville. We enjoyed good sealed roads through this area with plenty of twisties and

very little traffic and passed through some pleasant rolling farmland. Unfortunately, due to the fairly narrow and winding road we didn't find suitable places for the group to stop for photo opportunities. The leader's local knowledge of Ormondville is somewhat limited and after a brief 'unguided' tour of the village, in search of the Black Dog, we consulted Mr Google and found the tavern was not actually in Ormondville but is situated a 3-minute ride along the Matamau-Ormondville Road. We'll know next time!

Not long after we got to the tavern Peer and Lis joined us for lunch. They had been in Hawkes Bay spending time away in their camper and when they left us after lunch they were headed for Porangahau for a day or two. While the standard of the food at the tavern was generally quite OK the lunch menu is limited to a selection of burgers, pizzas or fries. Unfortunately, there was a 'muck up' over Alan and Judith's

Cont...

# Area Report: Rangitikei Roundup

By Murray Petherick



Shot with my Samsung Dual Camera  
Shot with my Galaxy A30

Cont...

lunch order and they waited a very long time for their meals to be served. The manager was very apologetic over the delay but it somewhat spoiled the lunch occasion. Despite that experience, the Black Dog is apparently a popular venue and two other motorcycle groups were there during our stay; one was there when we arrived and another arrived while we were there.

From the lunch stop Alan took us back out to SH2 and down to Woodville. From there most of the group headed to Ballance and then over the Pahiatua Track to Palmy and homewards from there, although Barry H headed back over The Saddle Road on a more direct route home to Whanganui.

Over all it was a good day out with some interesting riding, some roads that were new to at least some of the group and, for most of the group, a day managing to dodge the possible afternoon showers.

## Brunch Gathering

The monthly brunch gathering took place on Sunday, June 23<sup>rd</sup> at the

Woolshed café in Sanson. The brunches are a good opportunity for members and partners to simply gather and enjoy a social time together and are not weather dependent. On this occasion we had a baker's dozen attend and enjoy the time together. I have to admit there tends to be a boys' table and a girls' table but that actually works quite well as it allows the two groups to talk about things that interest the respective group and avoids the challenge of trying to talk across tables, on different subjects, as can happen in a mixed group.

Murray #2690

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# Area Report: Wellington

By Martyn Wright



## WELLINGTON WANDERING – SHORTEST DAY DASH

It was the 22<sup>nd</sup> of June, the Shortest Day, when a small but hardy Wellington group decided a ride to Whanganui would be a great way to mark this momentous occasion.

Starting at BP Mana with the rising sun in their eyes and later ending their mission in the looming dusk it was a fun day. The weather was kind, although Chester reported -1C at his start. Together a crack team was formed with Ian, Chester & Martyn setting off to experience bright, sunny calm weather and generally light traffic as they headed north & west. Stopping briefly in Kapiti to meet Scott & Fiona and in Levin to meet Ian from Rangitikei the mission to Whanganui was truly underway.

The mission was simple: lunch in Wanganui, some art experiences and getting home before the sun sets. On arrival in Whanganui Rangitikei Ian peeled off and struck out up SH4 to liberate chocolate eclairs from Ohakune. A treat which was well received at home.

Meantime, for the Wellingtonians, it was a thrill to experience a quality café near the busy riverside Farmer's Market. Mud Ducks Café didn't quite live up to its name in the dry conditions, but their food & coffee is highly recommended. After a lunch meeting to solve many problems of national importance, it was soon time to leave. But not before visiting the nearby NZ Glassworks and Brown & Co art gallery with its fascinating marble racetrack.

was time to see more of the Wairarapa which meant south was the only way to go for the remaining quartet if they were to get home before nightfall.

So, with 340km on the trip meter, and dusk well advanced it was weary but happy riders who returned home after their shortest day touring adventures.

Martyn #



For the return journey Chester decided it

# Annual Rally - February 2025



## Annual Rally 2025 - July Update

Recent progress by the organising team includes further work on ride and activity planning and holding discussions with prospective sponsors. Work in these areas is ongoing and progress to date includes the items noted below.



