

NEWSLETTER



MAY
2022



**BMW
MOTORRAD**

**BMW Touring Club
of New South Wales**



OFFICE BEARERS

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president@bmwtcnsw.org.au

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secretary@bmwtcnsw.org.au

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membership@bmwtcnsw.org.au

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mccdelegate1@bmwtcnsw.org.au

WEBMASTER

Vacant position
webmaster@bmwtcnsw.org.au

NEWSLETTER DISTRIBUTION

Tony Conliffe
Tony Wilton
Alison Ashby (during COVID 19 period)

Club Website:

www.bmwtcnsw.org.au

CLASSIC REGISTRARS

South Coast	Steve Treloar	0439 739 876 sthcoastregister@bmwtcnsw.org.au
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	No Current Officer	Please contact the committee if interested in taking this role.
Sydney North	Craig Hancock	0419 557 014 sydneynthregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilshan	0418 978 781 sydneywestregister@bmwtcnsw.org.au

REGIONAL RIDE CO-ORDINATORS

ACT	Dave Ramsay	02 6278 3895 actcoordinator@bmwtcnsw.org.au
Hunter	Rob Tiedeman	0425 777 461 huntercoordinator@bmwtcnsw.org.au
South Coast	Tony Schmidt	0407 494 229 sthcoastcoordinator@bmwtcnsw.org.au
Central West	No Current Officer	centralwestcoordinator@bmwtcnsw.org.au

MEETINGS

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.

CLUB POINT SCORE

<i>Organise a Ride or Event</i>	2
<i>Attend a Social Sip</i>	2
<i>Attend a Social night (Restaurant night, party, etc)</i>	3
<i>Attend a Maintenance Day</i>	2
<i>Attend a Day Ride</i>	6
<i>Attend a Weekend Run or Rally</i>	10
<i>Attend a Long Weekend Run or Rally</i>	12
<i>Self-written Newsletter article</i>	4
<i>Attend a Club Meeting – City Member</i>	4
<i>Attend a Club Meeting – Country Member</i>	6
<i>Attend a Night Run</i>	6



BMW Touring Club
of New South Wales



Ride & Events Calendar

ALL COVID 19 RESTRICIONS WILL APPLY TO ANY RUN PROPOSED. PLEASE CHECK IF YOU ARE CONSIDERING ATTENDING ANY FUNCTION

Regular Events

ALL RUNS THAT INVOLVE LUNCH STOP, SIT DOWN MEAL, COFFEE, WILL REQUIRE PROOF OF DOUBLE COVID VAXINATION. AS PER GOVT. REQUIREMENTS

Wed Weekly Meet at Jerry's Kulnura every Wednesday @ 10am Henning 0457 034 488

2nd Sunday each month Coffee morning and ride from Bolwarra Rob Teideman 0425 777461

once each month Far South Coast (Bega Valley) Steve Treloar 0439739876
RUN WEEKENDS MAY VARY message me if you want to be on the text list.

April events

1 st , 2 nd	Bundarra Pub Stay; one or two day option, Inverell restorers rally cancelled due to covid. Pub stay still on	Rob Tiedeman 0425777461	10
8 th to 10 th	23th Monarchs Outfit Rally Carters Beach via Strathmerton Vic		10
10 th	Sunday Lunch Baxter Park, Nords Wharf. Central Coast. Drag your old bike out and come.	Henning Jorgensen 0457034488	
14 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
14 th to 17 th	Scrapheap Adventure Ride. Gulargambone. Go to www.scrapheapadventureride.com.au	Perry Gilsenan 0418978781	10
22 nd =24 th	28 th Cane Toad Rally. Mt Perry QLD. BMW Motorcycle Club Of QLD See flyer		10
27 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTCNSW-Monthly-Meeting	Justin Dorward	4/6
28 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (Last Thurs of the month)	Rob Tiedeman 0425777461	2
29 th Fri	BCCM Live webcast Friday night 8pm https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin follow link		?
30 th 1 st	Autumn Leaf Rally Tumorrana Hall, 30 km east of Tumut. need to book via trybooking.com	Steve Treloar 0439739876	10

May events

13 th to 15 th	Loaded Dog rally. Tarago Showground	Mal Cattermole 0409179419	10
11 th	Bathurst/Central West Social Sip Jack Duggans Irish Pub, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
12 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
13 th = 15 th	Ruptured Budgie Rally Mingoola 60 km west of Tenterfield		10
22 nd	BBQ Lunch ride and BBQ lunch In the lovely Wollondilly area. Departing Curry reserve, Camden Valley Way 10am sharp.	Dave Beers	
20 th	NEWSLETTER DEADLINE articles to the Editor, editor@bmwtcnsw.org.au Social Calendar to vicepresident@bmstcnsw.org.au		4
25 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTCNSW-Monthly-Meeting	Justin Dorward	4/6

