



BMW Clubs
International Council



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established* 1975

October 2024

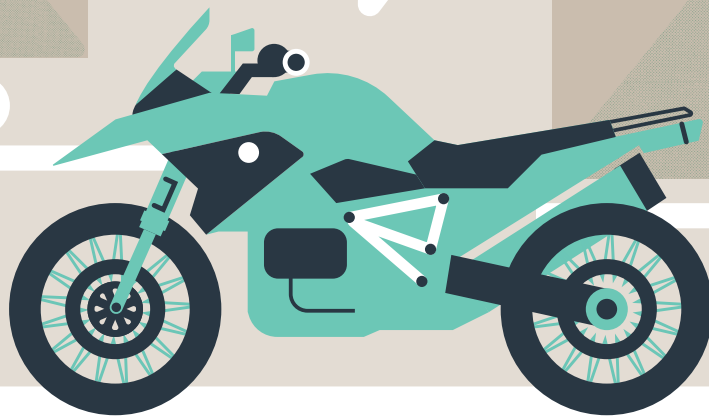


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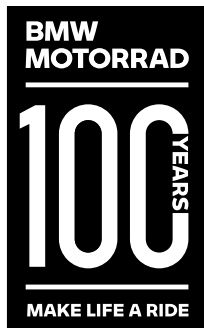


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feedback and stories**
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Welcome to our New Members

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

We look forward to your contributions.

A Very Warm Welcome to:

ANDERSON	Derek	AUCKLAND
BEARDSMORE	Philip	AUCKLAND
BUTLER	Richard	NELSON
FREER	Martyn	MATAMATA
HOLL	Pieter	AUCKLAND
JONES	Cameron	LEVIN
KAY	Tony	AUCKLAND
MARSHALL	Warren	EAST TAMAKI
MCKEEVER	Greg	RICHMOND
REGINO	Ted	AUCKLAND
RUTHERFORD	Marie	TAURANGA
TAYLOR	Anthony	AUCKLAND
TAYLOR	Brony	AUCKLAND
WALKER	Rodney	PARAPARAUMU

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: Pyrenees

Photo by: Denis Hulston

Date: September 2024



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Vice-President's Podium

Stephen Parkinson



BMW Motorcycle Club
New Zealand



October 2024

This podium is actually a Vice President's Podium. Chris has been taking a well-deserved break and has been away from NZ for the past 5 weeks. He does a mountain of invisible work for the Club.

I am incredibly proud of this Club. We existed in NZ before the brand. We have continued to exist, support the brand, support brand owners around service and repair, and grow regardless of internal issues, and wildly varying recognition or support by the various faces of BMW Motorrad in NZ.

Much respect has to go to our founding members for making this story possible in the first place. This Club stands on the shoulders of our founders.

BMW Clubs International has even enquired around how we fly in the face of international trends of declining membership. Past President Garry Williams was even issued with a "please explain" in the build up to a Clubs International conference.

This begs the question, what defines our decades long success (pretty much ½ a century when you look at it)?

The answer is, at the core of this Club, we hold fast to getting like-minded people together as a community, supporting each other, and riding bikes about the place. Honestly, it's that simple. Any matters beyond that tend to complicate and dilute delivery of our Club core value of getting together with riding mates.

The Club has regional rides, sundry social things, North and South Island RAG Rally's, an Annual Rally, and specialist events such as the GS Rallye which are a solid part of our core ethic. The GS Rallye this year benefitted from unprecedented engagement by BMW Motorrad. The Club Facebook page is a welcoming forum for Club members and like-minded people to interact and share their experiences and ideas. We are looking to add more iconic events for Club members and their riding mates as we move forward.

The question of Club/member benefits is an interesting one. I guess the two key questions are, why would I become a member vs why wouldn't I become a member? Club membership is currently \$60.00. Take a look at the Club insurance available through our strong partnership with Star insurance. Take a look at our North/South ferry crossing benefits (incidentally most fares are flexi fares). Take a look at the event discounts. It's not a big stretch to conclude that your membership is a nil sum equation (read essentially free if you engage). The greatest benefit though, is the people you meet.