Star Insurance, our BMWMC Insurance partner, has agreed to provide us with a significant financial donation which will go a long way towards covering some of the significant overhead costs, including the hire of the meeting and dining spaces. Part of the donation may also be used to directly offset participants' costs in one or two of the Rally activities. More on that later.

Continental Motorrad from Wellington, in conjunction with BMW Motorrad NZ, will bring some latest model demo bikes (which will be available for short test rides), and other related items, to the Rally. Several BMW staff members will be in attendance and this will allow participants to view the products and to discuss related aspects with the various staff members. BMW has also offered the 'prize' of the use of a 1300GS for a weekend of the winner's choice (some conditions apply), pick up and drop off to be in either Auckland or Wellington. Event specific posters for the Rally will be designed and displayed in all dealerships and the current discounts available to cardholders will continue into 2025.

Cont...

# Annual Rally February 2025

Our thanks to Paul and Joy for this extremely generous donation.



We received an unexpected but very welcome surprise a few days ago when PQ Imports (aka Paul and Joy Quilter) offered to provide a selection of riding gear to be used as raffle prizes. The gear, which includes gloves, riding jackets, riding pants and a Voxx RS1.0 helmet is now in Tibsy's care. The retail value of this total package is over \$2,500! Huge thanks to Paul and Joy for this extremely generous donation.

Through the next few weeks, we will seek other possible sponsorships, complete our planning and budgeting, and in due course will post registration information on the Club website and in the newsletter. In the meantime, anyone wishing to get in early and book their accommodation at the Copthorne Hotel may do so. Contact details for the Hotel are phone: 06 370 0500 or email: [reservations@solway.co.nz](mailto:reservations@solway.co.nz). Use the booking code #72266 to get the special Rally room rate.

A reminder the Rally dates are from Friday 7th to Monday 10th February 2025. When booking your stay be aware there will be choices of rides and other 'local' activities on Saturday but the main rides, both seal and off-seal, will be on Sunday 9th.

**Tibsy, Denis and Murray.**



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# Riding in Sardinia

By Denis Hulston



## RIDING IN SARDINIA, JUNE 2024



Sardinia is not the place I'd expected to be motorcycling, but the opportunity to visit Annie's brother on his land near Olbia, and to have some time riding with him was a great reason to spend a week exploring a new land.

Sardinia is a landscape of rugged rock mountains which seem so close you can almost reach and touch them. They are in every view and are spectacular, It's also an island of endless numbers of pristine clear beautiful beaches.

Sardinian people are warm and welcoming. We don't speak Italian. It would have been good too but many people spoke some English and were happy to help us out. They knew of New Zealand – you also have beautiful more remote islands with mountains, lakes and beaches, and we met several Sardinians who had travelled and worked in New Zealand.

We were introduced to some beautiful

Sardinian food, beers and wines. Foods are Italian, Mediterranean, and proudly provincial Sardinian. They are simple, tasty and a part of the Sardinian family and social life.

Since we'd been in London catching up with family, we were able to get a direct flight from Stansted to Olbia. These two-and-a-half-hour direct flights run in the summer season.

My anticipation of the mountainous Sardinian landscape grew when we flew across Corsica, which is a rugged mountainous island, north of Sardinia, separated from Sardinia by the Strait of Bonifacio – only sixteen kms across the strait if you were brave enough to swim it. Politically, Sardinia is Italian, although fiercely Sardinian, and Corsica is French.

In Olbia, northern Sardinia, we were able to hire a BMW F800GS for 1,000km of riding over three days. You'd need many more days to explore the whole

## Motorcycles offloaded for German riders who fly in then ride



island, so we restricted our riding to the North, Central mountains, and northwest coast.

Our first day riding to the northern coast, Palau, Portopollo, Cape Testa

On our second day, we rode south through mountains to the Parco Nazionale del Golfo di Oroselie del Gennargentu, a national park which includes both the Orosei coastline and Sardinia's highest mountain, Punta La Mamora. This was a day of fast riding on motorways, sweeping bridges across deep valleys and through incredible tunnels – mastery of engineering.