26 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (Last Thurs of the month)	Rob Tiedeman 0425777461	2
27 th	BCCM Live webcast Friday night 8pm https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin follow link		?
29 th	Lunch ride to Rockley Meet 10am @ 7-11, Great Western Hwy, Kelso	Marie Pennykid 0428393093	
June events			
10 th =13 th	National Motorrad Rally Gold Coast https://www.bmwclubsaustralia.org.au/event-4427426	Trevor Dean 0409407409	10
10 th -13 th	53 rd Alpine Rally Micalong Creek, Wee Jasper www.alpinerally.webs.com or via FB alpinemotorcyclery		10
8 th	Bathurst/Central West Social Sip Jack Duggans Irish Pub, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
9 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
24 th	NEWSLETTER DEADLINE articles to the Editor, editor@bmwtcns.org.au		4
29 th	Club Meeting AGM 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTNSW-Monthly-Meeting Don't forget to come or join for your chance to win	Justin Dorward	4/6
30 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (Last Thurs of the month)	Rob Tiedeman 0425777461	2
29 th	BCCM Live webcast Friday night 8pm https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin follow link		?
2022 Events			
16 th July	Awards Night. TBA Possibly South Coast	Steve Treloar 0439739876	10
13,14 th AUGUST	OCR 2022 ADELS GROVE NTH QLD Face Book, page 2020 OCR Rebooted for 2022		10
16 th to 18 th	Far Cairn Rally Tottenham	Marie Penntkid	10
2023 Events			
1 st to 7 th July	100 Years Celebration BMW Motorrad Days. Berlin Germany expressions if interest required. taking your own bike/going. Please contact Steve	Steve Treloar 0439739876	

Newly & updated items are highlighted ORANGE.

4/6* City members attending a club meeting receive 4 points, country members receive 6 points.

If you have been to an event & wish to have your attendance considered for the Clubman Point score, or have suggestions for a club ride or event, please email: vicepresident@bmwtcns.org.au

Please also feel free to contact your local Ride Coordinator (details inside cover of newsletter)



Presidents Report

Hi Members

Well it's the end of April heading into a Federal Election so we have another 4 weeks of relentless election promises that will only come to fruition if they're in for ten more years, yes I'm not a big Poli fan. Speaking of elections the Club elections are coming up at the June General Meeting so have a think about what you can do for the Club if and nominate yourself or someone you think would be a good for the Club as for me, I won't be standing for any positions I've done two years as regalia, two years as Vice Pres and one as President that's enough for me.

So I'm arranging a New Members ride Around the back roads of Wollondilly shire with BBQ lunch up at the Burratorang lookout on May 22nd, look for the details in the calendar.

June long weekend we have the National Motorrad rally in Qld being held by the Gold Coast club and they have organised a 3 night deal with the Kooralbyn Valley resort s. I have been to the first three of these and they were a very good weekend unfortunately they are held on a different weekend now and I have other this on but if you're interested in going check out the calendar in the Newsletter, it has a link to the registration website.

Well that's enough for me and I hope to see you at the New Members ride in May.

Dave Beers

Vice-President's ramblings

May 2022

The months are seeming to pass quite quickly these days. Rain making its presence most weekends. I only got out on a couple of short runs. Getting the rear end of the R80 re shocked. Yet to test it out, hopefully will make for a smoother ride. The Ikon has had its day, according to the suspension smith.

Doing a run up in the high country, Vic, over the Anzac weekend With a group of old mates from Dubbo. Dirt and corners. Our Annual general meeting is in June

where there's going be two lucky people as we are having a members draw and also a annual general meeting attendance draw this will come in the form of a voucher of \$\$\$\$\$. See the add in the NL. Awards nights coming up in July. It will be 16 July and most likely somewhere on the south coast so not that far from Sydney waiting on confirmation. Motorrad rally up in Queensland. See the link to enter in the social calendar. And various other rallies also Dave is putting on a barbecue new members ride, in the Wollondilly area which does sound like a great day out. Just a short waffle from me this month. Just again if you'd like to get some sort of ride together in your area don't hesitate to send me a message and put it in.

