

NEWSLETTER

**MARCH
2022**



**BMW
MOTORRAD**

**BMW Touring Club
of New South Wales**



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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
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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



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

2nd Sunday each month Far South Coast (Bega Valley) Steve Treloar 0439739876
WEEKENDS MAY VARY message me if you want to be on the text list.

February Events

10th	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
11 th 12 th	KKR 2022 Chichester state forest Dungog. Back to basics byo everything. check social media for any updates	Rob Lovett 0417267425	10
19th	NEWSLETTER DEADLINE articles to the Editor, editor@bmwtcnsw.org.au		4
23rd	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
24th	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
25 th Fri	BCCM Live webcast Friday night 8pm https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin follow link		?
26 th Sat	Nimmitabel to Cobargo lunch run. with BMW MCC. GS ,dirt, river crossing ,pending on levels. meet Nimmitabel 9am. Road riders can meet at Cobargo Hotel 12pm	Steve Treloar 0439739876	6

March Events

10th	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
11 th ,12 th ,13 th March	BMW /5 and Riders Tribute Gathering Blayney NSW. See flyer	Henning Jorgensen 0457034488	10
12,13,14	Cold Flame Rally. New Location, native Dog Flat Campsite, Cobberas Vic	David Ramsey 0427264196	10
15 th 16 th March 18 th 20 th March	40th Thunder rally. 15 and 16 th at Lachlan River Lake Cargelligo 18 th to 20 th Sheba Dam Nundle		10
19 th March	NEWSLETTER DEADLINE articles to the Editor, editor@bmwtcnsw.org.au		4
23rd	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
25 th fri	BCCM Live Friday Night 8 pm https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin follow link	Trevor Dean 0409407409	?

31st	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
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
14th	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
19th	NEWSLETTER DEADLINE editor@bmwtcnsw.org.au articles to the Editor,		4
22 nd , 23 rd , 24 th April	28th Cane Toad Rally. Mt Perry QLD. BMW Motorcycle Club Of QLD See flyer		10
27rd	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
28th	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		?
2022 Events			
10 to 13 th JUNE	National Motorrad Rally Gold Coast https://www.bmwclubsaustralia.org.au/event-4427426	Trevor Dean 0409407409	10
13, 14 th AUGUST	OCR 2022 ADELS GROVE NTH QLD Face Book, page 2020 OCR Rebooted for 2022		10

Newly & updated items are highlighted ORANGE.

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

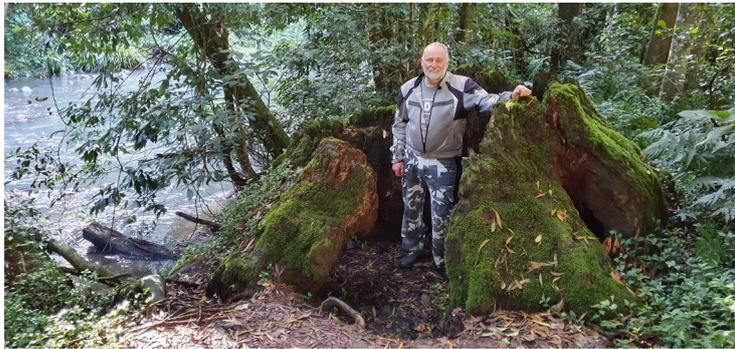
If you have been to an event & wish to have your attendance considered for the Clubman Point score, or have suggestions for a club ride or event, please email: vicepresident@bmwtcnsw.org.au

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





Presidents Report



Well almost the end of the shortest month of the year didn't that go quick!

Karuah River Rally was a success we had a 122 paid entrants, which may be down on numbers for a good year but really excellent for current conditions of Covid and weather with La Nina making its presence felt.

Now I don't know about you but I've found a definite increase of scamming going on in the form of text messages claiming to be from some bogus company saying that my delivery is running late or could not be delivered and trying to get me to click on a link that would almost certainly cause me a heap of trouble if I did. This doesn't stop there with email wanting you to update your details and the club get its fair share. We had an unsuccessful attempt made on the Clubs account at the end of last month through a third party Direct Debit company and had been waiting for a reply from the bank and unfortunately due to privacy legislation we can only find out the name of the Direct Debit company and not who was trying to get our money, all is good and no Club funds have been taken and we're not sure if we will ever find out so stay vigilant.

