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NEWSLETTER

DECEMBER 2019

BMW Motorcycle Club
Aotearoa New Zealand





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A handwritten signature in black ink that reads "John Baker".





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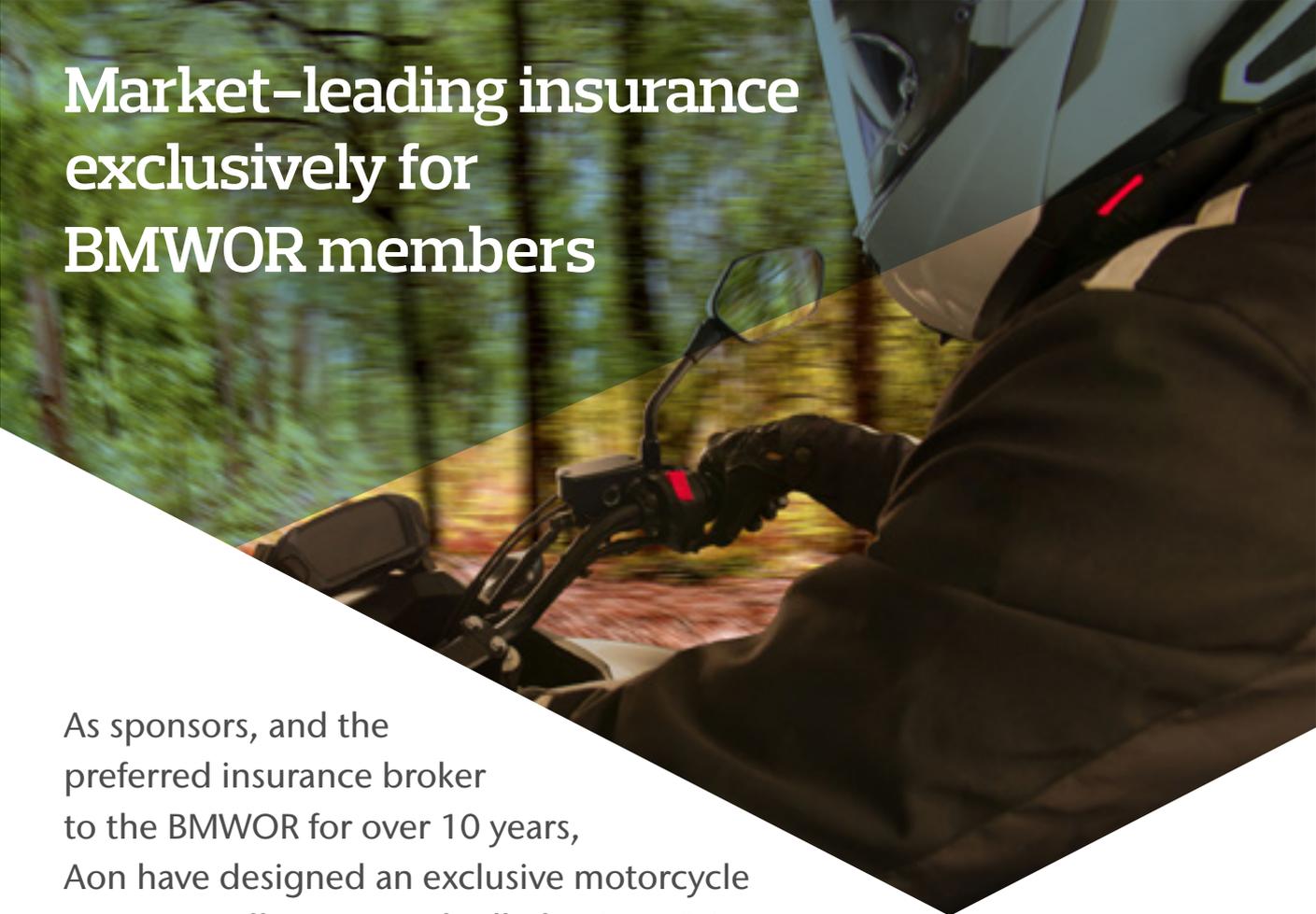
New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

David SAUNDERS	Wellington
Daniel BAROTA	Canterbury
Gavin CAPE	Dunedin

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 25th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

Cover: A Pause on the Molesworth
Photo: Ian Macartney



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Presidents Podium

Garry Williams

Wow, the last newsletter for 2019 – and the decade! I'm not entirely sure how it went by so quickly, maybe it's an age thing, but it's been a pretty full on!

Just got back from the South Island RAG Rally, and what a weekend! Our Otago/Southland Area Rep, Andy, pulled one out of the hat securing Borland Lodge as the venue. The lodge is situated just off the Southern Scenic Route, between Lake Manapouri and Lake Monowai, south of Te Anau.

Thirty eight members and guests arrived on the Friday afternoon, congregating around the courtyard entry to the kitchen catching up over a few beers before dinner and the semi-formal welcome to the weekend.

Many had been travelling for several days, I managed to catch up with Ian Macartney and a crew of around ten others from up north for dinner in Fairlie on the Thursday night. One of the group was game enough to join me for a spin through Mackenzie Pass and the Hakataramea the following morning. Great fun! We re-grouped in Queenstown where I left them to lunch and headed further south to Manapouri where I ran into Grant and Julie Hyde so had company for the last leg of the journey.

On Friday night it started raining, a lot, and it didn't really stop until later on Saturday afternoon. On top of that I came down with a dreadful head cold, which basically wrote me off for the day. I chose not to join the ride over the saddle to the South Arm of Manapouri or into Te Anau and rested up instead. Quite a few did choose to ride, but it probably wasn't pleasant. Although I had planned a couple of days to get home, I left before breakfast to do the 706 kilometers in one hit on the Sunday, and it was glorious!

Nevertheless, it was a great weekend! Thanks to Andy, Victoria and (especially) Rick for all the hard work in the kitchen, the meals over the weekend were just fantastic. Thanks also to everyone who made the effort to get to Borland Lodge, especially everyone from the North Island, that's quite a commitment. It was great to catch up with lots of people I hadn't seen for quite some time and it was awesome to see half our Board members and Area Reps present, and the members participating in the weekend represented all but two of our Areas. There are many great photos and some good banter about the weekend and travels to and from on our club's Facebook group.

The two-night's accommodation format for the SI RAG is making the difference in participation and it's getting bigger each year. We'll be aiming break the 40 mark next year in North Canterbury, with a couple of amazing rides already in the planning for that.