Steve

March 2022 Financials

ACCOUNT BALANCES	\$
Regular bank balance at end of March	1927.24
Savings Account balance at end of March	32153.02
TOTAL IN BANK	34080.26
Summary	
Total Income	1289.27
Total Expenses	66.00
Total Interest earned	0.27
Please remember when depositing into the club account to put your name in the description of what event the deposit it for Mship, FCR/KRR, awards etc	

Any questions or a full report please email treasurer@bmwtcns.org.au

Thanks

Alison Ashby

BMWTCNSW Treasurer

0422 077 583

Welcome to the new members:

⇒ **Diego Sorchantte (Greystanes)**

⇒ **Daniel Van Haeff (Braemar)**

Notification:

Are you interested in access to public lands for the purposes of trail riding. There is a White paper you might want to read available at <https://www.outdoorsnswact.org/trailbikes>

HYBRID MONTHLY MEETINGS! TOONGABBIE COMMUNITY CENTRE AND ZOOM

The BMW Touring Club of NSW hosts its monthly general meetings at the Toongabbie Community Centre and via the popular cloud teleconferencing platform **Zoom**. It is an intuitive and simple platform. **Zoom** has a free app for all smartphones and smart devices, whether it be Apple or Android. You can join us through the free PC or Mac programs as well. You do not need to set up your own account to join our Zoom meetings.

<https://tinyurl.com/BMWTCNSW-Monthly-Meeting>

This link takes you directly to the **Zoom** meeting and the link will be active 15 minutes before the meeting start time, so everyone can be ready for the start of the meeting. Please use your name when logging in, instead of any aliases or nicknames.

The same link will be used each month, so feel free to bookmark it in your web browser.

The General Monthly Meeting is 7.3pm on the final Wednesday of the month, except December. Looking

Notice: Speed Limit Changes:

14th April 2022

Transport for NSW has published twenty speed zone changes since the last BMWTCNSW Newsletter was published. These changes have occurred in the following LGAs: Central Coast, Greater Hume Shire, Ryde, Hunters Hill, Cabonne / Orange.

For more information on these changes, feel free to contact me via secretary@bmwtcnsw.org.au

Justin Dorward
Secretary, BMW Touring Club of NSW

AGM Notice:

The clubs Annual General Meeting will be held on Wednesday 29/6/2022. All positions on the committee will be declared vacant and an election will be held for all positions. There is a nomination form at the back of this newsletter. Please consider taking a position on the committee.

Wanted.

R60 (pre /5) & /5 gearbox rear covers please.

Henning

0457034488



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BMW Motorrad GS Off Road Training

Ian Goodwin—March 2020



After owning a variety of “cruiser” style bikes and sports tourers over the past 30 years, the purchase of an R1200GSA in 2018 was my first ownership of a bike that had off-road capability. Unlike many, I had no exposure to trail bikes as a young person, so adventuring off the black stuff was not really on my radar.

With my K1600GT due for replacement, I had the opportunity to ride a mate’s GS whilst on a road trip. I loved the upright seating position and the more suitable leg-room provided by the GS. Long story short, I ended up purchasing a very new (slightly) used liquid cooled GSA. The bike now has around 73k on the odometer and I must say that I have enjoyed every one of those kilometers. The overall comparison between the K1600 & R1200 would be another discussion entirely.

The options provided by the bike encouraged me to fit some TKC 70 tyres so that I had some tread suitable for off-road riding. I ventured out onto some reasonable quality dirt roads with the support and guidance of some friends who have much more experience than I. After building some confidence, and based on recommendations, I sought to enroll on one of the BMW Motorrad training courses that specifically cater for GS owners. It took me almost 18 months to find a course that coincided with my work roster and leave availability. The BMW crew recommend (and use) Karoo 3 tyres for their riding and training, so I had those tyres fitted and run-in before the course.

These 2-day courses fill quickly. The email arrived on a Friday morning, and I enrolled that same day. By Saturday morning when my mate went to enroll, that course was full. Each “Adventure Skills” course caters for 20 riders. It was \$695 for two day’s training.

It followed that on Thursday 17 February 2022 I found my way into the Dargle Water ski and Motorsport complex on River Road in Lower Portland NSW. With temperatures forecast into the high 30’s and full adventure



riding gear mandatory, the blue skies suggested a warm day ahead. The assembled crew were enthusiastic for the day. Nespresso coffee pod machines provided an option better than the usual instant offerings. Cold ‘esky’ boxes full of bottled water were on standby.

Chief Instructor for the course was Shane Booth, an off-road rider with extensive endurance experience from his days as a sponsored team rider. He had first come to Dargle as a 4-year-old to learn his dirt road racing craft. He had two very competent assistants with him (Craig and Hoppo). What these guys cannot do on a 1200GS is probably not worth knowing. They flick these bikes around like small capacity trail bikes.