The Club Trailer Insurance (or lack of) was brought up some months ago and we have made a lot of effort trying to find someone who would cover both it and its content and not having much success. The Trailer itself we can get cover for but at nearly \$700 a year is fairly expensive considering the amount of use the trailer gets (at best Twice a year) and considering its around 15 years old it has well and truly paid for itself in saving us the storage fees we were paying to store the Club gear that is now stored in the trailer. To this end the committee is not going to pursue this matter any long but if there is anyone that thinks they would like to try they are most welcome but please let someone on the executive committee know.

This week the government has indicated an easing of restriction regarding Covid and I've asked the committee to try to get some rides organised so keep an eye

out for some runs coming up.

Be Safe & Stay Vigilant

Dave Beers

Vice-President's ramblings

February 2022

Lately my weekends have been filled with pushing mowers and swinging whippersnappers around instead of having hands on the handlebars. All the rain, that everyone has been experiencing has been a little bit of a pain to say the least. Hopefully some have used the time to fettle their bikes in the sheds.

The Karuah River rally has been done and dusted, great success and a good attendance considering all the weather predictions and the causeway crossing that could've put a spanner in the works.

My long venture started on the Friday popping up to get fuel prior to departure I left my wallet in the shed so back home to get it after checking the tyres and filling the tank set up again went to pair the intercom and miss Sena, didn't say, "your phone is paired". Back to the house unlock it down to the shed find the phone and finally get it off.

Uneventful trip up from the coast go to Canberra half hour prior to my departure time with my son Oliver, on his R9T GS Urban. Finally departing approximately five we ventured up the freeway to a nighttime stop at Matt Ball's at Thirlmere.

All the , Wood ducks on the Hume made for an above averages. There are some crazy people out there on the road.

Jeanene had a great BBQ meal prepared and Matt's beer fridge got a work out. Apparently I was cutting wood minutes after laying my head down. Thanks again you guys for your hospitality .

Saturday was a-little foggy for a start with... though clear up and proceeded towards Dungog, 1x R80G/S PD, 2x R9T GS Urbans with some nice Bling on them... we had a few stops here and there along the way.

I think I glimpsed Davo on the Blue R1200RS traveling in the opposite direction.?

My newly copied side stand gave me a scare on the Putty. The spring had come off going round one of the corners, which were great... the corners... I wasn't fanging it. Not at 80kph, gave me a scare. Ockied strapped up we were moving again. Getting onto the centre stand was a 3 person job a couple of times.... The last time on the Putty I had memories of returning from KKR a few years ago and all the water flowing off over and along every surface. At least it was dry today.

Got to Dungog meet up with Bailey Gifford from BMWSA, who had brought the Pudding over. I relayed it to the rally as Bailey was staying in Dungog. Got supplies at the IGA, shit, forgot that treaded mask. Was walking around with my tee shirt over the nose. Well until a friendly staff member came over and handed me a complimentary mask. Thankyou. Hopefully this apparel will be behind us soon.

Out to the rally ,set up camp, cracked a beer .

Chatted with one and not all...Candle lit dinner in the company of Tony and Cheryl Matt and Oliver and who ever wandered past.

Sunday, the big haul home. Matt peeled off near Picton , Oliver peeled of at Canberra. I had a comfort stop at Rob's at Bredbo. It was hard to get back out off the lounge.

Home 6.30pm ish. 1600kms later a great weekend away. Bike went well. Thanks to all who put in the effort to finally get the KKR back on.

Don't forget the Far south coast combined BMWCTNSW AND BMW MCC, GS/ road run to Cobargo Hotel for Lunch, Saturday 26th January. Road riders make your way to Cobargo Hotel for around 12 pm arrival. The more adventurous riders meet at Nimitabel at 9am. To head down the hill., via the Wadbilliga NP ,across the Tuross river. If too high we will venture across to the Brown mountain and join the tar.