Did I mention I was proud of this Club?

Steve Parkinson
Vice-President



Area Report: East Coast

John Wuts



From left: Tony, Maria, Les, Bronwen, Peter, John, Leonie, Pam, Stella and Walter.

On Tuesday 24th of September eleven of us gathered at the Diva Bar & Restaurant in Havelock North for a most enjoyable evening - we had the place almost to ourselves which meant discussions flowed freely across the table without needing a hearing aid!

John #1867

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Area Report: Taranaki Tales

Wayne Higgins



September's Ride

This month, we thought we were heading out for a nice sunny day's ride but once again the forecast was not accurate and some of the ride was in heavy rain.

We met at Inglewood and shot down to Stratford to connect with the South Taranaki riders.

From there it was out to Whangamomona. This is always a great ride even in the wet due to the twisties and saddles. We were not the only ones caught out by the rain as there was a lot of motorbike traffic heading to Whanga.

On the way back we turned off onto some of the back roads. We came across a closed road but decided to ride through to investigate. We found half the road gone but managed to get through, weaving our way through a myriad of cones.

Our final stop was at Lake Ratapiko, the rain had stopped so it was a nice place for a last chat at the end of the ride.

On another note, myself and two Taranaki members (Ray & Leo) went to the GS Rally in Rotorua. This was a terrific event, well set up and the food was excellent. This year Ray and I did the road section, which was excellent. We went on roads we had never seen before, forestry and great scenery. Leo did the gravel section of 460kms which he found challenging but enjoyed.

Special thanks to all those who made this such an amazing weekend.

Wayne #4097



Area Report: Rangitikei Roundup

Murray Petherick



September's Monthly Ride.



The monthly ride date of Sunday September 8th appeared to generate a number of clashes, affecting several of the 'regulars', with the consequence that the ride group was reduced to a relatively small number.

The group met for coffee at the café in Ashhurst before heading off into "Tibbs County" (aka Wairarapa) for lunch at the Pongaroa Hotel. The weather forecast was quite good and partly cloudy as we headed over Saddle Hill to Woodville and down SH2 to the turnoff for Makuri Gorge Road. We enjoyed a cruisey ride through the gorge, always mindful of the green tinges on shady areas of the road, but managed to avoid any incidents. Heading up out of the gorge and over the higher ground towards Pongaroa we were reminded of the changing land use patterns, riding through extensive areas of pine tree plantings. Leading to more good roads will be beaten to potholes once the trees are ready for harvesting! Despite the promise of some Wairarapa sunshine, the weather remained cloudy, but fine. I thought we may have had a visit from Sherriff Tibbs but he must have be otherwise engaged.

Through much of the trip my Go Pro, which had been tasked with taking a few photos along the way, stopped communication with the remote button so no decent photos to show: sorry Ed! So much for technology!

Arrived safely at Pongaroa and enjoyed a nice lunch. Now for the history lesson. Many of you will know about Ernest



Rutherford getting a Nobel prize for splitting the atom but did you now that a local Pongaroa lad, Maurice Wilkins, also won (jointly) a Nobel Prize for work on discovering the true form of deoxyribonucleic acid (DNA)? A number of eminent scientists were involved, over an extensive period of time, in identifying the true form of DNA but in 1962 the trio of Watson, Crick and Wilkins was jointly awarded the Nobel Prize for biophysics or medicine for their work on DNA. The appended picture shows the monument to Wilkins that stands by the main road intersection in Pongaroa. Look for it next time you go through Pongaroa!

On with the ride. After lunch, the group headed up Route 52 to Weber and then through to Dannevirke. From there the route took us down Oringi Road and out to Mangatainoka (apparently no brewing going on at the moment, maybe the Tui girls are on strike, Yea Right!) then over the Pahiatua Track to Palmy. From there it was a case of finding your own way

home, be it to Palmy, Whanganui or Levin.

All-in-all a good day out with good company. A bit of wind at times, not much sun, and a brief hint of moisture but nothing that made the ride difficult or unpleasant. Well worth doing!