Day 1 focused on personal introductions, a course overview, briefing on the balance characteristics of the GS, and a close look at the recommended settings for all main bike controls (handlebars, clutch/brake levers, foot pegs etc.). They discussed tyre selection, tyre pressures, clothing and protective gear (helmets, boots, gloves) along with the automated bike settings for ESA (suspension), traction control, ABS, ride modes (road, dynamic, enduro, enduro-pro etc.). A bit of information overload first-up, but it did set the scene for more directed training discussion when we went out in the training area.

The actual training area was a paddock zone and associated hills across the road from the main assembly area. The grass was longer than they would have liked, but it added an extra challenge by hiding the dips and bumps in the paddock surface.

By the time we headed for the bikes, the temp was nudging 34c and still climbing. Slow riding in circuits, bike balance skills, cone weaving, braking (with and without ABS) were all covered. The cooling fans on the GSA kicked in due to the slow riding, and rarely stopped. We saw 39c on the dash in the early afternoon. It was hot, energy sapping and hydration for some was an issue. My camelback was drained very quickly. Thankfully, they took us back for lunch a bit earlier than usual due to the heat. It was a rush to the esky! A lunch of sandwiches, juice/water was provided.

The afternoon session was consolidation of throttle, clutch and brake controls. They cut the afternoon session 30 minutes short due to popular demand Full adventure gear, slow riding in sweltering conditions. I headed back the 25kms to Wisemans Ferry hotel for my night’s accommodation. The cruise along the 80kph zone was a welcome relief (despite the heat). Warm airflow is better than no airflow. It took half that trip for the gauge on the dash to get back to the standard 83c engine temp. The cold

beer and air-conditioned room at the hotel was very welcome indeed.

Day 2 started at 8am, with almost pea-soup fog along most of the trip route. Going down the hill into Lower Portland, I had the good fortune to follow the local school bus. His taillights provided a welcome beacon to follow.

After coffee and a recap of yesterday's learnings, we headed across to the paddocks for the challenging task of mastering power-slide turns. ABS off, rear brake lock, peg pressure and let the back of the bike float out in the desired direction. Fight the automatic tendency to counter steer to correct the slide. Bikes and riders were falling on the grass quicker than you could say "BMW". The soft surface and slow speeds minimized damage and injuries, but this was the toughest skill to master (for me, and most of the lads). Shane made it look like child's play, demonstrating both 90 & 180 degree slide turns. I am still hesitant with this one.

The bulk of the day was then spent on higher speed emergency braking (on loose surfaces), followed by correct uphill and downhill riding/braking skills. I surprised myself at the slopes these big bikes can tackle. I was very nervous at first, but after a few runs found this to be one of the most rewarding challenges of the day. As Shane said, the GS has more than enough power, you just have to manage weight, balance and traction. The relative cooler temp of 34c made the day more bearable.

After lunch it was out onto the River Road, across the Sackville Ferry and out into the dirt roads which eventually link through to Colo Heights and the Putty Rd. The focus was correct corner turning techniques on dirt roads (how to maintain a reasonable speed and balance the bike). Body positioning, the benefits of standing, use of the enduro ride modes. There is a lot to remember



for a novice like me. Keeping upright (leaning the bike) and not leaning my body into the corner. It will take further practice to overcome techniques that I have developed for on-road cornering.

Day 2 completed around 4pm with the presentation of GS Off Road Training branded t-shirts to all participants. I headed straight for home in Newcastle (best part of 2.5 hrs ride) after a quick afternoon cooling ale on the way through Wisemans.

Apart from the onerous temperatures, the course was a worthwhile introduction to critical off-road riding skills. There are more advanced courses, but the instructors recommend practice and consolidation of the basic skills before coming back for more challenging tasks. I have my eye on one of the annual 5-day BMW GS Off Road Safari tours once my confidence and skills improve.

At this stage in life, speed in the dirt doesn't float my boat, but safe and enjoyable off-road 'adventure' riding with mates is definitely another arrow in the quiver.

Ian Goodwin

Advertisement for brisan NEWCASTLE motorcycles. The top part features the logo and the text "YOUR BMW MOTORRAD SPECIALIST IN THE HUNTER REGION". Below this, the address "250 Maitland Road ISLINGTON" and the website "www.brisans.com.au" and phone number "02 4940 8777" are listed. The middle part shows a night view of the shop with motorcycles on display. The bottom part features logos for various motorcycle brands: Aprilia, BMW, Can-Am, Indian, Kawasaki, Moto Guzzi, Royal Enfield, and Triumph.

Get something new

Dave Ramsay #35

Like a lot of you curmudgeons, I muck about swapping bikes. I have been doing it for the last 20 plus years and as the sheckel's slowly accumulate, and with the necessary permissions, you can do the late life indulge. I have had 3 or so bikes in shed, on rotation, always at least one BMW for the last 20 years. Currently it's a 2016 R1200RS, and a KTM790R - modern bikes with a lot of tech.