The next round of events will no doubt be local Christmas gatherings. I note some already being advertised so get on in and support your local area event. Here in Canterbury were partnering up with our local dealer, Avon City BMW, to host our annual Christmas BBQ on Saturday 7 December from around 10:00 am. There will be demo bikes in play and we'll sort a wee adventure ride out for when we're done (if we feel like it). Pop on in if you're around.

Jo and I hope to catch up with you in the New Year at the Annual Rally in Blenheim, and we're very much looking forward to the journey north.

It's been a really good year in the main. I thank all the members of the Board for the way in which each has undertaken their responsibilities and particular tasks over the year. We work well together as a team, partnering up and bringing our collective strengths to our purpose. I'm delighted all of us will be seeing our current two-year terms out, which means there is no need for elections at the AGM in January.

I also want to acknowledge and thank all our Sponsors, our Area Reps, our Editorial team, our Gear Shop administrator and all the other great people who volunteer to help our club operate in the way it does. It is a real privileged to be part of such a great team!

And a big "thank you" to you too. Your commitment to membership of our club is very much appreciated.

No matter how you celebrate it, I wish you all the happiness the Christmas season can bring, and may it follow you throughout the coming year. Wherever your travels take you; have fun and make good decisions!

Garry

BMW Owners Register Risk Management Plan

Introduction:

The BMW Owners Register 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 register members on register 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. Register 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, pillion, and sidecar passengers where required, shall have as a minimum Standards 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. Register members are to go to the aid of any others suffering a mishap.

5. Ride organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for 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 Organiser and or the Register are not responsible for 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 all Road Rules and Laws.

Events Calendar

National Events

Link for country-wide events:
<https://www.mnz.co.nz/events>

Regional BMWOR Events

Northland - *See area Rep.*

Auckland - *See area Rep.*

Waikato -

Our monthly dinner meeting is held on the 3rd Thursday of every month at Cafe Oasis, 35 Duke St, Cambridge starting at 6.30pm. All are welcome to attend whether they arrive on two wheels or 4. We discuss and plan future rides as well as indulge in great conversation on all things bike related.

Our December ride will be an overnigher to Whangamomona on Saturday 14th Dec with return on Sunday. The route & ETD will be sent to all Waikato members this week.

At the November dinner meeting we heard from John Stewart who had recently done an Eidelweiss tour in Spain

on a BMWF750GS. It was great to hear how enjoyable it was for them. We arrived slightly late for the meeting due to riding the Whanganui River Road on the way home from the RAG Rally. It was a long day, but great fun.

Bay of Plenty - *See Area Rep.*

Taranaki - *See Area Rep.*

Rangitikei - *See area Rep.*

East Coast - *See Area Rep.*

Wairarapa/Wellington -

Note – In addition to the events noted here we also undertake 'Impromptu Rides' these are offered via Email to the membership with a couple of days' notice when the weather looks like being favourable.

Nelson - *See Area Rep*

Canterbury - *See Area Rep*

Otago/Southland - *See Area Rep*

North Island RAG Rally 2020

Taylor Lodge, Pokaka, National Park | 3rd - 5th April 2020



BMW Motorcycle Club
Aotearoa New Zealand



The NI RAG Rally is changing.

Taylor Lodge has new owners and I understand that there have been several improvements made.

So this year by popular demand it has been decided to run the event over two nights. Friday the 3rd to Sunday 5th April (Daylight Saving end).

This means that members can now arrive after midday on Friday and spend two nights at the lodge.

The Saturday is all yours to play with as you wish. There are many interesting rides to undertake and sites to visit in the National Park area. Whakapapa, Turoa, Pureora Forest (geographical centre of the NI) and Te Porere Redoubt to name a few.

Meals:

Friday dinner, Saturday breakfast and lunch are your responsibility but the kitchen will be available for those that wish to use the facilities. Saturday's evening meal will be as in the past - Sumptuous roast meats will be provided with members to bring along vegetables for the communal pot.

Drink:

BYO.

Cost:

\$30.00 per member and \$60.00 per invited non-member.

The Registration Form is shown below and is also available by clicking [HERE](#)

Any questions please contact:

Robin on:

021-724859 or treasurer@bmwor.org.nz



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REGISTRATION FORM - RAG RALLY

(North Island)

Taylor Lodge, Pokaka

Fri 3rd - Sun 5th April 2020

Name/s			
Address			
Email			
BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
<input type="checkbox"/> BMWOR Member		\$30.00	
<input type="checkbox"/> NON BMWOR Member		\$60.00	
<input type="checkbox"/> RAG RALLY Badge		\$15-00	
TOTAL			

Cancellations - Registration fee is non-refundable. Special applications may be considered.

<p>Please mail all Registration Forms -(including cheques made payable to BMWOR) - to:</p> <p style="text-align: center;">BMWOR - NI RAG RALLY</p> <p style="text-align: center;">P O Box 109-245</p> <p style="text-align: center;">Newmarket</p> <p style="text-align: center;">AUCKLAND 1149;</p> <p style="text-align: center;">Or</p> <p style="text-align: center;">SCAN and EMAIL to: secretary@bmwor.org.nz</p>	<p><u>Payment by Internet Banking</u></p> <p>BMWOR Event Account 03-1519-0034447-01</p> <p>NB - This is NOT the sub- scription account</p> <p>Please reference with: SURNAME, BMWOR Member # NI RAG Rally</p>	<p><u>General enquiries to:</u></p> <p style="text-align: center;">Rally Coordinator Robin Wood 06 355 0911 021 724 859 treasurer@bmwor.org.nz</p> <p style="text-align: center;">Registrations close: Friday 20 March 2020</p>
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DISCLAIMER: This Rally will be run under the BMW Owners Register Risk Management Plan as in the club's official newsletter.
By registering for this event participants agree to abide by all the conditions of the said Management Plan

Area Reports

Waikato

Post RAG Rally Adventures

There will be many reports, plus the stream of Facebook posts on the RAG Rally at Borland Lodge earlier this month. I will not add to those except to say that we carried a tent and camping gear all the way round the Sth Island and never used it once. The rides that we did were superb, the company was great and the highlight was probably the Marouia Saddle Rd, which was good fun despite not having heated grips and it being 4 degrees.

We did 3802 kms to get down and back, and only took off our wet weather gear on the ferry crossing back to the Nth Island.

Leaving Wellington at 9am on Thursday morning we decided to take the route via Whanganui. As the Parapas were still closed we took the Whanganui River Rd to Raetehi, and discovered that due to heavy traffic they are reinforcing the bridges and therefore some stoppages ensued. The weather was very hot – a total change from the RAG. We stopped to boil the billy and have a cuppa, with lovely views of the mountains.

