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BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

June 2024

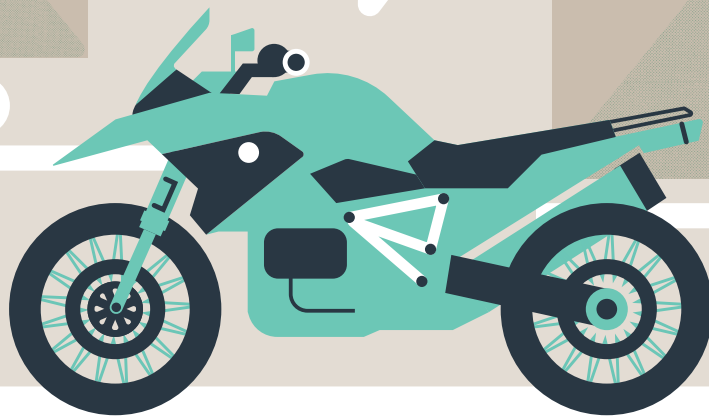


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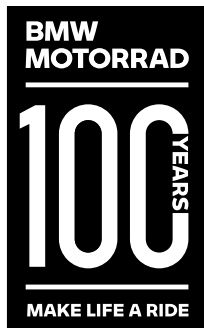


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**THANK YOU for your
feedback and stories**
feedback@bmwmc.nz

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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:

BASSON	Francois	AUCKLAND
DAVIS	Ross	OHOKA
FREEMAN	Guy	AUCKLAND
INNES	Barry	CENTRAL OTAGO
JEFFRIES	Scott	PARAPARAUMU
POFF	Richard	CHRISTCHURCH

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

Cover picture: TOTS Ride.

Photo by: TBC

Date: April 2024



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



June 2024

For over two months now I have had very little time on my bike which has been disappointing. I am sure many of you have had the opportunity to get out and enjoy satisfying rides, with good weather and the wonderful landscapes we are privileged to experience. I was feeling frustrated recently as there was little that I could contribute to this month's podium. I expressed this concern with a fellow club member recently via messenger and he sent me a message back with the following suggestion...

"Dear members, hopefully, you have all been out riding & having fun, meanwhile I've been stuck in the house unable to ride & getting bored & fed up.

Tracey too wants me to heal quickly as she says she is also fed up with me being a man & acting like my leg is going to fall off, I've no idea what she means.

Anyway, enjoy your riding & I look forward to catching up with lots of you at the SI RAG that the awesome team in Nelson are organising.

Yours,

The Boss"

This made me laugh and I thought to myself I'm going to use that!

This feedback from a fellow member and good mate is a great example of the wonderful friendships that I have made since being involved with the club. Membership is not just about the riding, it's the lifelong friendships that we make along the way. Even if the riding at times needs to take a back seat, it doesn't matter, the strong friendship and banter remains.

Have a wonderful month and if you manage to get out on your bike, enjoy!

Till next month

Chris



Area Report: Waikato

By Paul Quilter



Europe Trip 2024



Having just returned from a month in Europe I wanted to update members on what we saw whilst travelling.

In Italy, we saw an R1200GS in the hotel underground carpark with Colorado plates but did not meet the owner. We met some Spaniards touring Italy, then conversely, at a hotel in Barcelona we met 3 couples from Italy who were touring Spain – 2 were on R1250GS bikes and the others on an F850GS.

In Germany we saw so many R1150, R1200, and R1250 GS bikes that it seemed to us that everybody was riding BMWs.

We made a detour from Munich into the Czech Republic to visit a small motorcycle museum in Zelesna Ruda. We had checked to make sure that it was open, but despite this planning, it was closed when we arrived. The sign at the door said open at 12.30 pm, but nobody had turned up by 1 pm and locals whom we asked did not know

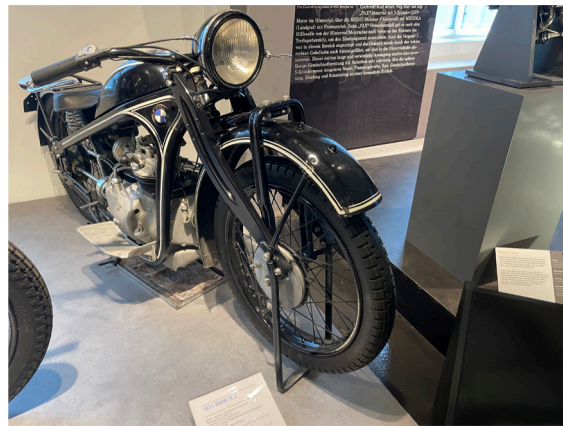
when or if it would open, so we had to continue without seeing it.