Some folk have remained true to their teenage dream bikes. Their owners can set ignition timing using tally-ho papers fettle suspension by twisting fencing wire into their Koni's, adjust tappets in under 5 minutes (a competitive sport) and know that 1971 Torana SL mufflers can be adapted to replace BMW originals.



That is fine. Total respect to these blokes. They can also tell you how they have cunningly, found a cheaper and better way of repairing a Magura steering lock on a /5, a story that smells like Stones GGW mixed with BO, and one that can steal precious hours.

We love these bikes. You put the key in, move a lever, open a tap, twist the key right ...the green light, maybe a red one, yellow as well - magically glow. It's then right green button push or right leg kick. Throttle unattended,

a wrist twist or perhaps ...some feathering. Cables stretched, springs compressed. A fluffy ignite catch, revs then climb to the choke and it slowly settles. Clutch in, an unsynchronised clunk down ...a look around, a rev up, let the lever out proceed with the mechanical noise disappearing as it warms and you snick up to forth, lean in to the first corner on nice narrow tyres and enjoy. Visceral classic style.

I look at all the beautiful old bikes... but nah, I turn a way. The convenience, swiftness and safety of the modern motorcycle is exactly what I need as my body drifts into Autumn, my eye sight slowly dims and my reactions slow.

Early morning starts at -Celsius are an act of faith. Riding old works for a long while, but engine cases brittle and fatigue, studs require constant heli coils, pushrod seals seep and leak, cables stretch the whizzy wheels inside the instruments crumble and jam. The thought of an interstate trip becomes an expensive adventure. Over time they slowly bleed, rattle and vibrate themselves to death and become less fun to own and ride.



Modern bikes are amazing. They start on the button without inserting a key, the TFT screens do a little dance, the sensors are alive and providing information from the get go and the engine purrs from button push. Electronic suspension micro measuring the load. With a clutch in it's a stall-less release and foot and throttle shift with traction control, fly-by-wire to 110kph push button cruise. Or Select in the slip control to 2 in Rally mode and your rear will only step out 300mm on almost every corner of the Barry Way. Turn the magic wheel to focus the destination (if time is premium). Rain mode will make the wet 400 kay end of the day journey to home a safe one, even on bald road or squared off knobby. Flick though info and you will get klm range, air temp, tyre pressure (in Bar? that sucks!) service info, speed limit, roadworks info at your finger tips. These innovations are bloody marvellous and for me are the tools to extend my riding years. :)



Rough Road Rally 1988

- Dave Beers

Back in the 80s the Federation of Australian Motorcyclists (FAM) held two rallies a year one being the Roo River Rally and the other was the Rough Road Rally (they had a thing for RRRs I guess) and after doing the 87 RRR that had you slip sliding through a lot of farmers paddocks and National or State parks finishing Yowrie I lined up again with my friend Roger Cox from Lockhart for the 88 RRR that would start at Tibooburra and finish at Innamicka in SA.

Rough Road Rally had a graded badge system so if you did the rally on a chookie or a road bike with dirt tyres you received a Bronze coloured badge, a road bike with road tyres a Silver badge and a road bike with a pillion you struck Gold and I'm not sure what sidecars got but there were three possibly four there.

I'd travelled out to my grandfathers place at Trangie and stayed a day or so before meeting up with Roger on his GL1000 Gold Wing and I was on my first BMW a 1975 R90s. Roger's bike was around a 80 vintage model and due to it smallish fuel tank Roger made a rack on the left that carried a Jerry can of petrol with a standard size pannier on the right this made the bike heavy on the left when full and of course lighter when empty and that became very apparent when we first hit the sand roads after leaving the tar outside of Bourke on the Wanaaring road. The road was like riding up a sand dune, the road between them was solid and deeper sand as the grade increased. This was my first real attempted at riding in thick sand but with the



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cheese cutter tyres of the R90s it was a easier ride then Roger was experiencing, I remember riding up one hill and a quick glance in my mirrors at Roger seeing him start the climb and all of a sudden bother his legs flinging out to the sides in a mad waving fashion and the front wheel going death wobbles, I was to experience this many times myself later in the trip to a point that I had bruised calves from my legs hitting the cylinders over the next few days. The road to Wanaaring changed from dune style sand to gibber to normal dirt and at one stage we came across a strip of tar where we wound the throttles on only to have it disappear after a Kilometer (probably an emergency runway L) and by the afternoon we were have a beer in the Wanaaring hotel bar after a hard days work we then set camp by the Paroo river just across from the Pub.