Paul Quilter - # 1918



In the last few days we have decided to run an impromptu ride on 27 November over the Gentle Annie- this was the ride we cancelled on the 10th. During last summer, a group of us had explored a gravel section which could be included in this ride. You depart SH1 just north of Utiku (Gravity Canyon turnoff) and head in to Taoroa Junction. Turning north west here you are soon on gravel.

The road eventually takes you through Mangaohane Station and joins the Gentle Annie road near Ngamatea Station. We completed the trip that day by riding back through Waiouru, Ohakune, Raetihī and then down to Whanganui via the Parapas. We're scheduled for a later start on the 27th so will probably leave it to another time to include that gravel section in our Gentle Annie ride.

One event that did go as scheduled was our Christmas function. This was a barbecue on Sunday 24th.

The members that attended enjoyed a feast of chicken, ham, venison, salads etc in the environs of Barbara's superb garden. To finish on a spectacular note Sue had prepared chocolate eclairs and pavlovas topped with kiwifruit and strawberries. Thank you ladies!

Barry Petherick - # 3104



East Coast

On Tuesday 29 October a group of 18 people enjoyed a most enjoyable dinner at Napier's Portofino Restaurant. We were honoured with our guest from the big smoke, Al Keane, who was spending some time with Folker Liebenow.

In the photograph the happy diners are, from the left: Pam, Al, Carole, Peter, Les, Robert, Stella, Walter, Bronwen, Folker, Marilyn, Maria, Xan, Tony, John, Leonie and Alison.

John Wuts - # 1867



Rangitikei

This year, 2019, has been a frustrating one weather wise for us with adverse weather cycles hitting several of our scheduled ride days resulting in several cancellations and a postponement. Most recently our November ride was cancelled.



Area Reports

Wellington/Wairarapa

Club Night was on Monday 11 November at the Petone Working Men's Club we had the usual turn out of regular attendees two, Dave T and Chris S, were both on their respective ways South to the South Island RAG rally.

The overnight gavel ride to Ohakune was discussed which due to a navigational error was not fully completed with main part of Turakina Valley still to be ridden. The ride was for those members who had expressed an interest in Peter Tibbs's Gravel Road Riding training, there were 6 of us that went on this ride. A full report has been written and appears elsewhere in this Newsletter.

Now that the weather has improved this training has continued based out of the Tibbs's Garage and we have had 3 Saturday sessions and rides.

The November Monthly Club Ride consisted of 3 members and two bikes Ken W, Peter & Jenny N assembled at the BP Mana and departed at 09:30 up SH1 with the first stop at Shannon for coffee. Outside were two other BMWs parked so as a fellow biker and as Area Rep I talked to these guys, both are in the late 50s early 60s age group. Both had done a lot of motorcycling not on BMWs though. I invited them to join the Club, they both live in the Kapiti Area gave them a card each and encouraged them to have a look at the website. Both seemed interested but we will wait and see and were encouraged to phone me if they had any questions.

Our ride continued over the Pahiatua Track through Pahiatua and onto the Pahiatua - Pongaroa Road. Riding

over the ridge between Makuri and Pongaroa we were hit by strong North westerly wind gusts that made riding a bit more interesting. There was an array of motorcycles parked outside the Pub and Ken recognised a number of the dozen or so riders who turned out to be members of the Wellington Ulysses Club on their Monthly Ride.

After lunch we set out down Route 52 then onto the Whangaehu Valley Rd, Bideford Rd to refuel at Faulknors in Masterton where it was very warm with the ambient temperature gauges showing 30 degrees. We continued South on SH12 getting into the usual Sunday traffic stream over the Rimutaka Hill and into the Hutt Valley. The traffic tailbacks got worse as we progressed not assisted by drivers dawdling off from the front of the queue at the lights. Our homeward ride took us over the Haywards Hill Road which is undergoing major work no doubt as preparation for the opening of the Transmission Gully road next year.

The ride for Peter & Jenny home to home was 393kms with great company of the well-travelled, Ken W and meeting some fellow bikers from the local Ulysses Club.

Peter Nash - # 3184

Nelson

Nelson's October ride was cancelled due to severe weather and a few of us met up at Squires Cafe in Stoke for Brunch and a catch up.

Kevin Hewitt - # 3376

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BMW F 900 R and F 900 XR set for local introduction in first half of 2020

5th November 2019

- All new F 900 R and F 900 XR expand BMW product range in popular adventure sport segment
- Set to arrive in Australia during first half of 2020
- Both models based on powerful shared backbone while offering different character and positioning

The all-new F 900 R and F 900 XR that have just been revealed to the world at the International Motorcycle Show in Milan will be introduced to the Australian market in the first half of 2020.

The new dynamic roadster from BMW Motorrad combines sports-style, aggressive design and inspiring performance via enhanced engine output, torque and sound.

Both the F 900 R and F 900 XR deliver high levels of versatility and suitability for everyday riding while offering ergonomics that are designed to appeal to both experienced riders and newcomers.

BMW F 900 XR – a genuine “XR” for the mid-range

“XR” stands for an uncompromising mix of sportiness and touring capability. Having established this family with the BMW S 1000 XR, BMW Motorrad is now expanding it with the addition of a mid-range model.

The F 900 XR also demonstrates easy mastery of the adventure sport segment’s key qualities: sporty riding dynamics combined with upright, GS-like ergonomics, outstanding long-distance and passenger suitability and a design that conveys a distinct sense of character.

The new F 900 XR also benefits from the technology transfer from the upper class: Adaptive Cornering Light, Keyless Ride or Intelligent Emergency Call are all unique features in the mid-range segment.

As well as providing an option for sporty riders, the XR is also aimed at newcomers and motorcycle returnees due to its easy accessibility, low minimum seat height, A2 capability and attractive entry price.

Benchmark technology and enhanced riding dynamics

The F 900 R and F 900 XR set the technological benchmark in the mid-range segment with their level of standard equipment, including Connectivity and LED all round as standard and their wide range of optional extras. These extras in some cases are unique in this class and include Adaptive Cornering Light, Keyless Ride, Dynamic ESA, Riding Modes Pro, Shift Assistant Pro, Intelligent Emergency Call, ABS Pro, MSR, DTC, DBC and RDC.

Drive comes from a 2-cylinder in-line engine with increased capacity and power along with new engine drag torque control.