Till next time

Enjoy and stay and ride safe.

Steve

Financial Reports

January 2022 Financials

ACCOUNT BALANCES	\$
Regular bank balance at end of January	\$2,346.45
Savings Account balance at end of January	\$28,727.52
TOTAL IN BANK	\$31,073.97
Summary	
Total Income	\$260.24
Total Expenses	\$1,022.25
Total Interest earned	\$0.24
Please remember when depositing into the club account to put your name in the description of what event the deposit is for Mship, FCR/KRR, awards etc	

The expenses this month where for Donation to Cowra Community \$250 and paying Clubs Australia membership fee

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

We'd like to welcome the latest new members:

-Apollo Karanges (Redfern)
-Ross Dalton (Adamstown)
-Richard Brown & Sandra Lamb (Singleton)

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.



BMW CLUBS | ONE PASSION.
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BMW CLUB COMMUNITY MANAGEMENT

**NEXT LIVE SESSION (ENGLISH):
FRI 25TH FEB 8PM**

BMW Club and community Management is holding the 7th edition of the BCCM Live Session. Please download or use the browser version of Microsoft Teams (free) to participate, so allow 10 minutes to set up if you do not have Microsoft Teams.

Topics will include:

- Upcoming events
- First insights on the club book
- Close-up BMW Group Classic

<https://tinyurl.com/BCCMLive>

Members would have received an email reminder (with link) on the 11th February of this live session, but members can also use the easy-to-type link above.

The members of BCCM will provide updates on news from the network, the BMW Group and other things that are keeping them busy. There will also be a chance for you to ask questions. The BCCM Live sessions have previously showcased the R100RS which set a 24 hour endurance record in 1979 and the 1985 winning Paris- Dakar BMW R80G/S.

Justin Dorward

Secretary, BMW Touring Club of NSW

KRR

Three letters, for those who are in the know is a club event hosted by the BMW Touring Club of NSW. This is the famous Karuah River Rally known throughout for delivering either a torrential downpours or stifling heat. On occasions the weather relented and offered sunny mild conditions.

Wet you say, the first rally held in 1978 saw it rain from 3pm on Friday to 10am on Sunday. In 1991 the rally received 3 inches of rain in 3 ½ hours, a hailstorm played havoc in 2008 with 2020 hosting the three day event as the wettest of them all. And this year saw the 'low' road closed as torrential rain swept away a bridge, forcing riders to take the longer 'high road' and take their chances crossing a causeway. Yep, in the driest continent, during the hottest month of the year it flooded the countryside.

At the other end of scale, stifling heat had seen riders shy away, in 2014 even observed birds walk about from one shadow to another. The 2018 event the area was so tinder dry and with temperature nudging mid 40's, it was literally moved to the crick-ground because of the real danger of a bush fire.

Heavy rain, leaches falling onto riders to extreme heat on quite a few occasions is part of the history of the Karuah.

And yet since it started way back in 1978, to me it has become an annual pilgrimage.

And this year, same as the 2020 event, reports were filtering in that due to rain it might be moved especially now that a bridge has been swept away. If the river goes up, it might be impossible to ride through the causeway resulting in being trapped.

So, based on past experience I was a bit concerned. Concerned? ha, just like last trip, I went to bed early hoping for a few hours' sleep before the alarm clock wakes me, only to kept waking up to check the time to see how long I have before the alarm goes off---aargh. This was the situation I found myself very early on Friday morning. Finally at 3.30am I ran out of patience and got out of bed. Just over an hour later, after a shower and breakfast and final last minute packing, wheeled out my fully laden K1100RS, fire her up and head north.

Four kilometres later and there's my mate Peter on his GS1250 patiently waiting for my arrival. He fired up his bike and followed me as I rode past. In the pre-dawn light, under ideal conditions, with no traffic to speak off; we had the road to ourselves. Our first stop is just before we swing onto the Hume Highway at Benalla. By now the sun had peaked over the horizon and greatly showed off the visors bug collection. It was also the ideal time to put on sunglasses; we're going to ride directly into the sun. A fuel top up at the border and again clean more suicidal bugs and in my case wipe clean my jacket and fuel tank. My camelbak sprung a leak, lightly showering me with sticky lemon cordial.