The next day we packed and set off for Tibooburra with a dirt road that was in very good passing by dried up pink salt lakes on the arriving just for lunch at the Family Hotel. We'd covered 440km since Burke, this was the best fuel range I'd ever gotten from the R90s with its 24ltr tank. Walking into the bar to book a room for the night you see the walls covered in a large mural depicting what I think was the Garden of Eden complete with a Devil figure. The story I was told was that it had been done by Pro Hart who was half owner in the pub.

The next day we all set off for Innamincka heading up the Silver City h/way entering into Queensland through the Warry gate and to be honest this was poorly organised with no signage and tracks running off everywhere, it's a wonder no one got lost out there. The deep sandy roads were very intimidating and travelling at 60kph every time there was a wheel track running across I found my bike wanting to follow them and soon found by increas-



ing to 80 the front wheel would chop through and keep going where I was pointing it. At this point Roger was getting frustrated as the Wing was more in plough mode and I would get though these sandy sections then wait for him to catch up. There was in one section where I ran into a what seemed like a pit of Bull Dust, the bike spun up went side-ways, the legs were thrown out slamming the cylinders on the way back then I was out of it and on my way again. We stopped at the Dig tree and had a swim in Coopers Creek. This is where Burke and Wills left the main part of their expedition camped behind and Burke is buried not far from here. Coopers Creek was muddy, dirty water that could have had anything in it but we didn't care, it was 40 plus degrees we were in full bike gear to stop sun burn and it was wet and cool so in we went.



Back on the road we stopped in at Burke's grave and the track in was the only place that I had an off at and to this day I don't know why. There was a sandy bend and I slowed down and gradually rode through then all of a sudden bang onto one side and over on the other side, it was too slow to get injured but I somehow managed to repeat the same manoeuvre going back to the main road. Eventually we got onto the Strzelecki and with only a few Kilometers from Innamincka the R90s stopped dead, I'd ran out of fuel after only 300km. Lucky for me Roger's Jerry can still had fuel left, he'd topped up his tank earlier on and I was in shock to run out after such a great run from Bourke to Tibooburra but there were two thing worked against me and one of those was myself with my new confidence in riding the sand I was using more throttle and the being a quirk of the R90s with the left carburetor choke slide being on the outside it tend to get fine dust in it causing it to jam, failing to close enriching the mixture using more fuel but not enough to make the bike run rough.



CITY COAST MOTORCYCLES

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MAKE LIFE A RIDE



We camped beside the Coopers creek that night feasting in the pub collecting our badges for completing our journey and planning our escape looking for the closest tar road we could find and the next day we all sat waiting at the bower waiting for the general to open to start pumping petrol not one of us realizing we were a half hour too early because we were in SA J.

A group of headed out back tracking a fair bit of the way then going out through the Jackson oil fields to come out on the Bundeena road and pulled into Thargomindah after riding the last hour or so in the dark with sheep and pig ducking across the road. The next day we travelled with the group parting company at Cunnamulla as we headed south for Bourke, Roger left after staying a night with my rels at Trangie and back to Lockhart and I left a day later and heading the 16 km back into town I head butted a Gala at 100kph popped the visor retaining nut and with no visor and sunnies.



WRAPTIE Introduction & Impression

Pictures & Review: Alison Ashby & Trevor Hooker

Words: Justin Dorward

Fankle (n): A modification to a motorcycle that satisfies the following criteria: creates "bling," serves a purpose (the usefulness of which is in the eyes of the fankler).

(Ridermagazine.com)