This unit, which was first introduced in 2018 on the F 850 GS, also provides enhanced riding dynamics.

It now produces 77kW and an even fuller torque curve thanks to an increase in capacity from 853cc to 895cc. It complements this with an evocative sound, which is the result of an ignition distance of 270/450 degrees and a new underfloor silencer system.

In addition to the standard anti-hopping clutch, the new F

900 R and F 900 XR can be fitted with engine drag torque control (MSR) for the first time. This prevents the rear wheel from slipping as a result of abrupt throttling or downshifting and thereby ensures even greater levels of safety.

Adjustable riding modes elevate character

The new F 900 R and F 900 XR offer the “Rain” and “Road” riding modes as standard, while ABS and ASC Automatic Stability Control are also offered at the base specification level.

Ex works option “Riding Modes Pro” allows the sporty characteristics of the new F 900 R and F 900 XR to be fully realised.

The additional riding modes “Dynamic” and “Dynamic Pro”, Dynamic Traction Control DTC and banking capable ABS Pro are available, along with Dynamic Brake Control (DBC) and the new engine drag torque control (MSR).

Advanced construction including a world first

The new F 900 R and F 900 XR make use of a steel bridge frame that integrates the engine as a load-bearing element and a fuel tank that is now back in its classic position in front of the rider.

Front wheel control is handled by an upside-down telescopic fork, while the rear wheel is guided by a double-sided swinging arm with central suspension strut.

The lightweight plastic-welded fuel tanks with a capacity of 15.5 litres (F 900 XR) and 13 litres (F 900 R) are a world first in motorcycle construction.

The bolt-on steel rear frame has also been newly developed for the F 900 R and F 900 XR in order to create a visually short and slim rear. While the new F 900 R is a dynamic roadster focusing on sporty use and therefore shorter spring travel, the new F 900 XR – with its somewhat longer spring travel – offers a noticeable increase in comfort and therefore an even wider range of potential uses.

BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment), which is available as an optional extra, further enhances the dynamic riding experience and riding comfort. The system allows damping of the rear spring strut to automatically adapt to the conditions depending on the riding state and manoeuvres.

The Adaptive Cornering Light is unique in the mid-range segment as part of the optional extra Headlight Pro, while powerful LED lighting units are offered as standard equipment.

Even greater safety is provided by the Adaptive Cornering Light as a component of Headlight Pro, which is unique in the mid-range and comes as an optional extra ex works. The rider can benefit from improved illumination of the road when cornering for even safer riding at night.

Colour 6.5-inch TFT screen with BMW Motorrad Connectivity offered as standard

BMW Motorrad developers attached great importance to optimum readability for the instrument cluster, even in difficult lighting conditions.

In addition, information diversity, display quality and user-friendliness were developed to maximise the experience for all riders.

Graphics on the screen are visually adapted to sporty on-road riding, while additional core screens are available in conjunction with the optional Pro riding modes.

The standard BMW Motorrad Connectivity is a unique feature in the mid-range segment, offering the ability to conveniently talk on the phone, listen to music or navigate while riding.

Thoughtful ergonomic features

The F 900 R offers a particularly sporty, active seating position while the F 900 XR delivers an impressively active yet relaxed riding position for touring and travelling.

The front fairing, which includes an adjustable windshield, combines a sporty look with sound rider protection.

Various low and high seats along with the optional lowering feature also allow individual adjustment to various body heights.

Colour and style options

Three dynamic colour and style variants are available for the new F 900 R and F 900 XR that allow the rider to personalise to their taste and preferences.

The new F 900 R is available in Blackstorm metallic, San Marino Blue metallic and Style Sport in Hockenheim Silver metallic/Racing Red.

In addition to Light White, the new F 900 XR offers two Style variants: Style Exclusive in Galvanic Gold metallic and Sport in Racing Red.

Highlights of the new BMW F 900 R and F 900 XR:

- BMW F 900 R: the dynamic roadster for purist riding fun
- BMW F 900 XR: a genuine "XR" for the mid-range
- Powerful common backbone integrates the developed 2-cylinder in-line engine with an increased capacity of 895 cc (previously 853 cc)
- Further enhanced output and torque: 77 kW at 8,750 rpm and 92Nm at 6,500 rpm
- More than 87Nm torque in the relevant lower speed range from 4,500 to 8,500 rpm
- 35kW version available for licence class A2
- High level of running smoothness due to two opposed counterbalance shafts
- Two riding modes "Rain" and "Road" as well as ABS and ASC as standard
- Riding Modes Pro with two further riding modes as well as Dynamic Traction Control (DTC), ABS Pro, Dynamic Brake Control (DBC) and engine drag torque control (MSR) as ex works options
- Steel bridge frame for optimum rigidity, robustness and riding precision
- Newly developed slim steel rear frame
- World first in motorcycle construction: light, plastic-welded fuel tanks with a capacity of 13 litres (F 900 R) and 15.5 litres (F 900 XR)
- Front upside-down telescopic fork and aluminium double-sided swinging arm with rear central suspension strut
- Spring travel: 135mm (F 900 R) and 170 mm (F 900 XR) at front, 142mm (F 900 R) and 172mm (F 900 XR) at rear
- Electronic suspension adjustment Dynamic ESA at rear

as an ex works option

- ABS Pro for even greater safety when braking at an angle as an ex works option
- Sophisticated ergonomics and numerous seat alternatives
- Fairing with practical wind and weather protection and adjustable windshield (F 900 XR)
- Adaptive Cornering Light unique in the mid-range as part of the ex works option Headlight Pro
- Perfectly readable colour 6.5-inch TFT screen with BMW motorcycle connectivity as standard
- Powerful LED lighting units all round as standard
- Intelligent Emergency Call as an ex works option for swift assistance in emergency situations
- Keyless Ride for convenient activation of the locking functions by remote control as an ex works option
- F 900 R in dynamic roadster design with muscular front section, aggressive headlight graphics and short, slim rear section
- F 900 XR in Adventure Sport look with striking contours and sporty, dynamic fairing
- High-quality workmanship down to the last detail
- Three powerful colour and style variants each for unmistakable roadster and adventure sport characters
- Extensive range of optional extras and Original BMW Motorrad Accessories as well as rider equipment

Nick Raman

**Product Communications Manager
BMW Group Australia**



2020 BMW F 900 R and F 900 XR

The all-new F 900 R and F 900 XR that have just been revealed to the world at the International Motorcycle Show in Milan will be introduced to the Australian market in the first half of 2020.