Under a clear blue sky we turned off the Hume onto the Olympic Highway. Whatever time gained was lost to roadworks. Four of those traffic lights controlled delays saw us switching and getting off the

bikes. Three safety cameras slowed us down too. A fuel and lunch stop took place at Cowra.

Approaching Bathurst and all that lovely blue sky started to give way to tiny white clouds which by the time we arrived in Lithgow had joined and changed to a darker colour. We so much look forward to traverse the delightful Bell Line of Road, but definitely not under these conditions. Right at the top of Mt Bell the panoramic views are breathtaking, that is, provided you can see them. By now it was wall to wall cloud; one single solitary mass of black cloud. Other than the weight bridge station there are no sheltered areas. So we played it safe pulling over and put on all our wet weather gear and batten down the hatches. It was also here that we were informed that the town of Windsor has taken quite a battering from the storms. Still, as long as the road remained dry we enjoyed riding through.

Just as we started descending the Blue Mountain National Park at Kurrajong we took a short cut, bypass suburbia and entered the just as enjoyable Putty Road, a 150km winding road offered all sorts of challenging bends signposted from the easy 90 to tyre hopping 25kph. It was quite clear that we were running across storms as the road was at any stage dry and next bend wet. Well this certainly kept us on our toes. I think we spent more time looking at the continuous cloud colour changes. There was no doubt when at one stage we turned a bend and saw rain directly in front of us. No more than a few seconds later all visibility was practically reduced to nothing as we were literally hit by a wall of water. Throttles weren't slightly eased off; it practically came down to crawling speed. And yet no more than two minutes later and we rode out of it but still on slow speed as the road were flooded; and no more than 2 kilometres later, back to a dry road.

We rolled into Singleton after a 15 hour sprint.

In the morning, as per tradition, the next and final stop was to Dungog, the last town before the rally. This run is an adventure in its own right. Beautiful, undulating rural scenery completely ruined by the worst horror stretch of road I have ever had the misfortune to ride through.

For as long as I can remember the main road has deteriorated were you couldn't even call it a road. Atrocious is the word I can use to describe it. A stretch lasting a few hundred metres has seen the main street of Gresford resealed. That's it, as soon as you go through the town main T junction one knows the road surface has changed from smooth to a multi coloured broken up patchwork. It is in such a condition that no description can do it justice. One wouldn't dare ride a bicycle. Picture this, you're slowly riding your motorbike in second gear, you can hear your panniers incessant rattling; don't bother trying to avoid a pothole because you'll get the next one. Meanwhile a look to the side of the road sees the bitumen not only doesn't reach the footpath but worse, grass is growing through the cracks.

One knows we have arrived in Dungog, two sides of the Bank Hotel is surrounded by motorbikes. It doesn't take long to recognise friends and after a late breakfast, next stop the rally site.

And for those who don't know what does take place there, well it is were old friends meet again, motorcycle strangers become friends, which bikes have been acquired, sold or swapped, the latest exhibition of tents and rain gear and heroic deeds and tall stories are retold. In between showers, yes it rained again; the river was running quite fast. As a matter



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of fact that was even a crocodile warning sign.



The club officially welcomed the 130 or so present, thank the volunteers who once again made this rally possible, hand out awards and a small lottery followed. I took out the Longest Distance Male award.



Unable to kneel due to my leg injury, thus camping is now out of the question, it was time to depart and head back home. There are two options, like previous times ride through the night and have a power nap at the half way mark, alternatively, ride back and spend the night in Singleton and do a quick dash during the day. With

unsettled weather we elected the latter.

A most enjoyable dinner was consumed at the Royal Hotel. Some of the interior has changed where as other sections have remained the same. I pointed out to Peter that it has been 50 years since I have eaten here. Oh yes I did my National Service at Singleton army barracks. Many a Saturday was spent downing large quantity of beer at this pub; to be followed by a very close inspection of the gutter. That place had the most unsteadies ground I have ever experienced.