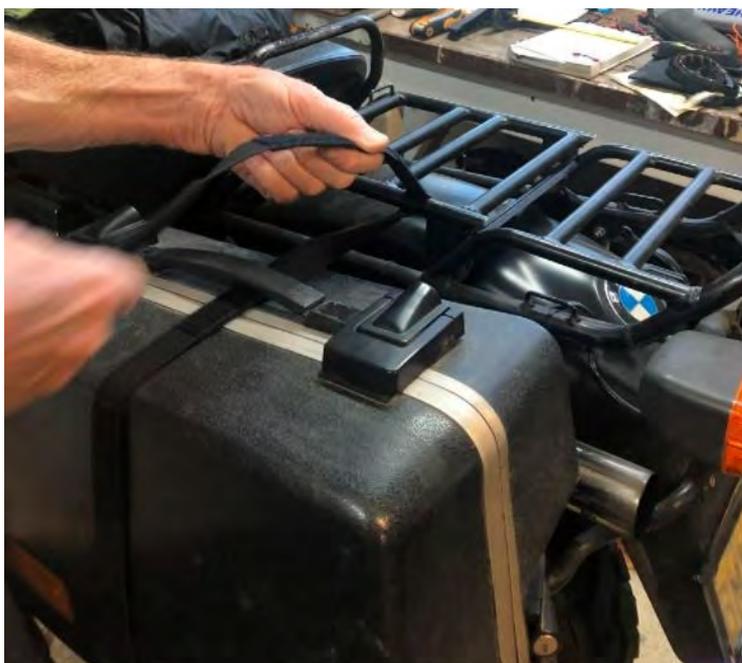
When we talk about "fankles". We *brag* about our new item, with hopeful ambition and fingers crossed that the identified problem is now solved. Then we *bellyache* when said items don't work as thought (or as idealised), perhaps to little surprise. Sometimes, fankles are promoted to regular running gear and lose their "fankle" label when they meet and *exceed* expectations, becoming a necessity along the way. Fankles do not need to be completely new concepts. Often, trying to improve an existing solution finds much more attention among riders, just when we thought we'd figured it all out.

WRAPTIE is exactly that; A solution to a problem thought to be solved, and now that we know of this product, it's easy to see how existing items don't quite measure up. Like most good ideas, this one is home-grown (from Melbourne).



My initial impression was of curious interest. The WRAPTIE looks different to bungee cords and nets, which is part of its appeal. A while ago I moved away from bungee cords, favouring bungee nets. Modified bungee nets, that is, since I'd remove the hooks to save painted surfaces from predictable damage and hook the corners around the Ventura or SW Motech brackets & mounts. I had the right idea but still used the wrong product.

The WRAPTIE is the kind of item that makes more sense once you've got it in your hands. The fastening mechanism is very secure and versatile. One end has a loop and the other end can be velcro-ed into a sturdy loop (or not). Use the triple-fold end to open the WRAPTIE to secure around a closed anchor point, like part of the bike frame. Use the looped end on a hook or to feed the WRAPTIE back on itself. Either way, it's going to work. Notice the strategic placement of velcro across its length.



Images: Alison Ashby

The elasticity of the WRAPTIE secures the load and the velco pads along its length, which means there is no

need to tie-off extra cord. There is no need to "group" items when tying down either, since each lashing across whatever you're tying-down is taking independent tension when folded back upon itself. Instead of just hooks or knots at each end with a blob of strapped stuff in the middle. No sailor-level knowledge of knots required. No ratchets means no heavy and potentially damaging metal parts flapping around. And while it may seem like a small point now, not needing to pull a strap super-tight to get the desired tension.

The WRAPTIE elastic isn't the same as that found on bungee cords & nets. It is much more durable and is rated for 50Kg. It easily passes the "daily rider" test for longevity.

When they're not in use, they wrap-up like a belt into a small space and since they are light despite their strength, when they're not in use they're easily kept out of the way. Who will miss untangling elastic nets? Who will miss trying not to lose an eye when bungee cords potentially snap-back? No one! Unroll the WRAPTIE and you're hot to trot.

They come in a number of lengths (from 90cm to 240cm), but there is no need to stress over choosing what length suits your needs, since they can be doubled-up. Much like plugging two extension cords together to have enough reach. Nothing about these WRAPTIES goes to waste. Bundle packs are also available, so more value and savings is yours by splitting an order with another rider or two. This is a good way to get your first WRAPTIE, then buy more of what you need as you need it at a later time.

To me, this puts the WRAPTIE in the category of RAM mounts. So versatile you know you'll be able to use it again and I'd likely build a small kit of WRAPTIES over time. Perhaps they'll be required on another bike, a trailer or ute, or with different panniers etc in the future. After investing in the first WRAPTIE and finding common uses for your needs, you may find you'll start using a few at a time. I can

see myself using any unused stretch of length to secure my helmet at any given stop on a ride day or rally, instead of hanging it off a peg, handlebar end or having to carry it into the cafe or restaurant.

Being an Australian invention, I'm curious to see how the product will be further developed. I'm sure any feedback BMWTCNSW members can provide will be well received.

I'm steering away from calling them straps, because they're more than just another (rock) strap.

When explaining the WRAPTIE to a friend (some of you have met Ed), he first commented on the gift value. Priced as an item that won't break the bank, a WRAPTIE is a perfect solution to the usual hassle of gift-giving for riders. We're all particular about our farkles, bikes and most of our non-riding friends and family (at least mine) do not purchase bike gear for fear of wasting their money on something I can't (or don't want to) use. And if your riding pal already has one, a WRAPTIE gift of a different size is still going to put a smile on the riders' dial.