We drove back into Germany via a very scenic route through the mountains and just inside Germany we found a popular haunt of local motorcyclists – Fichtenhausel at Pohlbach, where they had a wooden carving of a motorcycle outside



Area Report: Waikato

By Paul Quilter



Boxermotoren

Mehrzylinder-Motoren mit gegenüberliegenden Zylindern und gegenüberliegenden Pleuellager-Kolben mit eigenem Pleuellager sind als «Boxermotoren» bekannt.

Bei Motorrädern werden sie mit zwei, vier und sechs Zylindern verwendet. Aus deutscher Produktion sind die Zweizylinder-BMW-Motoren weltbekannt. Der Vorteil liegt im guten Schwungrad-Ausgleich und demzufolge im weichen Lauf.

Den vi., nützlichsten Boxermotor, einen über eingebautes Zweizylinder, benutzte 1903 der Engländer James J. Barton in seiner «Fee».

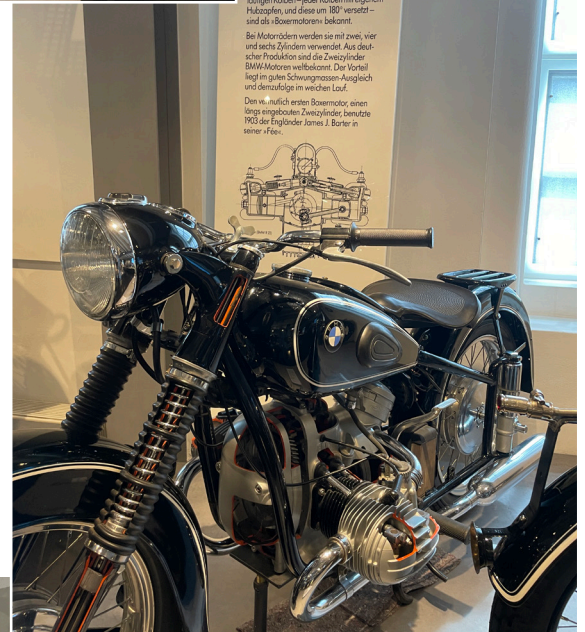
Another museum that we had on our list was a small one called the Deutsches Zweirad und NSU museum in Neckarsulm. As the name implies, this place is the home of NSU rotary motors and had some great examples of box cars and bikes that used these motors as early as 1953.

the club FB page.

Happy riding (if you can get a break in the weather)

Paul Quilter

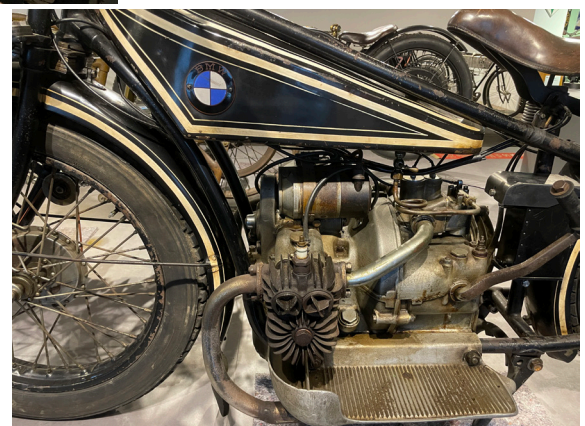
Member #1918



See this link for more info and pictures....

<https://demomu.de/>

Some photos follow, and I have posted others on



Area Report: East Coast

By John Wuts



On Tuesday 28th of May a total of 19 people gathered at OTT (Off The Track) in the City, in Heretaunga Street Hastings for our monthly get-together. The menu was a fusion of Vietnamese and Japanese food, a bit different to what everyone was used to.

The Off The Track main restaurant was burnt to the ground a year ago, but will be reopening in mid July. Our July get together on the 30th has been booked already.

John #1867

From the Left:

Leonie, John F, Warren, Robyn, Stella, Maria, Tony, Alan, Carole, Robert, Ann, Walter, Mike, Peter, Bronwen, Danny, Les and Pam.

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Area Report: Taranaki Tales

by Wayne Higgins



May's social ride was slightly different for the Taranaki area as our ride fell on Mother's Day. Due to this, partners were encouraged to join us for brunch at Gusto restaurant, down by the breakwater. After brunch, we were going to decide on a ride for those interested.

It was an excellent turnout and seeing so many partners with our members at this social event was terrific. Great food and conversation was had by all.