Our Brunch gathering

Sunday 22nd saw a group of a baker's dozen gather for brunch at the Woolshed in Sanson. These gatherings are generally well supported and are a good opportunity for spouses and partners to join with the more regular riders and share in a bit of chat.

Murray #2690

Photo credit: Lance



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Area Report: Wellington

Denis Hulston



Thanks...

Thanks, Martyn, for watching Wellington's regional activity while four of us were riding in the Pyrenees in Spain and France. You and Sue had planned to join us on this trip, but unfortunately, Sue fractured her ankle one week before we were all due to leave, which meant a change of plans for you. We felt conscious of your being at home in recovery, while we were sending you photos of our good times.

Social Meet & Eat - 2nd September

There was a good quorum of members present at the Petone "Workies" and after brief introductions, the agenda turned, as it frequently does, to solving major first-world problems; the weather; bikes; and health - although

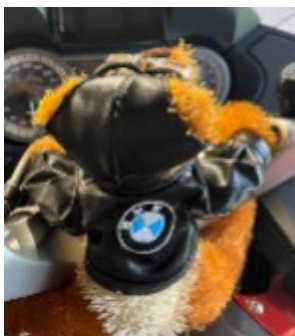
not necessarily in that order. It was another opportunity to experience good company, food and refreshments as Spring riding loomed large on the horizon.

Club Rides September

Wednesday 18th September

Spring weather is often said in these parts to be "interesting" and midweek "good days in Wellington" were indeed difficult to predict. However, Wednesday 18th was promising excellent riding conditions and a quick circuit over the two passes was planned. What was not expected, however, was snow on the Remutaka Hill the night before. As a result, while others worked, Keith & Martyn met for a clockwise 240km trip on

what was otherwise a stunning morning. However, not long after departing the sky darkened and yes, it started to rain. Like the true motorcyclists they are, the boys holed up in Shannon's finest The Horseman Café to sit out the rain. Upon leaving there Keith donned his bright yellow rain prevention jacket which of course ensured the remainder of the ride was fine and dry... A good day indeed.



Introducing Vince

Vince is a 4yr old bear who was rescued from an Opportunity Shop. He enjoys his many outings on a big red BMW R1250RT and often rides undercover with the Wellington group.

Sunday 22nd September

We had planned to ride with Wairarapa riders to Tinui and Castlepoint, with the option of a gravel ride through to Alfredton. However, the

weather was wet and gusty in Wellington, and we postponed the ride to another time.

Sunday 29th September



Great day for a ride!
Meeting at the Z Fuel Station Remutaka

Eleven riders met at Remutaka for a "10 am late start" to celebrate daylight saving and summer riding. It was a perfect weather day – no wind and warm enough to take the linings out of gear. There was not much traffic on the Remutaka Hill and we stopped for coffee at Wild Oats in Carterton, which was quiet so we had no problem finding tables. We continued our ride to Gladstone and north to ride a scenic circuit, a favourite of mine, through Wainouru, Westmere, Te Wharau and

back to Gladstone, Longbush and Martinborough for a late lunch. With other commitments and everyone happy with the bitumen ride, we gave the extra gravel option a miss for another day. A good day riding, good company, and great to see a good turnout – Denis H, Martyn W, Keith T, Peter N, Ray B, Michael McK, Scott F, Colin D, Rami D, Chester C, Colin G - particularly welcoming new members to the ride. Let's hope the day augurs well for good summer riding.



Te Wharau Road - Colin, Rami, Ray, Scott



Te Wharau Rd



Lunch stop Martinborough

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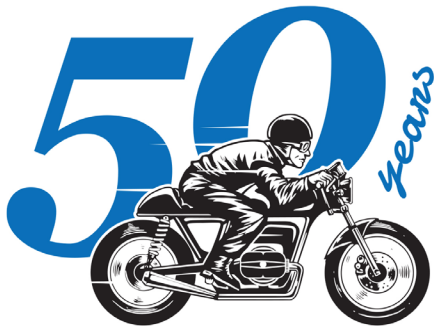
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BMW Motorcycle Club

New Zealand 1975 - 2025

Making Life a Ride!