Coffee stop in Budduso, one of many mountain villages

We left the highways for winding back roads in the park, were blessed by

Madonna di Correboi, alone in the mountains near Fonni in the province of Nuoro. We stopped for fuel and lunch in Villa Grande Strisaili. A group of around twenty other bikers arrived while we

Light gave us beautiful views over the Strait toward Corsica. The sea is warm, blue and very clear, so we stripped our riding gear for swimming at Martini Beach near the Cape. We rode south through forest and mountains to an old mountain village, Tempo Pausania in the province of Sassari, dubbed one of the most beautiful villages of Italy. Our route back to Olbia took us through Luras, and Sant' Antonio di Gallura - a great day 210km riding.



Roadside water stop



Heat, beautiful beach – just had to get out of the riding gear

we were eating and refuelling. However, we left before them as they were well into wine and beer for lunch, and we didn't fancy sharing the road with them. We returned through Nuoro to the coast at La Caletta to our place near Olbia – 360km riding.

spectacular. We had planned to return by a more direct route, but the riding was so good, we returned the same way. We stopped at a mountain village, San Pantaleo, not far from our accommodation near Olbia for snacks and gelato and arrived at our accommodation feeling well

travelled and happy at 9pm.

Our rides were long, given the opportunities to stop and explore. Sardinia has lots to explore. We'll be back and next time will plan a route to stop at and explore locations around the island.

There is a hire company that advertises three-day tours out of Olbia, either returning to Olbia each day, or staying in different locations, however, we chose to hire independently.

Our hiring was a little casual. We turned up to pick up the bike but found no-one there. We had to phone to get someone to turn out, which meant a late start. When we returned the bike, there was also nobody available. Again, a phone call was needed. A rider from Germany had booked a bike and been waiting for two hours.

The bike and helmets we hired we in good condition. We were also charged for excess kilometres, which I queried and was assured there would be no problem, however, my bankcard shows a different story.

I saw a container of bikes being unpacked in Olbia, sent by German riders so they could fly to ride before shipping them back home again. There are also numerous ferries from as far away as England, France and Finland.



Madonna - blessing sky and land – blessing motorcyclists on this mountain trail

Our ride through winding mountain roads with mountain village views was

On our third day of riding, we rode to a west coast village near S'Archittu, a natural rock arch in the sea, popular for swimming and jumping. We enjoyed a Sardinian meal in a family run business specialising in seafood, and very popular with locals at Santa Caterina.



Typical Sardinian landscape

Sardinian driving looks frightening initially. No one seems to obey speed limits, although there are warnings of electronic surveillance. We cautiously followed the trend on motorways and remote roads but stuck to the limits in built-up areas. There's an assertiveness about merging,



Highway through Central Mountain Park



More than 7000 bronze age Nuragic sites

and lots of round-a-bouts to negotiate. However, once out of Olbia, the traffic was light. Roads were very good, with some remote mountain road exceptions.

Sardinia has 3,000km of coastline. There are so many remote and beautiful beaches. Many local ones are destinations for Sardinian families, with sun umbrellas and loungers for renting, and some great at-the-beach cafes with good food to keep up your energy for lounging, or swimming.

Sardinia has about 7,000 historical Nuragic civilisation Bronze Age sites dating from the 23rd century BC to the Roman civilisation in 238 BC.

**Denis #3184**

# Area Report: Top of the South/Te Taihu

by Gretchen Holland



## Lunch at Green Meadow Café 9<sup>th</sup> of June

A week of looking at the weather forecast after months of fine Sundays and behold it looked pretty bad – much-needed rain but a pain to have to cancel the planned ride to Kaiteriteri for a picnic lunch (and midwinter swim). Sadly no togs or defibrillator needed after all.

Instead, we met at Green Meadows Café in Stoke. This is our go to place when the weather is so bad we can't ride during winter and it's only the third year we've had to do it.