Unfortunately, the weather was not playing ball and it was raining by the time we finished our brunch. A few decided to go on a short ride, but most chose to go home to the dry and warm.

Wayne #4097

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Area Report: Rangitikei Roundup

By Murray Petherick



May

Things have been fairly quiet in the Rangitikei since the last newsletter hit the streets.

Our regular brunch gathering at the Woolshed late in April was a relatively quiet affair with a small, select group gathering for coffee, a snack and a chat.

Our normal ride day coincided with Mother's Day and previous experience has shown there can be significant problems finding a suitable lunch venue if bookings are not done well in advance. This, coupled with the prospect of a bit of inclement weather, prompted me to opt for a proper Mother's Day lunch gathering in lieu of the ride and to probably defer the monthly ride to the usual brunch day later in the month. Robin suggested we try the 'new' Robert Harris Café on SH1 in Foxton and we were fortunate enough to be able to book a suitable space, despite leaving the booking a bit late. Good call on the venue, Robin.

Eight couples turned out for the occasion and we were well looked after by the café staff. They were quite happy to extend our table as the numbers swelled beyond the dozen or so attendees I had estimated at the time of booking. There was a good selection of both cabinet and menu food. The café was busy through the

mid-day lunch period but numbers had thinned quite a bit by the time we were ready to leave. My impression was that we all enjoyed the hospitality and the company, and the café is definitely worthy of a re-visit in the future.



Continued

Area Report: Rangitikei Roundup

By Murray Petherick



May 26th



Samsung Dual Camera
Shot with my Galaxy A70

Our planned May ride was deferred to replace our usual brunch gathering which was scheduled for Sunday, May 26th. The weather during the few days leading to Sunday was fairly marginal but on Saturday afternoon I decided to go ahead with the ride. With the forecast still indicating the prospect of a few showers or worse, I decided to keep the ride within the Rangitikei so we could more easily bail out if the weather got too unpleasant.

After a four-bike 'pre-assembly meet-up' at Sanson we joined the others at the Three High Street Café in Marton for a coffee. In total that made 7 bods on 6 bikes, including Neville out for his first ride following significant heart surgery a few months ago. Judith, on the bandit with Alan, was the only member of the 'fairer sex' to venture out on the day.

Following coffee we headed for Hunterville via Pryces Line, and other back roads, to Vinegar Hill and then to Hunterville for lunch. The weather deteriorated as we headed into the

higher country and whilst the worst we got was a few minutes of drizzly rain here and there, it was clear that further north, where I had planned to head after lunch, the weather would likely be somewhat less 'friendly'.

During the lunch chat, we tossed around a few ideas regarding options for the afternoon and settled on Neville's suggestion to head away from the rain and take the road over Mount Curl to Makuhau Road and Turakina Valley Road, then out to Turakina. Although we dodged any further rain we encountered strong winds which made the ride over Mount Curl, on a narrow and winding sealed road, quite interesting! We were, however, rewarded with some good views over the rolling farmland and the satisfaction of riding some roads that were 'new' to several of the group. Thanks Neville.

From Turakina we headed homewards, in 'the dry', having enjoyed an interesting day out.

Murray #2690

Annual Rally February 2025



Annual Rally 2025

Planning is well underway for the 2025 Annual Rally which will be based at the Copthorne Hotel, Masterton, and will run from Friday 7th - Monday 10th of February 2025.

Tibsy, Denis and Murray (aka the Area Reps for Wairarapa, Wellington and Rangitikei) have been charged with organising the event and have, to date, met several times to progress some of the fundamental aspects such as setting the dates, selecting a suitable venue and to start planning for the various rally events, rides and functions. This Rally marks the 50th Anniversary of the BMW club in New Zealand and we are committed to making this a memorable occasion.

The Copthorne is well suited as a rally venue as it is situated away from any major urban area (and related traffic issues) and offers plenty of good accommodation, including indoor and outdoor pools and a gym, together with a large room space of which we will have exclusive use for our gatherings, meals and functions. Staff have been very helpful in understanding and accommodating our range of requirements and have been able to offer very favourable rates for aspects such as room and venue hire.

The Wairarapa is an area that is possibly not well known to many of our members but it offers numerous, excellent opportunities for riding, both on and off seal, together with some great 'extra-mural activities' such as wine trails and some unique sight-seeing spots.

We are looking forward to hosting you and enjoying your company at the Rally so mark the dates on your calendar. Registration details and other relevant information will be made available nearer the time.

Tibsy, Denis and Murray.