2020 BMW F 900 R (Red) & F 900 XR (Yellow)

Gravel Rider Training – Overnight Ride to Ohakune

An overnight ride up the Mangamahu, Fields Track and Whangaehu Valley Roads to Ohakune and returning down the Turakina Valley Road the following day, had been in mind for some time.

As the weather had started to improve it was decided to seek expressions of interest from Peter Tibbs's Gravel Road Riding Training Group for this ride over the weekend of 2 & 3 November and 7 riders involved with this training put their hands up. Accommodation was organised at the Ohakune Top 10 Holiday Park for the Saturday night.

For once the weather gods came to the party and provided a stunning weekend with both days being sunny and warm enough to remove a layer of clothing and to take some great photos and video of these backroad landscapes.

One of the riders had to pull out at the last minute due to a medical issue, the other Wellington based riders gathered at the BP Mana Service Station for the 08:30 departure for Sanson to link up with Peter Tibbs also for fuel and coffee.

Peter N had an interesting experience along the way when one of the bolts holding the front disc brake assembly to the forks went AWOL and the whole disc brake unit moved effectively ending the use of the front brake. This was discovered when needing to stop at a Compulsory Stop. Fortunately, a guy was found adjacent to a Mechanical Vehicle Workshop in Bulls, who was able to provide a bolt that was the right size and length, so the front brake was back in action.

The ride continued and we turned onto Warrengate Rd and went through Fordell and along Kauangaroa Rd and then onto Mangamahu Rd. About half of the ride on the Mangamahu Rd is on the seal, and in the words of Peter Tibbs 'has been bugged', it winds through some rugged hilly farmland and follows the Whangaehu River which is infamous for causing the Tangiwai rail disaster on Christmas Eve 1951. The sides of this road as it follows the river is grey papa which continues to crumble and fall across the road. The unsealed part of this road in places is quite narrow with high 'drop offs' into the river. Given where this road is there were numerous instances of wandering stock consisting of sheep, cattle and goats at one point some of the riders noticed a goat up a tree. The northern end of this road is where it joins the Burma Rd which connects with the Fields Track also where the 'hole in the wall' is in the sheer cliff on the Western side of the river. The group stopped at this point for a leg stretch and to photograph the hole.

We rode up the Fields Track turning onto Oruakukuru Rd which is half gravel and the Western half is sealed and then onto the Parapara Rd, this intersection is 8kms north of where the major slip is that has closed this road for an indefinite period. We rode into Raetihi for a late lunch and to refuel for Sundays ride.

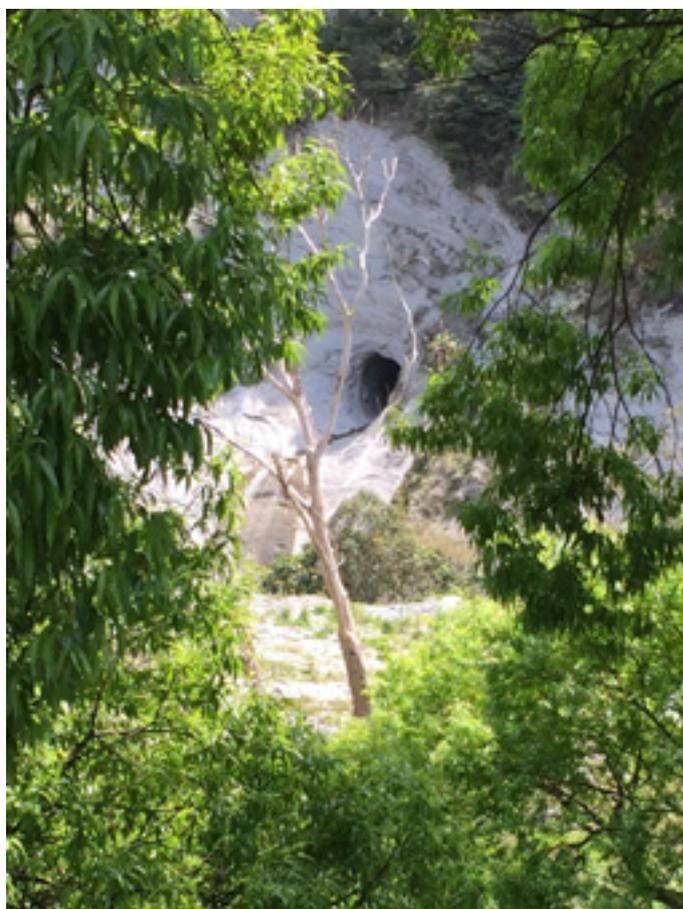
After lunch we had a quiet ride through to the Top 10 Holiday Park in Ohakune and booked into our accommodation. Four of us were booked into one fully serviced Unit at a cost of \$48 each while the other 2 riders were booked into separate Units. Two of our riders decided to ride up Ruapehu the rest of us had already changed out of our riding gear and gave it a miss.

We had dinner at the Rocky Mountain Pub where membership of the Top 10 Holiday Park Club gave us a 10% discount the food and service, was very good and the Pub had a friendly ambiance.

Later in the Evening we watched Rugby World Cup final.

Sunday 3 November started out clear and fresh and we returned to the Rocky Mountain Pub for breakfast which was again very good. Some of our riders photographed Mt Ruapehu as the sun came up this was a spectacular site so photos should be memorable.

We departed Ohakune after breakfast and headed for Tangiwai for the start of the ride down the Turakina Valley by this time the temperature was starting to warm up. It didn't take long to get onto the gravel which was a thin course layer spread right across the road with no discernible car tracks to use. Given the level of experience for most of the riders



this was quite a challenge. An error in navigation by Peter N saw the group go off course at Colliers Junction and head East on Ruanui Rd then Mataroa Rd ending up on SH1 north of Taihape. The map on the GPS was correct however, the stopping and waiting for riders to catch up some how the warning of being off course was missed. A group roadside meeting decided to not return to the Turakina Valley Rd leaving that part of the ride for another time. We continued South on SH1 and Tibsy led the group inland Eastward over the following roads, Toe Toe Rd, Potaka Rd, Kawhatau Valley Rd, Ruahine Rd, Te Para Para Rd which the riders through very scenic country. We stopped once to view and photograph a broad landscape, ultimately ending up on Main South Rd and a coffee stop at the Apiti Pub.

One of the riders (Peter N) had a family function to attend so after coffee he headed off leaving the rest of the group to have lunch and then make their way home.

Feedback, in spite, of the navigational error, has been positive with one rider noting that his confidence level on gravel had risen.