There were 20 of us in total and it was really nice to catch up with non-riding partners and a three of former members (it was going to be John's first ride back with us after some time out – next month eh John.....).

Diners were – Tony, Peter W, Dale, Odette, Shep, Carol, Anja, Trudi, Rick, Gretchen, Terry, Pam, Andy, Victoria, William. Visitors – Chris, Annette, John, Greg, Stephanie.



Google Reviews  
5.0 ★★★★★

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# Area Report: Canterbury

by Ralph Moore



## June's ride

After weeks of bleak winter weather, the weather was looking promising at last. So by Thursday night I suggested that we all get the bikes out on Saturday morning and go for a cruise around some of the quiet back roads on Banks Peninsular. Clear blue sky greeted us on Saturday morning as we met on the Port Hills above Christchurch. I guess its a sign of the times, when you look at our line up of bikes. One large BMW, and four light weight adventure bikes.

We headed out along the Summit Road taking in the stunning views of the Canterbury Plains. Within the first five minutes, riding around a tight blind bend, I had to take evasive action to avoid colliding with an oncoming car which was well over the centre line onto my side of the road. Always be prepared for the unexpected!!

We rode around the head of Lyttleton Harbour and followed tight winding road over the top and down into Port Levy. Here we hit the Pigeon Bay Stock Route. The road surface was perfect....wet, firm, No dust.



All ready to ride.



Pigeon Bay

After a break at Pigeon Bay we headed up a steep stock route to the Akaroa Summit Road. After riding a nice long section of the Summit, we turned onto Cameron's Track to follow the ridge line down into Le Bons Bay. From here we headed over the hill into Akaroa for lunch on the foreshore. In the afternoon we followed Bossu Road along the Southern side of the Peninsular, then dropped steeply into Okuti Valley, and over Western Valley through to Diamond Harbour for a coffee and a debrief.

Ralph #3082

CLUB NIGHT. Third Wednesday of each month. Cranford Alehouse. 6.30pm.



Must check the expiry date  
on my membership card  
with BMWMC

Expiry date looms and don't

[membership@bmwmc.nz](mailto:membership@bmwmc.nz)



South Island RAG  
1st - 3rd November 2024  
Register Now at  
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50th Annual Rally 2025  
7th-10th February 2025

Register soon at  
[www.bmwmc.nz](http://www.bmwmc.nz)



BMWMC

Remember to write a note  
about my travels and  
email it to

[editor@bmwmc.nz](mailto:editor@bmwmc.nz)



## 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.

# But for one month a year

By David Morris



For a while now, (in terms of years) the Wellington Area has had a social/meet-night at the Petone Workingmans Club. (Udy Street, Petone.) We have an area saved for us and attendance can vary from a healthy 2 dozen to perhaps a low 6. It's a time to catch up with members who may not regularly ride or perhaps even have a motorcycle licence (e.g. partners). We meet on the first Monday of all but one month a year.

Well, this July meeting, just passed, (the time when the ferries were cancelled a day early before bad weather was forecasted, and a week after the 'Awatere' was refloated), the weather was

absolutely terrible. It rained all day and had totally set in when it was time to go to the club.

It's a regular outing for us and despite the heavy rain, we went. (It was dark by then, too.) And despite leaving home early, we weren't the first there. And by the time everyone had arrived, (that was going to arrive) - we were spread over two rows of tables. About 12, give or take.

Always a popular event and more Club members always welcome.

Dave #1774

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## BMWMC - Celebrating 50 years in 2025.



BMW Motorcycle Club  
New Zealand



As part of the 50th celebrations at the 2025 AGM and Annual Rally, 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](mailto:treasurer@bmwmc.nz), thank you





The other Front Page...