Area Report: Wellington

By Denis Hulston



Club Social Meet & Eat 6th May

We had a great turnout of twenty club members for our early May club night, at the Petone Club. A good night - lots of good chat, food, and drinks.

OUR CLUB RIDES MAY 2024

This seemed to be the month of riding Pohangina Valley – twice.

Palliser Light ride - Sunday 5th

We had planned a long combo (bitumen and gravel options) ride to Alfredton, Tinui and Castle Point. However, with five riders, and word that the Palliser Hotel was under new management, we settled for a bitumen ride instead. Five riders – Ian, Keith, Chester, Scott, Denis left Z Remutaka at 9am

uneven and broken surfaces.

The Palliser Hotel is indeed under new management, since October, and open. The hotel hasn't been open on our riding this route over the last few years so it is a welcome change. We snacked in the garden area at the back of the hotel – sunshine, no wind, lots



for the ride over the Remutaka Hill. No ice, but it was cold (6°C) for starters. We stopped for coffee and a warmup at the Wild Oats Bakery before heading to Castlepoint via Gladstone to avoid the long straight slow route via Masterton. The riding was good, although there is some road damage. There is logging activity out on the Masterton-Castlepoint Road, so you need eyes open for

of families and other riders. The locals were celebrating a perfect day. We checked out the beach at Castlepoint – a few brave surfers and an even braver bikini-clad swimmer (actually only a walkout, and no, I won't do a total immersion after all). We rode back toward Masterton and took back routes to Wainuioru, Westmere and Te Wharau roads to Gladstone

Area Report: Wellington

By Denis Hulston



and Martinborough. No coffee was open at Martinborough by the time we got there, except at the Martinborough Hotel, where we stopped briefly before the ride back home. The Remutaka Hill was busy this time. There are lots of slow bays, but quite a few drivers

who choose not to see them and the lines of traffic behind them. However, nothing really detracts from a good day of riding – 370km, eight hours riding including our breaks.

Denis #3184



Sunshine and warmth – Castlepoint Hotel Garden. Ian, Scott, Jason, Denis, Chester, Keith



Castlepoint beachfront - Ian, Chester, Scott, Keith, Denis



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RIDING IN SCOTLAND May-June

By Denis Hulston



RIDING IN SCOTLAND AND THE NORTH COAST 500



Scotland has some magical remote riding, but don't expect to rock up and enjoy good riding with somewhere to eat and sleep unless you've done some good forward planning and booked accommodation. Marketing the North Coast 500 has been almost too successful for some locals. There are hundreds of campervans, and lots of drivers and bikers from Europe, often driving left-hand drive vehicles they have brought over on the ferry from Amsterdam to Newcastle before heading north to Scotland.

So even in the early season, late May for us, accommodation is at a premium. In short, these are wild places, there is very little accommodation, and everyone is after it. Having said that, if you don't mind paying \$NZ600 plus a night, you could do a luxury Northern 500. I suspect it won't feel like a great riding experience in peak season, and you can expect Scotland's notorious midges to be worst in peak summer season.

The North Coast 500 is a 516 mile (830km) route around the north coast of Scotland. Conceived in 2015, it connects various features in the Scottish Highlands in one touring route.

Most people seem to take the route from east to west, anti-clockwise but we planned our riding clockwise, beginning in the west and riding Skye in addition to the 500 route.

We hired a BMW1250GS from Raymond who runs Highland Motorcycle Hire in in Muir of Ord, just north of Inverness. The bikes are good, any equipment you need is

Eilean Donan Castle Loch Duich



included in the price, the gear is good, and the hire rates are much cheaper than any other hires we investigated. We only used helmets provided by Raymond as we travelled with our own riding gear.

We had travelled by train from London to Inverness and Raymond picked us up from our train at Muir of Ord. Geared up, we began our route by riding to Strathcarron, on Loch Carron, where we stayed for a couple of nights so that we could spend time riding on Skye, a diversion from the Northern 500. Richard and Rebecca were great hosts. We had arranged to stay at Strathcarron as accommodation on Skye was expensive and limited. It was easy

riding to the Skye Bridge, and north on Skye to Ulg, Quiraing, Staffin Bay and south to Kilt Rock, The Storr, Loch Leathan, Portree Sligachen and Sconser before crossing on the Skye Bridge back to the mainland.

There are some spectacular roads, sea and rock vistas and steep descents in this route. However, we countered more than a hundred campervans in the first hour of riding. Skye is beautiful, but it seems like a theme park with a continual line of traffic. Back on the mainland we rode very narrow back routes to our Strathcarron base via Plockton and Attandale, local roads and very local communities.