For the writer the home to home distance travelled was 633kms with a great group of fellow riders. A ride to pick up



the major part of the Turakina Valley missed, will be organised as a Day ride in the future.

Stu Low was one of the riders for this event and his video of a part of the Whangaeahu Valley road can be found at: <https://youtu.be/BUeApwdJr64>

Peter Nash - # 3184



Lindis Pass, fresh dusting of Snow. Returning from the SI RAG. Ian Macartney

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That was the Rally that was

So Friday 15th November finally rolled around, and I escaped work at lunchtime so the two of us could head west from Dunedin to the Borland Lodge. Warm and dry leaving home, gradually windy and cooler but the spots of rain didn't start until we were on the gravel almost within sight of the destination.

Friends old and new arrived as we watched the school group from Gore depart after their week of fun, allowing us to settle into the cabins, bunkrooms, and spacious kitchen. You do the maths in your head, check the estimates with a trained expert, but when you actually see the food for 44 people for a weekend it looks like rather a lot... Thanks to Bob and his capacious truck the food was on site, and thanks to Rick and his magnificent mentoring we managed to turn it into a series of delicious breakfasts and dinners for 42 (one medical call-off and one unfortunate breakdown en-route; bad luck chaps). Note for next time: more bacon, fewer lettuces. Play to the audience.

I'd have to say the weather was the weakest part of the organization; every time the sun started to peep through and



A few of the bikes outside a few of the rooms



I hope that wasn't the queue for breakfast...

I toyed with an assault on the Saddle, the rain would dampen my enthusiasm within moments. I believe some hardier souls ventured up, but two up on an 1150GS didn't tempt me when the top was above the cloud line. We didn't give prizes, but if we had then one would have gone to the person who rode to the edge of Fiordland with two pairs of waterproof trousers and no matching jacket. Fortunately an Outdoor Education center is a good place to borrow such a thing. One thing I'll credit the weather with: it made the southern African tours Nicole told us about before cake on Saturday evening seemed even more tempting.

South Island RAG 2019. Thank you to everybody who came and thank you for having a good time. I was impressed by how many and how far. Thank you to everybody who helped, in advance and over the weekend. And thank you to Raewyn and Alan for running such a welcoming place in marvelous surroundings, and for taking us all in their stride.

Andy Hutcheon - # 2842

Otago/Southland

The Tortoise and Hare group travelling to the RAG Rally.

Tuesday; Various locations - Culverden:

The North Islanders (Chris, Jeff, Ian, Paul, Joy, Stephen and David) crossed over to the South Island and were due in Picton around 1pm.

Revti and I (Kevin) went to Blenheim early to finalise some things for the 2020 Annual Rally. Dale and Raefe also went to Blenheim slightly early and checked out Beatnik Motorsport Ltd.

Revti and I travelled into the Molesworth via the seal to Awatere Valley. When we got to the beginning of the Awatere Valley Road the clouds were very black and stormy looking. We stopped so that Revti could put on his wet weather gear and it was lucky we did because it was rather wet up to the



Molesworth

first saddle. I am pleased to say that my new Rallye 3 Pants and Helite Jacket stood up to the challenge and I remained warm and dry. We stopped at Cobb Cottage basking in glorious sunshine for a late picnic lunch and waited for the others to join us.

The others split into two groups in Blenheim. Jeff and David went to Culverden via Kaikoura and the remainder came over a very wet Taylors Pass into the Awatere Valley and met up with us at Cobb cottage.

After a brief catch up and hello's we continued on through the Molesworth to Hanmer Springs. We left Cobb Cottage and found that a grader had been through and made a bit of a mess of the road. At the Junction of Jacks and Jollies Passes we split into two groups and regrouped in Hanmer. Then it was on to The Culverden Hotel for our accommodation for the night, \$60 each. The food was average, but edible and the rooms were very basic and looking back at the rest of the trip, overpriced.

Wednesday; Culverden - Kurow:

We awoke to a glorious sunny day and had our very basic budget breakfast in the communal hallway of the accommodation. After fuelling up we headed to a cafe in Amberley for some quality caffeine and more food. Dale had come down with the lurgy and took the opportunity to inflate his pillow and kip by his bike whilst the rest of us refuelled our bodies.



Coffee n T in Amberley

Next stop was the Scenic 73 to Fairlie where we had some delicious pies for lunch and a rest stop at the bakery.

We continued to Kurow via the McKenzie Pass and Hakataramea. The last 5km of the MaKenzie pass was very challenging deep gravel that behaved like sand. I was glad to get through that without incident, and Dale later commented that this was the highlight of his trip. We regrouped at the end of the pass before heading into the Hakataramea. Raefe overshot the junction and travelled some distance before his instincts kicked in and he realised he was heading in the wrong direction, with Ian in hot pursuit.

There was one rather interesting ford crossing before the summit of the Hakataramea that had a couple of small boulders in it. David went through first (on the right) and managed to bounce through. I stopped and observed the bed, picked a line on the left, shouted to myself momentum is your friend (as Dale keeps telling me) and went for it looking at David up the slope, and made it through nicely. Unfortunately Joy got through only to come off on the other side, fortunately with no damage to her or the bike. Revti didn't have enough momentum either and came to a standstill in the middle of the ford. I waded in and helped him across. Then Paul and the others came through without incident. We regrouped at the gate on the summit. Once we were down in the valley we got held up for a while with a farmer moving his flock of sheep,



Hakataramea

it wasn't a problem, just a nice short rest surrounded by pleasant scenery.

Our destination for the night was the lodge at Kurow Campground, a bargain at \$35 each. Some went out to the pub for dinner and others stayed and ate their camp meals. We had a good evening of socialising and planning the next leg of our trip.

Thursday; Kurow - Pounawea:

David, Paul and Joy decided to stay for another night and do some local exploring.

It was another glorious sunny morning. The rest of us headed off to the Danseys pub via Danseys Pass and sat outside having morning tea/coffee.



Dale - Dansey's Pass



Dansey's Pub

Ian and Jeff headed off to Dunedin via Palmerston. This was to be the end of Jeff's trip as he had some final drive issues and called into the Dunedin Dealership. The rest of us headed to the Old Courthouse Cafe in Alexandra for lunch via the

Ida Valley and Ophir. During lunch Stephen suggested a short 5-15km dirt excursion via the East Bank of the Clutha to Beaumont and that it would be very easy. I declined and headed to the Beaumont Pub and waited for them to catch up. It turns out it was a 40km (reliably informed by Revti) excursion through some muddy terrain and ruts! But by the sounds of it all had a blast, even though Stephen had a small oops.