Unlike the 2020 run that saw us wake up to the sound of the incessant rain, this time it was a mobile phone alarm clock followed by birds singing. A look out revelled a clear sunny day. Up and at them, rise and shine.

Both bikes were fired up and just after dawn we slowly rolled out leaving Singleton deserted Main Street in the rear view mirror. Next fuel stop is Bathurst. The only sound heard was a single solitary church bell ringing calling out to the faithful.

The road ahead was picture perfect, blue sky throughout, a thin strip of mist hovering just above ground and an empty road before us. This alone was worth getting up early. It takes close to two hours to traverse the Putty Road and it was near the end were we started to see numerous other motorcyclists doing the run.

All too soon we waved goodbye to the Putty Road and started the Bell Line of Road, and still a dry run. However by now traffic was building up and with tourists mixed in, the only thing missing was the speed cameras. Oh look, hiding there in the bushes, and stationed at the Mt Bell weight bridge an unmarked highway patrol car, trying its best to look innocent.

The first set of traffic lights appear at the bottom of Lithgow. The one that last year saw me watch the rain bounce off the road was off course red. Now that the mountains are behind us the bends become sweepers, the roads are wider and a reduction in traffic.

Bathurst was nothing more than a fuel stop and was underway within 10 minutes. There are now only two more fuel stops, a top up at Cowra, which are the half way mark and the last one in Albury.

A few miles down the road from Cowra lays the tiny hamlet of Koorawatha. As it was only 3 hours away from Albury we stopped there for a bite to

eat. The pub counter meals are absolutely yummy. By now we had also taken off practically all layer of clothing as the sun was making itself felt. Whilst Peter was OK I need to stop a couple of times to hydrate myself.

From now on it was becoming quite warm, looking around, every livestock was seeking shelter, only a few birds were brave enough to go out and the only movement was a dog slowly wagging his tail as he crouched down under a house porch. Even the speed cameras were absent.

Albury was the final stop, again it was a case of fuel top up, clean the visor and back on the road. The turn off of the Hume Highway at Benalla was welcomed as we left the freeway and traffic behind. From that point on the road once again was ours to enjoy. The final stop was at Yarck to remove sunglasses, and still a beautiful warm sunset.

The lights of suburbia meant that the run was practically over. A wave and a blast of horns signalled separation. This was the best run ever averaging 85kph in just less than 15 hours.

And the forty-fourth Karuah River Rally passed into history.

Frank Cachia

KRR 22 – A GREAT BOUNCE BACK



Once again our Karuah Rally (number 45 believe it or not) proved itself pretty hard to kill off with 122 paid entrants at time of writing. My utmost admiration goes to those who rode in on Friday afternoon at around 2.00pm in the midst of one of the heaviest storms I've seen on Frying Pan Road ever (it was pissing down with big voltages thrown in for good measure). Thrasher and Pogo were among the "storm riders" and there were lots of others – well done everyone!

This year's rally was a stark contrast to the 2021 ver-

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sion where the "plague" forced us to do a "virtual rally" but still involved riding your bike albeit with much less camping (unless you count the pub).



Hats off to Frank Cachia who's done all the KRR (beginning in 1978) with every one being a round trip from Melbourne. Mark (Morro) Morrison has done them all bar one and Trevor Dean also has done a complete run.

People don't mind a bit of a ride to KRR with 3 others riding from Victoria (including

Beetle Bayley), 8 from Queensland, Bailey Gifford rode from South Australia and 6 came from Canberra and region. This included Alex Leitch who introduced me to the BMWTC NSW in late 1994 and convinced me to have a go at KRR in 1996 (the habit has stuck ever since). Unfortunately, Dave Ramsay (ACT Ride Coordinator) was feeling crook and had to turn back on Saturday morning. Former Club Presidents Al Peters and Warren Buffett were there also and it was also great to see Thrasher Flanagan (stages the TTT if you're game) and Henning Jorgensen (Alpine Rally organiser from early 1990s until 2019). So, it goes to show the KRR has a bit of magic that draws riders from all over the place.