Leaving Strathcarron early in the morning to avoid traffic, we rode Bealach na Ba the narrow, high, and switchback route to Applecross for a bacon roll and coffee breakfast beside the sea. Bealach na Ba promises stunning high views, but our ride was clagged out, cold and foggy, much to Annie's relief as she struggles with vertigo in high places. We were pleased not to meet campervans, or any oncoming traffic on perhaps the most challenging steep switchbacks we've experienced in our two-up riding.

From Applecross, we rode the most coastal routes, and roads closed to camper vans and vehicles over four meters. This took us through Cuag, Fearnbeg, Shields, a fuel and ice cream stop in Kinlochewe, on to Gairloch, Corrieshall Gorge to Ullapool. These

Unnamed road and tarn - back road near Ullapool



back roads are stunning – high, remote, barren landscapes of sparse vegetation, tarns and lochs, swirling mist and rain showers measured with sunshine and shifting colours.

Ullapool is a good place to stop with good food, stunning sunsets and a tangible history of a herring fishing industry, now supplanted by cruise ship visits.

Our journey continued from Ullapool to Lochinver again via coastal and highland back routes – Stac Pollaidh Rhegreanoch,



Isle of Skye - Quiraing

Falls of Kirkaig – all remote locations in steep wandering, winding single-track routes without campers and long vehicles.

Not far from Ullapool is the site commemorating the pilgrimage of Rev. Norman McLeod, who opposed the liberalism of the established church, and led highlanders displaced by enclosures to Nova Scotia and ultimately to Waipu Cove in Northland,

NZ in 1853.

We continued our riding via more coastal single-lane steep winding passing routes to Clachtoll, Stoer, Balchladich, and Clashnessie on the B869 to Durness and Tongue. Then on we rode to our quirky room in the attic with good hospitality and food at Borgie Lodge, back in the Highlands from Torrisdale Bay.

We rode to John o’Groats, but the soul of the Highlands had disappeared by then. This is a bleak plastic tourist spot which we were pleased to leave behind. The East coast lacks the spectacular wildness of the West Highlands. If I were to ride this route again I’d bypass the east with some inland routes and for us on the western highland roads.

We spent a night in Hallkirk at the hotel which was incredibly busy with a funeral wake, and very serious fly fishing costing £1,300 for a week of fly fishing right to fish, not including the



Isle of Skye

Loch an Allt, Garvin



accommodation.

We continued riding to Drumnadrochit, on Lochness again, before riding to down the Loch to Strathcarron, getting to know some of these local roads, before riding a back route, Garve, Cortin, Marybank to

Muir of Ord, where we returned our bike. In our seven days of riding we covered 900 magical miles, approximately 1,450km.

Denis #3184



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about my travels and
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.

Area Report: Top of the South/Te Taiuhu

by Tony Haddon



11-12 May: Titirangi Farm Park overnighter



Organiser – Tony Haddon

Titirangi Farm Park is in Titirangi Bay, Marlborough Sounds.

Access is on 60km of sealed road from Havelock via Linkwater, Portage and Kenepuru Head then 16km of gravel down to the Lodge (the old shearer's quarters). The road is officially closed to non-residents but we received permission from Marlborough District Council for this ride. They advised that they'd be working at various sites on the Saturday and 'would we please keep to the speed limits'. In the end it turned out the road wasn't too bad.

On the way home we went down one of the side roads to Anakoha and walked through the small local cemetery. Trevor kindly siphoned some petrol out of his big tank into Rick's mini tank for this side trip.

As usual when going in that direction we stopped at Rai Valley for an ice cream.

Thanks to Tony for organising this trip (sadly I couldn't go – Gretchen). Sounds like everyone had a great time!

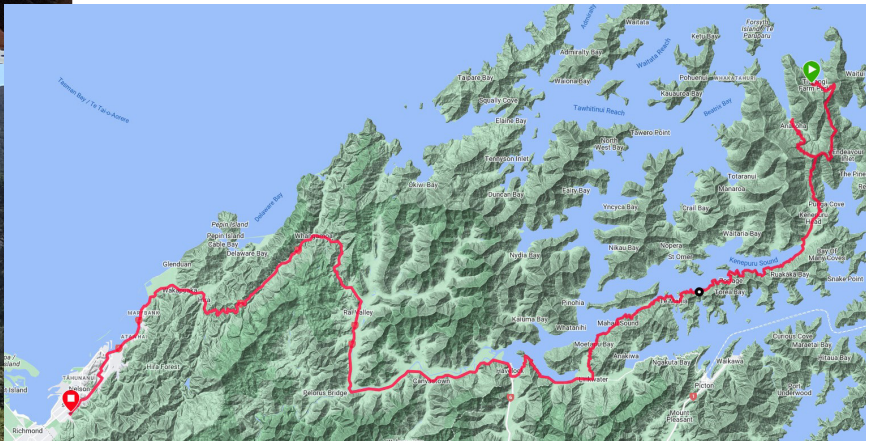
Riders were – Tony, Peter W, Dale, Shep, Anja, Trudi, Rick (on his little yellow Honda CT125), Trevor, Richard. Visitors were – Stu, Chris.