Mud Challenge - Beaumont



Ida Valley - Omakau Road Lookout

Several members of the group wanted to check out the ferry at Tuapeka Mouth which didn't open until 4pm. We had refreshments whilst waiting and Stephen had a whitebait sandwich. We got to the Ferry at 4pm via the West Bank of the Clutha. The river was swollen and by 4.15 it was obvious that the ferry was not operating. The clouds were getting very black and a clap of thunder threatened as we waited by the ferry. Stephen headed back to Dunedin via Beaumont to catch up with his son Aaron and was greeted with heavy rain soon after departing. The rest of us headed to Balclutha and onto Pounaweia, and we even managed to avoid the rain. We stayed at the campground on the waterfront, at the very end of the road. Nice comfortable beds, \$30 each.

We headed back into Owaka for something to eat. We came across this very helpful fella that pointed us in the direction of some good takeaway grub next door to the Old Bakehouse. He opened up the Old Bakehouse which currently houses art, and put on a heater for us to sit and eat our grub. This food cart did good reasonably priced food, fish and chips etc, plus Japanese curries. The owner of the Old Bakehouse even offered for us to stay there if we had not already booked anywhere.

Friday; Pounaweia - Borland Lodge:

After breakfast we had a fantastic walk through native bush down to the estuary. We walked along the waterfront back to the campground over a mixture of lush vegetation, sand and shells. There was also in places a seaweed that resembled used toilet paper (quite weird).

First stop today was Niagara Falls, if you haven't been there don't bother it was an anti climax! Next stop Curio Bay. This



Revti - Curio Bay



Pounaweia Walk - Dave, Revti, Chris, Raefe

has changed a lot since I was there last (in 2006). There is now a modern information building and cafe, the campsite has also been modernised with actual pitches and a road going through up to a lookout. We had a caffeine break before taking a walk to the Petrified Forest. We had timed the tide perfectly. It was rather disappointing and upsetting to discover how much of this treasure had been robbed by tourists since I last visited. We went up to the lookout next for some photo opportunities.

As we came out of the Catlins and got closer to Invercargill the wind got quite strong. In Invercargill we stopped at the Motorcycle Museum Cafe for lunch. It was reasonably priced and very good portions, even I couldn't finish my egg and bacon scone. After a good rest we went to the supermarket for supplies only to find out that they don't stock alcohol here, so we went to the first liquor store on the way out of town. We headed to Borland Lodge via Tuatapere. After Tuatapere Chris, Raefe and Dale got quite a distance ahead of Revti and me. Revti overshot the turnoff, so I had to race up past him and turn him around. I was busting for a pee and stopped at the Monowai School, and also checked the map. When I returned to my bike Chris, Dale and Raefe had re-appeared. It turns out Chris' GPS lied to him and they missed the turn



Borland Lodge

off and carried straight on. It was now a short ride to Borland Lodge and we had been blessed with sunshine all day!

I will leave this part of the story to the Organisers of the Rally, but a fantastic weekend was had by all catching up with old friends and making some new ones. And a big thanks to Andy and his team for organising and catering this great weekend.

Sunday; Borland Lodge - Omarama

After breakfast and farewells the team minus Stephen headed in two groups to Omarama Top10. For the first time this trip we headed off in moderate rain, but less than an hour down the road we found the sunshine. After refuelling in Kingston Dale, Chris and Raefe went over the Crown Range to meet up with the Northland group for lunch. I headed through to Cromwell to catch up with an old friend and was treated to a yummy home cooked Sunday roast. We all caught up in Omarama late that afternoon. Soon after I arrived Ian took Chris and I to visit the Clay Cliffs. I have always admired them from a distance, but got up close and personal this time, thanks Ian.



Ian & Chris - Clay Cliffs



Omarama

For dinner most of us cooked up our camp meals. Gretchen, Tony and Peter also came to Omarama via Wolter Peak and the Catamaran.

Monday; Omarama - Hanmer:

We woke up to yet another sunny day, but heavy rain overnight had dumped a good amount of snow on the mountains. David, Revti, Ian and I took the very picturesque road route to Fairlie and were spoiled with the stunning views of snow-covered mountains. A salmon pie was the order of the day at Fairlie bakery, yummy. Dale had one on the way down and couldn't stop raving about it. David waited for the others to catch up via the Hakataramea.

Ian, Revti and I headed to Geraldine and stopped for fuel at Z. I suggested to Revti to don his waterproofs as the sky was getting very black. In fact it is probably the blackest daytime sky I have ever seen (we later found out that a tornado had ripped through Christchurch about this time). We then



Lake Tekapo

continued to Mount Sommer's Village, somehow we missed the rain, but the roads were very wet. It was dry and sunny in the Village, we stopped at the local store for a toasted sandwich and cuppa.

We had a short fuel stop in Amberly and then through to Hanmer with glorious sun all the way. The three of us treated ourselves to a nice self contained cabin which was very reasonable at \$63 each (especially when compared to Culverden). Revti and I went for supplies and came back with beer, wine and pizza. We all had a beer and Revti went to the hot pools, where he met up with the others. Ian and I decided another beer was a better option. After some beers Revti returned and we had pizza and wine. We were joined by David, Paul and Joy, Dale, Raefe and Chris during the evening.

Tuesday; Hanmer - Various:

Ian and I went into Hanmer for a decent feed, and Revti had the last of his muesli. We bumped into Raefe on our way back and pointed him to the cafe we had just been to. Chris and Raefe headed back home via the Molesworth, and the rest of us headed to Murchison. Revti and I took the sealed route and the rest went via Maruia Saddle Road. Joy lost momentum in one of the fords and came off, Dale was in a hurry to get to her aid and he almost set off his air vest forgetting to unclip. Joy and the bike were unscathed, it does however highlight the importance of travelling with a buddy, particularly when going off the beaten track.

We had a rest, refreshments and farewells at Rivers Cafe in Murchison. Revti and I headed home via the seal and everyone else went on the gravel via the Braeburn.

It was a fantastic week away, and with particularly great company. I also successfully transported my tent around the South Island unused, which won't be going on the bike again if travelling in a group as tent sites can actually be dearer than shared accommodation.