The rally is not possible without quite a bit of work from club members, the Dungog community and the NSW

Government. We are indebted to Mike Hill from the Forestry Corporation of NSW for allocating the rally site and Glen Charlton from Forestry also. The rally could not have happened without Mal and Marianne Cattermole, Dave Beers, Warren Buffett, Steve Treloar, Alison Ashby, Trevor Hooker, Michael Sarah, Marie Pennykid and Trevor Dean who all helped in all sorts of ways in putting the jigsaw puzzle together. But above all else, the rally would not have been without the 122 members and non-members that made it a great and enjoyable weekend. Bring on 2023!



Rob Lovett

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+ BMW Finance, Australian Credit Licence No. 392387. Fees, charges, conditions and eligibility criteria apply. Offer applies to all new and demonstrator MY2021/COMP2020 BMW R 18 models ordered, finance approved and delivered between 01.01.2022 and 31.03.2022.

RAMBLINGS

Firstly, a short introduction (*is that meant to be a pun Bruce—Ed*). I am 75 years young and 161cm tall with an inseam of not much. This has given me some grief over the years. Trousers never fit, always being at least 150mm too long in the leg. Knee protectors on motorcycle pants are usually located just above my ankles with no way to adjust them. And the legs fall over my boots and I trip over them. If the legs are the right length and protectors where they belong, the waist is going to strangle me. And handle bars are always too far away. Overall, a right pain in the arse.

My short legs has led to some humorous moments. I reckon I have found more ways to fall off a motorcycle than anyone else could possibly achieve, mostly at speeds below 10kph. Picture this...

After a weekend ride I am sitting on a DRZ250 Suzuki in my own driveway It has a seat height of 945mm. My inseam is about 650mm. Can you see where this is going? I put the side stand down and proceed to get off the bike. Only the side stand lands on the welt of the riding boots I'm wearing. That's where the sole attaches to the upper part of the boot and on these sticks out (presumably because it is easier to construct that way). So, here I am still sort of sitting on the bike with my left foot trapped by the side stand and my right foot at least 150mm off the ground. I can't get my foot out from underneath the stand as I can't get the weight off the seat, and hence the side stand, because my short legs won't allow this. If I lean to the right it just puts more pressure on the stand as the suspension sags. I can't dismount by throwing my right leg over the back of the seat, the normal way of dismounting a bike, because of the luggage strapped to the back of the seat. It adds a further 200mm to the seat height. I can't dismount from this bike that way at the best of times. Usual method had me standing on the left foot peg then lifting my right leg over the seat. What to do?

After numerous unsuccessful attempts to remove my foot there is only one option left. I look around to make sure that none of the neighbours are in view then throw my self to the right tipping the bike over. After a perfectly executed half pike and twist followed by a tuck and roll, I am up and quickly check that there are still no neighbours in view. Then pick the bike up and put it on its stand - without my foot underneath it. Nothing to see here!

My most recent escapade with short legs was 7 weeks ago. I was riding with a friend on forest roads near where I live. It's been a wet season and the roads were damp clay in a few places. On one uphill section I thought I had suffered another puncture on my Kawasaki Versys 300. It was getting very squirrely. I have already suffered two punctures on this bike with rocks through the tyre so I stopped to check, but still sitting on the bike with it in neutral. No puncture, just clogged tyres. But, in attempting to get it back into gear I overbalanced and had another little lie down. It was at that point I made a horrible discovery - I can no longer pick the bike up by myself. Age is catching up with me. This is something I definitely don't want to

know about. At least Warwick did come back to check and help right the bike. I guess my next bike will be a low seated 250. BTW, the Versys has been lowered since that episode. Much more betterer.