Area Report: Top of the South/Te Taiuhu

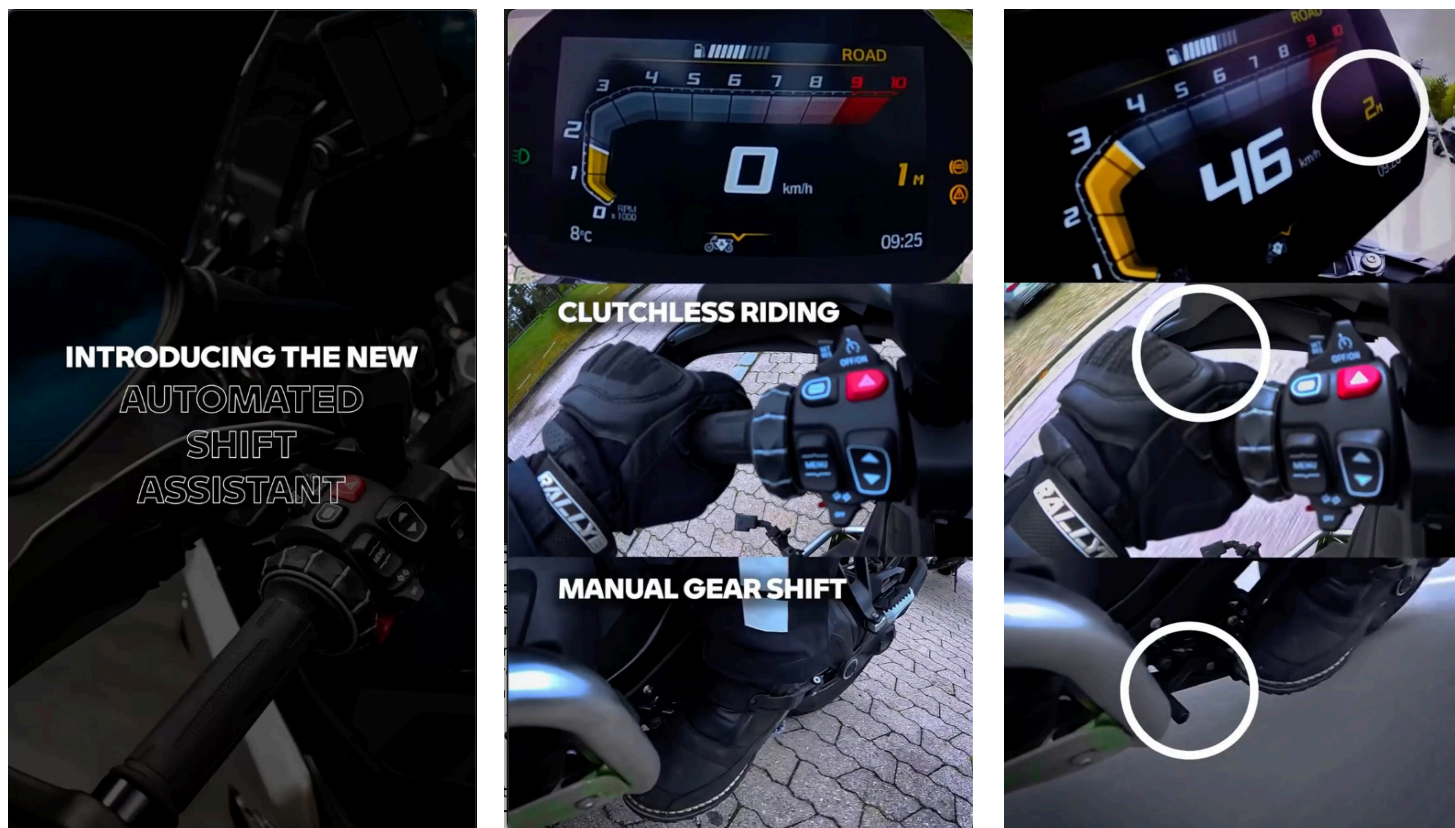
by Tony Haddon



11-12 May Titirangi Farm Park overnighter



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The Automated Shift Assistant is impressive with its clever functional design where two electromechanical actuators automate clutch control and shifting of a conventional six-speed transmission. There is no need for a manual clutch control lever, which makes starting, stopping and maneuvering a breeze. This allows a greater focus on the riding experience with the automated shift assistant (ASA) due to its fast, rev speed- and load-based gear changes. The Automated Shift Assistant creates a more direct link to the powerful boxer engine, as precise clutch control makes it even easier to control riding enjoyment using the throttle grip and gearshift lever.

"M" shift mode

In "M" shift mode, the rider changes gear using the footshift lever and can decide when to shift gears. If the RPM in the rider's preferred gear is within the maximum or minimum RPM, then the shifting action is performed directly by the rider. If the RPM drops below a gear-dependent minimum RPM, then downshifting is automatic in manual mode, which prevents the engine from stalling.

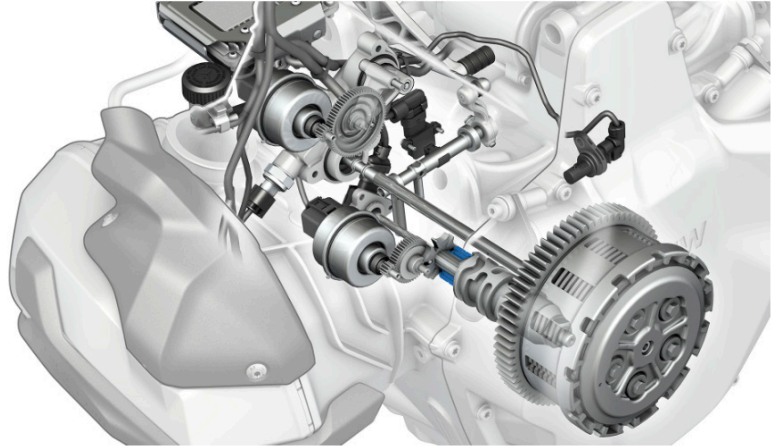
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from the Press Office



Transmission Control Unit

Two electronically controlled electromechanical actuators control the clutch and gearshift mechanism, simplifying riding off and automating shifting. The rider's requested gearshift is transmitted to the control by a gearshift lever sensor, actuated by the conventional footshift lever. Additional sensors determine the rev speed of the transmission input shaft and the clutch position. These values are transmitted