Available in hi-vis orange, which is easier to find in a bag or at night (or both), or traditional black. The WRAPTIE is also made from recycled plastic bottles.



Image: Supplied.

Perhaps the WRAPTIE isn't a farkle after all. It's just something that you didn't know you needed, that just works straight out of the box. We'll have some of the WRAPTIES at future rides & general meetings for your curiosity.

Items supplied by WRAPTIE™ for review.

Editors Blurb

Well that's it for this month folks. So like Dave says, we should all now be motivated to go out and buy a new bike!

I thought it was great mix of articles this month, touring/travel/adventure, some training to improve skills, product reviews and an appreciation of new bike technologies while giving a nod to the past.

Your articles are always welcome. A good variety of topics is what it a good read so please keep them coming. I really couldn't do what I do with the newsletter without the support of members putting words/photos down for all of us.

I you haven't heard, Marie and I have moved from the Blue Mountains a couple of hours further west along the Great Western highway (Bathurst). So attending meetings at Toongabbie wont be a regular thing for us any longer. The Editors office is now in my shed along with the sewing workshop and bike workshop, still leaving lots of room. I can almost see Mt Panorama from my desk!

We'd like to try for some regular activities for members out this way, kicking off with some social sips. If you want to talk about it, come along to the next social sip, we are looking for ideas.

If any member is passing through and needs a cuppa/chat/place to warm up on a ride, just look up our numbers at the front of the newsletter and give us a call.

AI



10am - 3pm
Saturday 14 May 2022
Kiandra Courthouse,
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COMMITTEE NOMINATIONS BMW Touring
Club of NSW Incorporated (*Incorporated under the*
Associations Incorporation Act 1984)

- At the AGM to be held June 29, 2022, all committee positions are declared vacant and all nominations will be voted on by the membership present. It is not essential for all committee positions that you attend meetings regularly.
- All nominations must be accepted by the nominated person.
- Any Nominations must be received by 24th May, 2022 please post to :
 The returning officer c/o BMWTCNSW, PO Box 549, TOONGABBIE, NSW 2146

NOMINATION FORM FOR COMMITTEE MEMBERS		
Your Name/Membership No		
Your Signature		
	Position Nominated	1. Nominated Member 2. Nominated Members Signature
PRESIDENT	Responsibilities include chairing meetings and representing the club. Currently held by Dave Beers	1. 2.
VICE PRESIDENT	Responsibilities include keeping the members points score and organising the events calendar. Currently held by Steve Treloar	1. 2.
SECRETARY	Responsibilities include incoming /outgoing communications with the club and keeping minutes of the meetings. Currently Justin Dorward	1. 2.
TREASURER	Responsibilities include keeping all financial records of the clubs operations. Position currently held by Alison Ashby	1. 2.
MEMBERSHIP SECRETARY	Responsibilities include keeping records of the club membership, processing membership applications. Position currently held by Marie Pennykid	1. 2.
EDITOR	Responsibilities include preparing and publishing the clubs monthly newsletter. Position currently held by Alan Pennykid	1. 2.
ASSETS & ARCHIVES	Responsibilities include managing the security of and access to club assets. Currently Mal Cattermole .	1. 2.
PUBLIC OFFICER	Responsibilities include preparing and filing the clubs documents with the Department of Fair Trading. Currently Trevor Dean	1. 2.
WEBMASTER	Responsibilities include maintenance of the clubs website, keeping information on the site current. Currently held by Michael Sarah	1. 2.
REGALIA	Responsibilities include selecting, sourcing and selling club regalia items. Currently held by Warren Buffett	1. 2.
EDITORIAL ASSISTANT/S	Responsibilities are various and negotiable. Currently Tony Conliffe (distribution)	1. 2.
SPARE PARTS/CLUB TOOLS	Responsibilities include keeping track of the location of tools belonging to the club and issuing tools to members on request. Position currently held by Rob Edgar	1. 2.
BMW Club Aust Representative	Responsibilities include liaising with the BMW Clubs Umbrella body. Currently Trevor Dean	1. 2.
NSW MCC Representative/s (2)	Responsibilities include representing our club within the NSW MCC and reporting MCC activities back to our club. Currently Bob Madell and Paul Ioakimidis	1. 2.

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AUSTRALIA

Watch out for the following events:

30th April-1st May

Autumn Leaf rally

13th – 15th May

Loaded Dog Rally

21st – 22nd May

Ruptured Budgie Rally

10th-13th June

Alpine Rally

10th – 13th June

National Motorrad Rally

16th July

Awards Night (location TBA)

13th -14th August

OCR, Adels Grove, Nth QLD

16th – 18th September

Far Cairn Rally