Annual Rally 7th-10th of February 2025 - October's Update

We are delighted to see the registrations flowing in, thank you. However, we are mindful that some members are still unaware of some deadlines finishing earlier than the registration cutoff period. We therefore encourage all attendees to please register sooner rather than later. We know only too well how quickly time flies by and it would be a great help if you would please register at your earliest convenience. 😊

Deadlines:

Shirts - confirmed by the 28th of November 2024

Minibus tours - confirmed by 31st of December 2024

Rally badges have been ordered but as you read, the Tee and Polo shirts are subject to pre-ordering.

Although the registration form asks registrants for any dietary requirements. It would also be helpful and appreciated if anyone attending Sunday's lunch at the 'secret venue' who forgot or didn't answer would please email their dietary requirements directly to us at agmrally@bmwmc.nz, so we may give them plenty of advance notice, thank you.

The routes for the Rally rides have all been sorted out and those participating can expect to see parts of the Wairarapa that many 'ordinary' tourists and travellers simply don't get to experience. The accompanying rock photo shows one of the rock formations that the Sunday gravel riders will encounter. Tibsy didn't tell me whether the ride will go up,

down, or around the formation so if your curiosity needs to be properly satisfied then join the Sunday gravel ride!

Tibsy has planned the gymkhana and has all the related 'equipment' sorted and set out in his backyard. He is now trying to find a brave and unsuspecting test rider to check it all out!

All of us and the BMWMC Board are intent on making this 50th Anniversary Rally a particularly memorable occasion so anticipate the opportunity to gather up an item or two of related memorabilia. There will be plenty of opportunities for some good socialising and plenty of opportunities to win some great 'spot' and raffle prizes. Come prepared!

The Saturday minibus rides to the Mt Bruce Sanctuary and the wine trail will be scheduled to stop at suitable



lunch venues so the participants can enjoy suitable food and beverages in appropriate surroundings. Lunch and wine sampling etc will, of course, be at your own cost.



To book your accommodation at The Copthorne Hotel, please call them directly.

Our 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.

More detailed information will be made available in due course but in the meantime, you may direct any enquiries you have to Peter Tibbs, Area Rep Wairarapa, email 'wairarapa@bmwmc.nz'.



The rock!

The Rally Team

Peter, Denis and Murray.



Name 1		Membership number	
Name 2		Membership number	
Address			Post Code
Mobile		Email	

Everyone registering receives a complimentary 50th Commemorative badge!	Cost /pp	Number	Total
Full Member Registration	\$40.00		\$0.00
Non-member Registration	\$60.00		\$0.00
Pillion / Partner Registration	\$20.00		\$0.00
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	T-Shirts	Men		\$0.00
	\$44.50	Women		\$0.00
Women XS, S, M, L, XL, 2XL	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

Payment to BMWMC account 03-1519-0034447-00
 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	

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Disclaimer / Refund **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.
Refund policy: Hotel accommodation as per Copthorne's Terms and Conditions. **Registration:** At the discretion of the rally committee



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Area Report: Top of the South

Gretchen Holland & Dale Grover



Gravel ride Ben Nevis highlight, Road ride to Wairau Valley



Five of us gravel riders had an absolute blast today - Dale, Peter, Anja, Richard & Trevor. We rode along Wairoa Gorge & then up to St Arnaud for lunch. The plans for the section after lunch were very fluid. We ended up going down to the Lake for a look at the eels, up Mt Robert to the car park, back down & a quick look at the pond that's the skating pond in the winter, through the Tophouse Rd, back to Wakefield & Wairoa Gorge and then up Ben Nevis. Lots of

places people have either not been to before or had not visited for a good few years.

I took a little technical offshoot on the way back down Ben Nevis & was horrified to get to the bottom & turn round to see Anja come flying over the edge with eyes the size of saucers - she got to the bottom in one piece, phew (a photo certainly wouldn't show how steep it was).

Dale # 3170





Ten road riders left Richmond a bit after the gravel guys, some taking the gravel 'short cut' through the Tophouse Road. Two bikes from Marlborough were already at Karen's Food Cart about 15 minutes down the Wairau Valley from the St Arnaud turnoff. The kowhai trees were in full flower the whole way but especially at

Kowhai Point not far down the valley. Karen was expecting us and was her usual friendly, chatty, happy self. Luckily there was a nice tree windbreak to keep the keen southerly away and the food was very nice (although a limited menu). We all made our own way home afterwards.