to the TCU (Transmission Control Unit), which is closely linked to the engine control unit, for clutch modelling and control, shift actuation and status control. The clutch is actuated by an electromechanical actuator combined with a hydraulic system with a direct hydraulic link between the clutch encoder and slave cylinder. The actuator regulates the required clutch slip and actuates the clutch during shifting, and opens it when stopping.

"D" shift mode

The Automated Shift Assistant truly comes into its own in "D" shift mode. Precisely executed automated gear changes with smooth interruption of traction result in efficient acceleration of the motorcycle and contribute to increased riding stability. For instance, when upshifting, the shifting jolt produced by the traditional manual transmission is largely avoided, eliminating the risk of helmet contact between the rider and passenger. And, thanks to the powerful boxer engine, riding off is also easy on off-road terrain and on inclines with improved motorcycle control. In 'Dynamic' mode, the emphasis is on riding enjoyment.

Benefits of Automated Shift Assistant (ASA) at a glance

- No need for clutch control by the rider
- Dynamic and comfortable shifting for an even more intense motorcycling experience
- Automated or manual shifting selection
- Automatic adjustment of the shifting action to the rider's desire for a more dynamic riding style in automated D mode.
- Avoidance of engine stalling caused by poor gear shifting.





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Dive into our extensive selection of motorcycle accessories and parts at NZBike.co.nz. Renowned for having the best tyre range in South Island, we ensure a smooth experience, delivering your needs swiftly across New Zealand.



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As NZ's sole distributor of HEX Innovate, we offer the sophisticated HEXGS911 and ezCAN, specifically designed for BMW motorcycles. Elevate your ride with these top-notch accessories.



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info@nzbike.co.nz

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Advertisements run for approx. 3 months from the date first published unless otherwise arranged with the Editor.