Earlier in my riding career I owned an RT450 Ducati. At least it had a low seat that, strangely, was the most comfortable seat I've ever had in over 50 years of riding. But that was about its only good point. For example, it did not have a battery - all electricity going directly to whatever part needed it. The headlight drew 25 watts, then there was the tail light (5 watts) with both on all the time, brake light (18 watts) and the coil (who knows?). The horn didn't draw any electricity as it was a rubber bulb type as on a kids pushbike. But, the manual said very proudly that the electricity generating part of the system produced a whopping 25 watts of 6 volt 'tricity - "eventually" (Ducati's word, not mine). Please do some sums. End result was that applying the brakes meant the headlight went out - literally. I didn't ride that thing at night. It was also interesting getting it inspected for registration. The "eventually" occurred at full revs, not something you wanted to do with the bike stationary. So, about a third revs with the inspector cupping his hands around the headlight and peering in to see if there was anyone home. And many riders complain about their halogen or LED headlight not being bright enough. Wimps.

It had other issues as well. The engine was pretty much a straight swap with that in the road bike but with some modifications. This meant it still had the close ratio gearbox and light flywheel of the road bike. You could have close together gears at either slow speeds or high speeds depending on what sprockets you used. As the bike was delivered it had a top speed of about 80kph, but not sure because it had no instruments. This meant the first three gears were **very** low. It also had a very short swingarm a combination born in hell, or developed by someone with a very warped sense of humour. It is the only bike I have owned where it was possible to pull clutchless wheelies in the first three gears. In first, I swear the front wheel was directly attached to a spring loaded sky hook. But with the low gearing you ran out of revs very quickly meaning controlling that wheelie was problematic. Up, down, up, down.... And don't try to put it into a slide. The short swing arm meant the back came round almost instantaneously.

The light flywheel meant that the bike was prone to stalling at low revs. This led to the inevitable little lie down every now and again. As in going through a narrow steep sided gully where the front wheel was on one side of the gully, and the rear on the other. Naturally it decided to stall at that point with me still sitting on the bike, balancing it as my feet no longer reached the ground. There is only so long I can balance a bike before gravity takes over.

Recently, at age 72, I found out that I am on the autism spectrum. This has been a revelation and explains a lot for me. For example, like many on the spectrum I hate noise and this applies to noisy bikes as well. Which leads to a rant: **Loud pipes do not save lives.** There is no research to support this argument. In fact, I suspect the opposite could be the case. What is the normal reaction when a bike with loud pipes goes past and frightens the beejeezus out of you? Most people get angry, which means the next rider that comes along is going to be put in danger. Did I just change lanes in front of that rider??? But I didn't see him, officer. I wonder how many times that scenario has played out? I guess we

will never know because the driver is sure as hell not going to own up.

Did I tell you I also have a PhD? I know a little bit about research and what is needed to support a hypothesis so don't tell me about the time when a driver moved out of your way because of your loud pipes. This is not evidence! How about all the other times a driver didn't move? Or took it out on the next rider that came along that you don't know about? All of these possibilities need to be taken into account, and tested for, before you can claim that loud pipes save lives. And the results have to be statistically valid, that is far more people move in the presence of loud pipes than don't and there are no repercussions to other riders. Some early experiments by the Motorcycle Council of NSW indicates that most newer cars are so well insulated that the driver won't hear any bike until it is level with the front door. Too late to do anything except get a fright then get angry.

Why isn't there any research regarding the efficacy of loud pipes? Too many variables that just can't be accounted for. How do you reliably count the number of times drivers did move over as a result of loud pipes? How do you quantify the number that didn't and how do you determine the number of times drivers took out their anger on another rider? In other words, too bloody hard to do rigorous research that can be relied upon.

If you like loud pipes, then own it. Don't raise the furphy that they make you safer. There is no research to back up that claim and could actually make other riders less safe. All you are doing is annoying people, and when enough people get annoyed with something they lobby the govt to ban it. This is already happening with a number of local areas in both US and Europe banning motorcycles altogether and the UK planning similar moves. And if I get banned from an area because of the noise of others, I will be really pissed. Roll on the era of quiet e-bikes! *Rant off.*

Finally, you thought this article was all about bikes, noise and my propensity to fall off at low speeds. It's not.