BMW Clubs  
International Council

BMW Motorcycle Club New Zealand

BMW Motorcycle Club  
New Zealand

# NEWSLETTER

Official BMW Club - *Established* 1975

July 2024



**NEW**  
**R 1300 GSA**



MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

## NEW - BMW R 1300 GS Adventure



**"The appearance of the new BMW R 1300 GS Adventure is sure to attract attention. The big GS is not only visually different from its almost dainty sister. Never before have seating comfort, ergonomics and wind and weather protection been so harmoniously combined with precise handling, exceptional suspension comfort and smooth running. The new BMW R 1300 GS Adventure has set itself the goal of becoming the benchmark for large adventure motorcycles."**

Christof Lischka, Head of BMW Motorrad Development

**The new BMW R 1300 GS Adventure: When it comes to motorcycle adventure and long-distance touring, this is the rock in the surf. An almost completely newly designed model with enhanced adventure expertise across the board.**

Crossing the Sahara in searing heat, climbing the Himalayas or exploring the Amazon rainforests - for more than two decades the big BMW GS Adventure with flat twin boxer engine has been synonymous with such long-distance motorcycle journeys with a passenger and lots of luggage. To ensure that this remains the case in the future, and to provide adventurous motorcyclists with even more adventure expertise, BMW Motorrad has almost completely redesigned the engine, chassis, bodywork,

Cont...

# NEW - BMW R 1300 GS Adventure

from the Press Office



design and storage concept of the new R 1300 GS Adventure compared to the previous model, taking the cornerstones of the BMW GS Adventure to a new level.

The legendary twin-cylinder boxer engine is once again at the heart of the new R 1300 GS Adventure. The new design, first introduced on the R 1300 GS, is much more compact than its predecessor thanks to a transmission located under the engine and a new arrangement of the camshaft drive. It generates 107 kW (145 hp) from 1,300 cc at 7,750 rpm. Maximum torque is 149 Nm at 6,500 rpm. This makes it by far the most powerful BMW boxer engine ever to be produced in series.

At the center of the new suspension is the sheet metal shell main frame made of steel, which in addition to being significantly optimised in terms of installation space also offers higher levels of stiffness than the predecessor model. In place of the previous tubular steel construction, the new R 1300 GS Adventure now has an aluminium lattice tube rear frame made of aluminium tubes and forged parts. The EVO Telelever front wheel guide with flex element and the revised EVO Paralever rear wheel guide also provide even greater steering precision and riding stability.

**New electronic Dynamic Suspension Adjustment (DSA) as standard equipment ex works, with dynamic adaptation of the damping and spring rate, and also load compensation.**

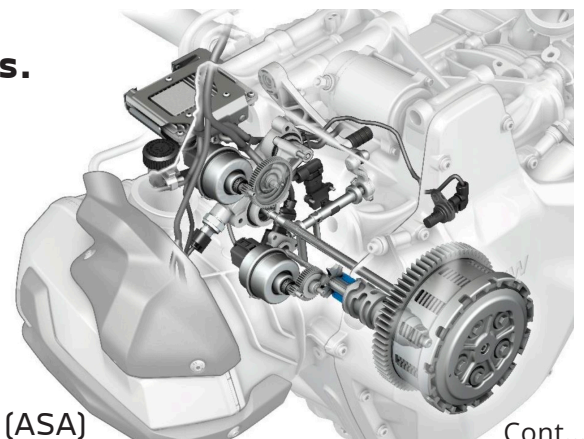
**Adaptive vehicle height control and adaptive vehicle height control comfort with vehicle lowering as optional equipment ex works.**

**Four riding modes now standard. "Enduro" riding mode for an enhanced off-road riding experience.**

**Full LED headlights in new matrix design and auxiliary headlights as standard. State-of-the-art LED light units all round with turn indicators integrated into the hand protectors.**

**Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and the new Rear End Collision Warning (RECW) for safe and convenient motorcycling as optional equipment ex works.**

**Automated Shift Assistant (ASA) for fully automatic clutch actuation with manual or automated shifting for even more riding enjoyment as optional ex-works equipment.**



Automated Shift Assistant (ASA)

Cont...