Gretchen #949



Road Riders were – Gretchen, Murray, Matthias, Terry, Dave, Ross. Visitors were – Gary, Ben, Annette, Chris S, John, Chris

Area Report: Canterbury

Ralph Moore



Random Spur Ride Sunday 29th September



Having a chat at the start

Spring has sprung, and the grass is greener. It's great riding weather again. So we gathered at Ravenswood BP on a clear sunny Sunday morning. There were

about fifty bikes gathered there. Several different riding groups. We were parked with the Cancer Riders Group. Nice to chat with different riders



Kaiwara Road

We headed North and onto the Ashley River stop bank for several kms, then followed back roads through Sefton, and through the Waipara Gorge. Mostly Gravel roads all the way as we rode through Masons flat and onto Culverden in brilliant sunshine. We turned east onto Kaiwara Road and climbed into the Lowry Peaks.



Amuri Plains

It's a narrow twisting road from here on through the hills with plenty of wandering stock.

Not content with sticking to the road, I decided to take a shortcut up a nice smooth grassy gully. I soon found it to be fairly greasy, and my Tractionator GPS on the back just doesn't do much of a job when you want some grip. I spun my way almost to the top of my shortcut before losing all forward movement and dropping the bike.

Soon we turned onto Random Spur Road. This is rough, loose and rutted. But it was dry and quite rideable. The track had been re-aligned at one point and we missed a turn through a gate, so had to do a U-turn.

We dropped out of the hills into Cheviot for lunch at the No. 8 Cafe.

After a very pleasant lunch break, we headed out to Gore bay and into the Coastal hills heading towards Motunau. It was gravel through here until we turned onto a farm track and climbed over a mix of different surfaces including bare recently harvested pine forest.

Once we reached Motunau, we were onto black top, for our ride home,

Thanks to all our riders for a very enjoyable ride.

Ralph #3082



RIDING IN THE PYRENEES

Denis Hulston



Our Pyrenees route

Ilan sent an email link to a 14-day Pyrenees ride. How do you fancy this? It looked great, and someone else had done all the hard work sorting out the route and booking accommodation. So, Annie and I were in, along with Ian and Lynne, and Martyn and Sue. Unfortunately, Sue fractured her ankle one week before we were due to leave for Spain, so four of us arrived in Barcelona for the start of the Hispania Motorcycle Tour ride.

The tour was well organised - leadership was good, thanks Alex, accommodation and food were good, we rode BMW bikes, for me and Annie, a 1250GS like my bike

back home, and for Ian and Lynne, a 1250RT, just a little different to Ian's BMW 1600 back home.

Routes were well worked out. It would have taken many days of research to find the small road routes and mountain cols that the route included and to organise and secure places to stay. For riding purposes, we were split into two riding groups, partly for language purposes as there were riders speaking Spanish, German and English from Germany, Austria, Spain, Argentina, Mexico, USA, and New Zealand. There were five riders in our English-speaking group. One couple found the group riding

too demanding so were provided with a GPS and route guide to ride a less challenging ride and meet us each night.

The trip, called Pyrenees Culture and Curves, was true to title. Most of the riding was on minor back roads, characterized by tight twisties, hairpins and steep mountain passes - pretty much what you'd expect of the Pyrenees. Our total distance travelled around 2500km, not a lot, but days were usually around 7-8 hours on the road, with leisurely stops for good Spanish food for lunch in remote mountain locations.

Our first four days riding took us from Barcelona

on the Mediterranean to Bilbao on the Atlantic. Getting in and out of cities Barcelona and Bilbao was a challenge, but tight formation and some assertiveness saw us all stay together.

The Pyrenees landscape is stunning – rock, forest, mountain vistas, stunning villages in places you’re always surprised to see them, but where they have been for generations. Riding required focus rather than gazing at the vistas, but you soon became totally immersed in this landscape. The mountain roads also improved our two-up twisting corners and hairpin riding, always needing to keep well right in case there was a driver who wasn’t giving you space. I had moments after several hundred twisties for the day thinking how you count twisty corners, that there must be an app – bound to be.