FOR SALE:

PRICE DROP

Keen to sell, as new bike already arrived

Motorcycle for sale - \$8,495 ono

Model: BMW R1200GS

Year: 2009

Colour: Mandarin

Mileage: 88,555 kms

Accessories: Givi top box, Tool pack

Contact: Terry/Pam Riley (Nelson)

Evenings 03 544 6248 (preferred)

or 021 058 9185.



Marketplace

To advertise, please email
newsletter@bmwmc.nz

FOR SALE:

Jacket: A new American long length touring jacket, many features with thermal lining. Size M - L, \$250.

Trousers: BMW trousers used but in excellent condition. Size 34 to 36 waist. \$95.00.

Contact details Graham Lewis 027 589 4051



Brand New Instrument Bracket to fit:

R60/71, R75/71, R80/71/T

R100S - 1978 to 1980

R80 1978 onwards

R100, R100CS, R100S - 1978 onwards

R65 - 1985 Onwards

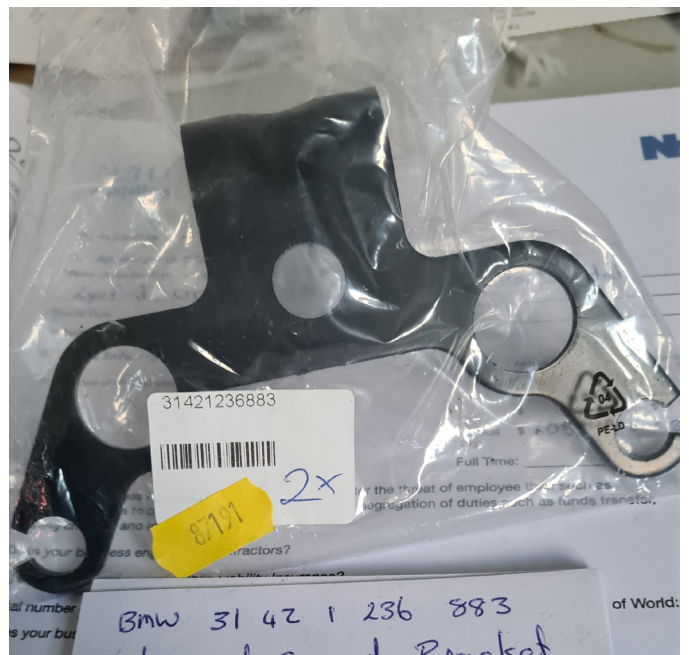
BMW part 31 42 1 236 883

Motobins Part 87191.

Paul Meikle (Member #3311 - Kaikoura)

e: pdmeikle57@gmail.com

t: 03 319 5426



Marketplace - FOR SALE

2010 BMW G650GS - \$5,995 ono

Lowered seat, LAMS approved

Colour: Black

Mileage: 55,000

Accessories: Ventura luggage system

Spotless with all the extras:

One owner and regularly serviced

Contact: Richard Gard'ner (Tuakau)

Mb. 027 210 4178 - evenings preferred.



FOR SALE

Oil Filter - Mahle OC306, new in box.

Suitable for R series - R18, R900, R1200R, R1200Gs 03-13, R9T

Information from MotoWorks

www.motorworks.co.uk/catalogsearch/result/?q=+oil+filter

Price = \$20.00 + postage from Auckland (new cost approx \$40.00)

Call: Rob Hargreaves - 020 4183 7002 or 09 533 8283

Marketplace - FOR SALE

Selling: Contact: Bruce Hanley - t: 09 274 5792 / e: bruce.hanley@truedesignplastics.com

1x R90/6 complete motor and gearbox \$850 (\$1,000 if sold with matching no. frame)

1x R100 complete engine and gearbox - \$850

1x Frame (matching no. with R90/6 engine and gearbox - \$300

Fork sliders 4 (one with calliper body) - \$150 a pair

Livery x1 Complete Black (needs repaint) set of the front guard, Tank, rear guard, under-seat tray, side panels, and front fairing - the lot for \$900

Many parts (footrests, rear brake lever) - \$100

Front cowl (with instrument console) - \$150

Rocker covers old style (brand new) - \$200

Steering head bottom and top yoke - \$150

Front guard - \$200

Complete rear wheel - \$150

Large R90 tank - \$500

Side panels (pair) - \$100

Set (gold) front guard - \$200

List continues...

Tank (needs repaint) - \$300

Rear guard - \$200

Seat - \$200

Discs x2 - \$100

Loom Headlight etc. \$150

1976 R75/6 for sale - \$9,995 - Unregistered and No WoF

Contact:

Bruce Hanley

t: 09 274 5792

e: bruce.hanley@truedesignplastics.com



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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