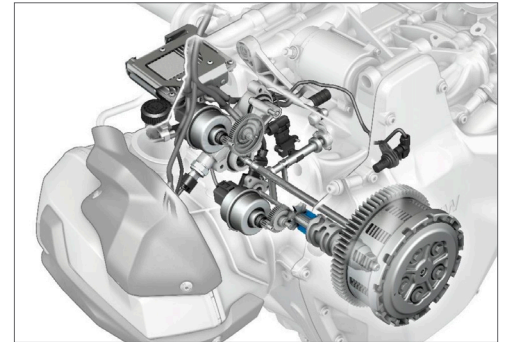
# NEW - BMW R 1300 GS Adventure

from the Press Office



## The highlights of the new BMW R 1300 GS Adventure:

- The Automated Shift Assistant (ASA) with automated clutch operation makes motorcycling even more convenient and offers an exciting riding experience through automated gearshift characteristics in accordance with the selected riding mode.
- Completely newly designed boxer engine with bottom-mounted transmission and BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side.
- Most powerful BMW boxer engine ever.
- Powerful response across the entire engine speed range, exemplary fuel consumption, emission levels, running smoothness and refinement.
- Power output and torque: 107 kW (145 hp) at 7,750 rpm and 149 Nm at 6,500 rpm.
- Knock sensor system for optimised travel suitability.
- Completely redesigned chassis compared to the predecessor model with sheet metal main frame and aluminium lattice tube rear frame. Even greater steering precision and riding stability thanks to new EVO Telelever with flex element and revised EVO Paralever rear wheel guide.
- BMW Motorrad Full Integral ABS as standard.
- Four riding modes as standard.
- Engine drag torque control (MSR), Dynamic Brake Control (DBC) and Hill Start Control (HSC) as standard.
- Driving Modes Pro with additional riding modes as optional equipment ex works.
- Dynamic Traction Control DTC as standard.
- Electronic Dynamic Suspension Adjustment (DSA) as optional equipment ex works, with dynamic adjustment of the damping and spring rate, and also load compensation.
- Adaptive vehicle height control comfort and sport suspension as optional equipment ex works.
- Matrix LED headlights and newly developed auxiliary headlights integrated into the body as standard.



Cont...

# NEW - BMW R 1300 GS Adventure

from the Press Office



- Headlight Pro with adaptive headlight as optional equipment ex works.
- Hand protectors with integrated turn indicators as standard.
- 30-liter aluminium tank.
- Dynamic Cruise Control (DCC) with brake function as standard.
- Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and Rear End Collision Warning (RECW) for safe and convenient motorcycling as optional equipment ex works.
- Smartphone charging compartment with integrated USB socket and 12 V on-board power socket as standard.
- Seat heating for rider and passenger for enhanced touring suitability as optional equipment ex works.
- Handlebar risers up to 30 mm as optional equipment ex works.
- Wide range of seat height variants as optional equipment ex works.
- Connectivity: Multifunctional instrument cluster with 6.5-inch full-colour TFT screen and numerous features as standard.
- RDC, Keyless Ride and heated grips as standard.
- Intelligent Emergency Call as standard (market-dependent).
- Attractive basic variant along with the model variants Triple Black, GS Trophy and Option 719 Karakorum.
- Extensive range of optional equipment, original BMW Motorrad accessories.

## Increased range of standard equipment in the new

### BMW R 1300 GS Adventure compared to the previous model:

- Heated grips.
- Keyless Ride (steering, ignition and fuel tank lock).
- Tyre Pressure Monitor.
- Engine drag torque control.
- BMW Motorrad Full Integral ABS Pro.
- Cruise control DCC with brake function.
- DSA.
- Auxiliary headlights.



# Events page on our Website



**BMW Motorcycle Club**  
New Zealand



**20**  
September  
2024



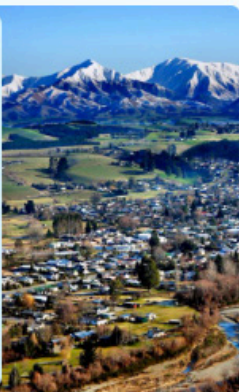
## GS Rallye 2024 - 20th-22nd September

Updated: 13/06/2024 GS Rallye 2024 - In association with BMWMC NZ Weekend of the 20th-22nd September 2024 Registration/Entry - Click [HERE](#) Location: Lakes Ranch, Rotorua All brands of motorcycles welcome Route options of: Sealed Gravel Mud/Gravel Challenge sections (Full knobbles essential) Cost(s) below... Old School route sheets will be provided and you can make your [...]