Kevin Hewitt - # 3376



SI Rag Rally Trip on a KTM 450 Trail Bike (In Company with a DR 650/Triumph Tiger 800)

10 days (2900kms) as much Gravel as we could find (given the weather and water levels in the Rivers). Didn't get to do Omarama Saddle or the Nevis route largely because of weather, but have to leave something for next time. Lots of beers, lots of Riding, lots of Camping, and most importantly lots of fun!! Wasn't sure how comfortable I'd be on 450cc Trail bike, but it was a blast!!

Day 1) Wakefield-St Arnaud – Murchison via the Braeburn track -Maruia Saddle Track- Private Track thru MacDonald's Downs Station. Lees Valley track (camping on 1st night!)



Day 2) Inland Coastal Highway to Fairlie- Mackenzies Pass Track-Hakataramea Track to Kurow. Then Thru Danseys Pass and camped at Kyeburn Diggings. (100% camping) !!

Day 3) Crossed Dunstan Plateau from the NE to SW via Lake Onslow (beautiful and very remote) Entered at Pateroa Exited at Miller Flat. Then largely Gravel- Back country roads to WaiKaia (camp-ground) . Met lots of friendly drunk locals in the pub :)

Day 4) Mixed Back Country Roads to Lumsden (not Much Gravel today) then SH 94 to Manapouri-Borland Lodge for BMW RAG Rally. Quick Side trip to visit Lake Monowai.

Day 5) Group BMW ride to South Arm of Lake Manapouri over the Borland saddle took every side detour track on the way back. Wet day!!

Day 6) Sun End of BMW Rally, ticky tour of the South Coast dodging the Rain Coming from Fjordland. Colac Bay/ Riverton (for Lunch) -Visit to Invercargill- Back up to Lumsden (camped overnight Very windy!!)

Day 7) Mon: Fuelled up and Rode up the Von Track cold with snow around, then side track up-to North Mavora Lake. Got halfway up to Careys hut 4wd track, very boggy/wet! and



ran out of time, as we had a ferry to catch. Up the track thru heavy squalls to Mount St Nicholas Station, where we caught the Catamaran to Queenstown. Brief stop in Queenstown to pick up some Spares for the KTM. Then Rode on through to Alexandra campground.

Day 8) Alexandra to Thompson's Track, but it was closed for Lambing!! So carried on to the Dansey's again!! To Kurow. Crossed over to North Side of Lake Aviemore and rode around to Lake Benmore Dam. Then up the Private Black forest Station route. Met a group of riders coming the other way covered in Mud, who said the track wasn't great, but we found it to be excellent? Camped along the Shore of Lake Benmore (just outside the Station) 10/10 for a beautiful location.

Day 9) Reports of Storms moving up the country damaging Hail/thunder storms etc. So headed back via Mackenzies Pass, then discovered a New route (Rockwood Road) that by-passes the highway, and is a nice gravel route through some nice countryside, could be linked to Hanging Rock Bridge to form a mostly gravel route to Nearly Geraldine. Then Inland



highway again to Oxford, quick stop for provision and could see black skies and Thunder storms over our shoulders. Made the decision to nip back up the Lee's Valley, and MacDonald's downs station, and we only just escaped the worst of the Weather. Back at the main highway at Waikari, we nipped up the road to Balmoral and Camped for the night. Little bit of rain in the night, and frost on the tents/bikes by morning!!

Day 10) Short ride into Hanmer for Brunch/Fuel. Tried the Rainbow Station Manager's number again to see if we could nip thru, but same answer phone msg saying road is closed. Though we were aware KTM and Ducati Rallies had both passed through, but the gates are locked. So back home thru Molesworth /Taylors pass to Blenheim/Renwick. Quick refreshment stop, then our group of three, Shep Alan and myself. went out separate ways. Me back via Wairau Valley/ Tophouse road to Wakefield, and them via SH6 to Nelson.

Stuart Morgan (Nelson) - #3825.



Time to head home! - Garry Williams, BMW Motorcycle Club New Zealand, Facebook



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Registration Form: 2020 Annual BMW Motorcycle Club Rally

Marlborough Convention Centre, 42a Alfred Street, Blenheim
Friday 24th to Sunday 27th January 2020

Name of registered member		
Address		
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Contacts	Mobile:	Phone:
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BMWOR number	Area		
Name 1:	Number	Cost PP	Total
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Registration: Participation in events over the weekend (Includes Saturday dinner) This provides access to tea and coffee in registration area over the weekend.		\$95	
Friday dinner		\$30	
Sunday dinner		\$40	
Surcharge for Non-BMW members		\$30	
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Rally2020

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Please indicate below if you have specific dietary needs.

Meal requirements	Dairy Free	Vegetarian	Gluten Free	Other:	
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Disclaimer: This Rally will be run under the BMW Owners Register Risk Management Plan as in the register's official newsletter. By registering for this event, participants agree to abide by all the conditions of the said Management Plan.

Final Newsletter Notice of AGM

The 2020 Annual General Meeting of BMW Owner's Register Inc. will be held at **5:00 pm on Saturday 25 January 2019** at the Marlborough Convention Centre situated at 42a Alfred Street, Blenheim.

Any Member of BMWOR intending to bring forward a subject for discussion or to move a resolution at the AGM must give notice in writing to the Secretary on or prior to 5.00pm on Sunday 5 January 2020.

Notices must specify the subject or set out the resolution to be moved in accordance with clause 9.1.5 of the club's constitution and must be dated and signed by the mover and seconder, both of whom must be members of BMWOR. Any notices of resolution submitted after Sunday 5 January 2020 will not be accepted.

The final agenda for the Annual General Meeting, including any notices of motion received from any Members, will be sent electronically or by post to all members at their last known place of address and posted on the Club website fourteen days prior to the meeting.

All Current Board Members were re-elected for further two-year period at the 2019 AGM. No further Elections are required.

A final Notice of the AGM will be sent out on Saturday 11 January and will include details of the business at hand that includes:

- Minutes of the previous meeting,
- Annual report from the Board,
- Financial statements for the financial year, including income and expenditure, balance sheet for the past year and the estimate of income and expenditure for the current year,
- any remits, notice of motion or anything to be included as business beyond that prescribed above that the Secretary has received prior to the 20th day before the AGM (which is Sunday 5 January 2020)

Important Dates:

Subject for Discussion / Remit	5.00pm Sunday 5 January 2020
Final Agenda for AGM	Saturday 11 January 2020
Annual General Meeting:	Saturday 25 January 2020

CLOSING DATE FOR APPLICATIONS 15/12/2019

Marlborough 2020 | Gateway to the South

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BMWOR NZ Annual Rally & AGM

Friday 24th to Monday 27th January | Hosted by Nelson Area BMWOR

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