Temperatures dropped to 10 degrees on some of the passes, from 32 degrees in Barcelona. We had brief white-out conditions crossing the Monte Perdido Park and were pleased to have our wet weather gear for both rain and warmth.

At Bilbao it was a short

One of the many mountain cols



walk to the Guggenheim Museum, a work of architecture art full of modern art. From Bilbao we followed the winding coast road along the Atlantic to our first “rest” day in San Sebastian, an elegant seaside city, home to lots of festivals and events, and a city of people having fun.

Our route continued from San Sebastian to Barcus, a long day of winding back roads following narrow gorges and crossing mountain passes. Quite a lot of the day was riding in the rain. The ride culminated in a climb to Col Pierre St Martin, a ski resort in the winter, and a temperature drop to 9 degrees. We navigated

cattle and goats on the road and a flock of sheep held by a very smart dog to let us pass. Most of the animals roamed free and wore bells. Barcus was a very small, isolated village, but we enjoyed very good accommodation, food and wine.

In fact, food was excellent throughout the tour, although sometimes overwhelming if you’re not used to three course cooked lunches. After a few days, we learned to share chosen tapas and plates from the menu as a group.

Our route from Barcus to Parador de Vielha took us over six mountain passes, including some of the Tour d’ France passes. There



Evidence of plenty of curves. Now, what does this sign mean?



Costa Brava – Mediterranean coast

were many cyclists, testing themselves on the fifteen to eighteen kilometer climbs up the passes – looking like incredibly efficient automatons. Again, there were sheep, cattle, pigs, and horses on the road. It was a day of spectacular mountains, river gorges, waterfalls, and beech forests. Our day's ride was 270km, arriving at our overnight stop at about 7pm.

Our next day's ride to Carcassonne, took us through more mountain passes, with temperatures down to 9 degrees so we rode with our wets on for warmth, despite there being no rain. We had a very indifferent lunch stop at a bear education centre in the mountains somewhere near Foix. Apparently, there are bears in the area, although we didn't meet any. Fortunately, there was

a cat under my table to rescue me by eating my very bouncy steak.

We stopped for a rest day in Carcassonne and explored the fortified town. It looks spectacular from a distance, is interesting as a defensive town, but it was crowded with tourists and tourist gewgaw. We ate food in the new town and canal watched occasional boaties struggling with the wind as they negotiated the lock in the canal.

Our next day's ride took us back into Spain and to Tamariu, a beautiful little settlement on the Costa Brava. In fact, we'd crossed numerous times in and out of France and Spain during our northern riding. We rode lots of twisties again, and through the Gorge De Galamus which was spectacular, followed by more cols and twisties – hundreds of them.

Our final day riding was a short one, 170km, seven and a half hours, back to Barcelona. The views along the Costa Brava were stunning, and we stopped for coffee at one of the coast resorts. We rode many more winding curves up into the mountains near Sevu before returning to Barcelona for the end of our ride and final meal together.

This was an excellent ride and a great way to explore the lesser-known routes of the Pyrenees. Thanks, Ian, for sowing the idea and starting the ride. It was great to spend this time together.







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My Bikes

Dave Morris



An informal and true tale in which the author Dave Morris faces the possibility of a bike-less future.

When I was a child, I thought as a child. I played with toys; rode trikes and pushbikes, but oddly enough, not scooters.

Although born in the Capital, I grew up in the Borough of Taradale – now a suburb of Napier. I had barely started school at Hataitai when the move happened. Mother and baby brother went first. Father finished things up at the old address and my other brother and I travelled up in the family car. A 1928 rag-top Austin Seven, with a 747cc engine.

The innocence of a child: I had no idea where I was going or how far it was. The idiom, 'Are we there yet?' (hadn't yet been 'invented';) rings in my ears as I write. Retrospectively, it was around an 8 -9 hour trip, taking in stops for rest and arriving after dark.