[Find out more](#)

*Lakes Ranch, Rotorua,  
79 Lake Rotokawau  
Road  
Rotorua, Owhata,  
3074 New Zealand  
[+ Google Map](#)*

**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  
[+ Google Map](#)*

**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](#)



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## 2024 Isle of Man Tourist Trophy: Triple 1-2 for BMW M 1000 RR racers.



**At the world's most famous road race event, BMW M 1000 RR riders dominate the races in the 1000cc classes.**

At the 2024 Isle of Man Tourist Trophy, they celebrated a triple 1-2 finish. In all three 1000cc races held, there were three wins and second places for the BMW M 1000 RR. The man of the week was Davey Todd (GBR), who first won the Superstock race and then claimed victory in the prestigious Senior TT. Peter Hickman (GBR) was victorious in the Superbike race. These two, along with Josh Brookes (AUS), also took second places on the podiums. With this, the BMW road racers continued the success story for the brand on the Isle of Man, which began exactly 85 years ago with the first victory by Georg Meier.

It all started on Sunday, 2nd June, with the Superbike TT race. In an exciting race, Hickman, riding the BMW M 1000 RR of the Monster Energy BMW by FHO Racing team, secured his 14th TT win overall. Todd followed on the Milwaukee BMW Motorrad by TAS Racing M RR in second place, making the event's first 1-2 success perfect.

After bad weather had repeatedly caused dangerous conditions and numerous delays, the first of two planned Superstock TT races was held on Thursday, 6th June. Todd's star finally rose as he engaged in a close duel with Hickman and ultimately came out on top. Todd celebrated his first-ever victory at the Isle of Man TT, while Hickman stood on the podium as the second-place finisher. The second Superstock

Cont...



# 2024 Isle of Man Tourist Trophy

from the Press Office



race could not be held due to weather conditions and delays.

The highlight of the Isle of Man TT is always the prestigious Senior TT. On the late afternoon of Saturday, 8th June, the world's best road racers took to the final showdown of this race week. In the end, it was again Todd who almost incredulously celebrated his next triumph with a large lead and inscribed his name in the renowned Senior TT winners' list. For his team, Milwaukee BMW Motorrad by TAS Racing, it was the first victory in this very special race, the Senior TT, in 20 years – accordingly, the jubilation was immense. The second-place finisher was equally enthusiastically received by his team Monster Energy BMW by FHO Racing at the finish line; Australian Brookes secured his first podium in the Senior TT after a previously challenging race week. Team-mate Hickman was dominating the early stages of the Senior TT but a crash ended his path to another potential victory. Hickman was unharmed.

Since 2014, BMW road racers have been successful on the Isle of Man with the BMW S 1000 RR and the BMW M 1000 RR. The meeting has been held nine times since then (the 2020 and 2021 events were cancelled due to the COVID-19 pandemic), and they have had no fewer than 22 TT victories.





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See photos

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**Also for sale:** BMW adventure Jacket, Savanna 2 model & winter liner.

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- BMW touring gloves, Large size, \$50
- BMW adventure boots, Gortex lined, size 45 Eu, good condition, all clips intact, Snowtex coated regularly, \$150
- Scorpious Exo adventure helmet, large size 60, internal tinted visor, Fog City on clear visor. As new condition, \$200

ProRider summer gloves, main areas leather, vented fabric and fully lined, large size, \$50



Contact Greg Buck

t. 027 435 2483

e. gsbeck@netz.co.nz



OR -

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Contact:  
Graham Lewis 027 589 4051



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Paul Meikle (Member #3311 - Kaikoura)

e: pdmeikle57@gmail.com

t: 03 319 5426



# 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.



## Area Representatives



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