Mother had a brother-in-law who was a builder, and he was building the house in Taradale. Father always saw the greener side over the fence and,

coupled with Wellington and his hometown of New Plymouth, had a scanner for wet weather. Perhaps Napier would solve his problem? – Perhaps not.

Compared with the Hataitai bungalow – with a fabulous view of the TEAL flying boats landing and taking off in Evans Bay, - to a brand new house on the (comparatively) recently raised seabed (1931 earthquake), the new house was huge! The mind of this child did not understand geology, (of Taradale) or fantastic views (Of Evans Bay). Now we had a ¼ acre section to play on, instead of a steep small sloping section. Yee-hay! Push-bikes were a-la mode not long after that time. Like the owners, they grew in size to fit the child. I never did have a scooter or a pedal car. We could cycle to school and safely leave the bike unlocked while in class. During the winter, we would steer through the puddles and smash the ice: Crunch!

Like the cycle of day and night, so I attended school and then started work. I used the bus to commute back then. Buying a vehicle was not on my mind and it really never got serious with me. After three years of catching the bus to

work as a window dresser/ shop assistant, there had to be a better life? That was when the Army came to mind. I have no idea where that came from.

Sure, Dad had served in the war-time years with the Air Force, (and he loved it) but other than a distant in-law uncle of mother's, there was no career military background in the family, except for her brother, who was with tanks in the desert, then transferred to the Air Force.

The Vietnam War was on at that time: It wasn't a concern of mine but the terms of signing up had been changed. You could now sign on for three year's active service and a 5 reserve. And that's what I did. Further, I didn't know what I wanted to do in the Army and on the advice of the recruiting Sergeant; I opted for the trade of storeman/clerk. (In hindsight it turned out to be a good choice.) For the military minded, I joined the RNZAOC. I was assigned to Linton Camp, - just far enough out of Palmerston North to need a car.

Now on the subject of cars and driving in general: I had a little experience

behind the wheel. My second experience of driving was an early 1950's Commer truck. But the non-synchronized gearbox involved double de-clutching: That was too much. A 1947 Vauxhall of a friend was my first ever driver training. Besides, looking back now, I had a physiological problem of relating the gearing effect of the steering wheel opposed to the direct movement with handle bars.

So, to cut a long story short, I bought a motorbike for my mode of transport. The very first vehicle I owned was a 50cc Puch scooter. A great little bike but rather slow in the traffic stream. I railed it up home on Christmas holidays. Around this time, I had extensive use of a loaned BSA. I think it may have been a 1951 B31. A couple of years later I was on a 125cc Honda motorbike. This bike, I actually rode up to Napier. Took my time, mind you - I had no choice! Somewhere in this decade I got my car licence. The Transport Department went from a card licence to a book style. And with a motorcycle licence only, I was lucky enough to be up-graded and have the car licence endorsed. So eventually, I learnt how to drive a car in my own time.

Fortuitously it was good timing as around this time, I got married and bought a house in Palmerston North.

Time passes. 12 years later; I am still a soldier; different Camp; different unit. My OC (Officer Commanding) said to me, "Dave you will get your HT licence. We have arranged with Transport Dept. for driver training. You're not much good in this unit without it." It was a 'field force' unit - as opposed to a 'static unit.' So it was thus. Because there was a heavy trailer laundry unit in the Company, its weight required the articulated licence. After the driving training I had car, m/cycle, truck, Heavy trade and also the special wheels (forklift) licenses. (Or 1 through to 6.) I have now recently dropped the truck licenses.

I commuted to work by motorcycle. Back in the '70's the registration cost was affordable. Today it is quite expensive by comparison. Commuting was Japanese bikes of no more than 400cc engine size. Included were, 1975 Honda CB200, 1973 Kawasaki H3, 1973 Triumph Daytona, 1980 'Zuki GN400, and LS400 (Savage). Comments on some of the bikes: CB200 I learnt about stretched chains. H3: very thirsty: Used more petrol than

my 404 Peugeot. Daytona; more time off the road than on it. The GN was a sweetie and the new Savage was worn out in 5 years.

During the Savage ownership, I started to think about a not-new BMW. But they were so expensive. I compromised with myself and looked at 'affordable' BMW's and researched what model would be best suited to my purposes. The answer was an R65. I found a good model out at a farm in the Wairarapa and bought it. It was a great bike in good condition and miles. As I rode it home to Petone, I passed the Harris's Honda shop in Lower Hutt and espied an R80. I stopped and took a closer look at it. - 'Just looking!' It was beautiful; complete with a look-a-like R90S cowling and resplendent in black with pinstripes. Outcome was I bought it. One previous owner was a BMWOR member Lynda. One day she flagged me down and said quite excitedly, 'That was my bike!' I still see her and pass her place when I walk the dogs.

Well, move forward, and BMW Motorrad (Vivian Street) introduce the R1200C range. My first impressions were negative. It was so outside the BMW 'box.'





Well time is a healer, and most of you will know I bought a Cruiser. The maroon (BMW nomenclature: Canyon Red) 1999 registration and had 23,000 Km on it when I bought it. It was reliable and served me faithfully. But recently (in years – say 2013), it developed an occasional noise. As the bike went well and purred along, I lived with it. One theory was the loose inner header exhaust pipe. I had that checked out, and the right side was replaced. But the occasional rattle still did persist: That was not the problem. I lived with it, – ever the optimist.

After the Napier Annual Rally (2017), I had plans to head for Cape Reinga. I set off on a perfect rider's day on Monday morning. The bike was performing well and I made Taupo in good time. At Cambridge I was fed onto the (unknown to me) new Expressway that skirts Hamilton. 19 kilometres later at the north end, I was coming to the end of the Expressway. I de-throttled back and that's when my day changed. A horrible expensive-sounding noise came from the engine. This is it! That occasional irksome noise had come to a head. So the short of it was I took it to the local BMW agent and after a road test, the diagnostic was the gearbox. A loose

cog was sliding on the shaft and knocking on its neighbour. It was possible the gearbox could explode. Dejected, I limped home with back-up plans should the bike fail to get me home. I arrived home and put the bike away to mull things over.

Was it over? I pondered the situation and went through alternatives. I was now retired: Maybe I should put motorcycling in the past: The registration was horrendously expensive; - still is! But touring is the thing I love the best. My lifestyle was going to change out of necessity. I reviewed bikes on TradeMe idly.

Ironically, there were two Independent's listed. Both were immaculate in appearance and mileage. Both were a year apart in age and were the yellow/black colour coincidentally the same as a demo bike I had ridden in 1999. I'm in Wellington and one bike was in Tauranga; the other in Whangarei. There were two main factors/ things that separated them: the Tauranga bike was a fixed price and had an aftermarket, high, high-riser. And a higher kilometre reading. The other has an incredibly low 15,000 kilometres recorded but was further to fetch.

A change of events was

about to unfold. Cheryl said to me, "Would you like a bike for your birthday?"

Have you ever been caught off guard? I was: Totally flummoxed. After recovering all I could say was quite feebly, 'Are you kidding?'

Suffice it to say, I went to Whangarei. I had fellow member Ian inspect it and based on his report, went the extra mile and turned the delivery trip home into a tour over three delightful days. This is my current steed: - Most probably the last.

* * * * *

'What's that dear?

Waffling?!?

Huh? - OK.'

"Copy, boy!"



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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.

Coming Events - Details on our Website

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](#)

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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 [...]

[Find out more](#)

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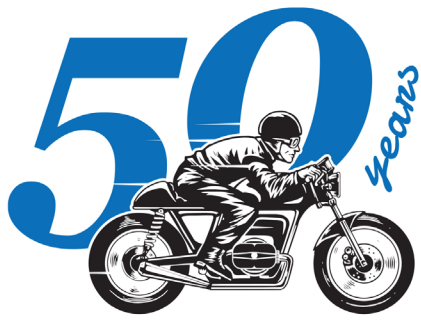
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BMW Motorcycle Club

New Zealand 1975 - 2025



BMW Motorcycle Club
New Zealand



Making Life a Ride!

As part of the 50th celebrations at the 2025 AGM and Annual Rally, we would like 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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