As I get older I am suffering more and more with dyslexic fingers when typing. The keyboard on this new Apple Mac (after 30+ years of Windows) is also taking some getting used to. Totally different feel to my Logitech keyboard. I needed to get some practice to try and improve the situation. So, this was actually a typing exercise. Hope you enjoyed. And don't take it too seriously.

P.S. I gave myself a fail on the typing. Need more practice.

Dr Bruce

BMWTCNSW General Meeting Minutes

Date: 26 January 2022

Chairperson: David Beers

Meeting Opened: 7.07pm Online Zoom

Apologies: Justin Dorward, Rob Lovett, Paul Kersten, Rob Edgar, Rob Lovett.

Attendees: Dave Beers, Mike Goodwin, Michael Sarah, Alison Ashby, Mal Catermole, Steve Treloar, Bob Mandell, Trevor Dean, Thomas Rostig, Al Pennykid, Marie Pennykid, Chuck Hamilton.

Visitors: None

Previous Minutes: No December meeting. October Minutes Accepted by Bob Mandell with amendments to be emailed see below.

Chairman not added to Attendance list, Steve Treloar was Chairman before Dave Beers took over. Dave Beers and Steve Treloar to be added to attendance list. Steve had approved items and at the time was no longer Chairman.

November Minutes not available due to technical issues with the recording.

Seconded by Steve Treloar

New Members: Online attendee Thomas Rostig is a new member of 6 months from Springwood way, rides BMW GS1250 and MT07.

Correspondence: Bank Statements online & Historic Rego and BMW Club of Queensland package which Bob Mandell will post to Steve Treloar and a Membership form. All items actioned.

Discussed that all mail should be sent to the club secretary for distribution and action. All mail to be sent the secretary@bmwtcnsw.com.au All Correspondence is tabled at the club meeting and available to all club members. Trevor Dean agreed it is the Secretary's job to put the correspondence into the minutes. Meeting noted Bob Mandell's objection to the secretary deciding who gets the mail. We acknowledge and appreciate Bob is collecting the mail.

Presidents report: See January Newsletter.

Vice Presidents Report: See Past Events

Secretary's Report – Not Present

Treasurers Report – November and December 2021

ACCOUNT BALANCES end November 2021

Regular bank balance \$4023.41

Savings Account \$28727.04

TOTAL IN BANK \$32750.45

Summary

Total Income \$550.25

Total Expenses 1421.82

Total Interest earned 0.25

ACCOUNT BALANCES end December 2021

Regular bank balance \$3108.70

Savings Account balance \$28727.28

TOTAL IN BANK \$31835.98

Summary

Total Income 954.14

Total Expenses 1868.61

Total Interest earned 0.24

Membership Secretary Report: - No report

Editors Report: No report

Public Officer's Report: No report

Asserts & Archives: No report

Regalia: No report.

Clubs Australia: Online BMW Club & Community Management (BCCM) Live session will be on Friday at 8pm and it has been confirmed that three consecutive sessions will be held on the last Friday of the month at 8pm for Australia. The link is the same and will be sent by the club Secretary to the membership.

They are very interesting and have a motorcycle bent to them, previously they were been about a 1985 Pari Darkar winner and a R100RS that did an endurance record. They find a historic vehicle and give a story about it.

The BCCM is also doing a book which will be about every BMW club in the world. The Executive will put a submission into the book on behalf of the BMWTCNSW. Trevor to chase up the longer term members for our submission.

The BMW Clubs Australia National Rally will be held at Kooralbyn Valley Resort on the Sunshine Coast QLD, all details are in the Newsletter. Accommodation is limited and they need club members to book or 10 rooms will be released to the public each month. Look at the BMWCA event calendar for all events around Australia including the Karuah River Rally, Cane Toad or the National Rally

Webmaster: No Report Tabled.

MCC Report – Met last Saturday to discuss the MCC Constitution, easier to read. [BMWTCNSW is a member club and have a large number of associate members.](#) Marie Pennykid previously sent out MCC information cards to new members. Bob to organise cards for Marie.

Past Events: November South Coast run was supposed to be to East Lynne but ended up at the Nelligen Hotel a good roll up from the south coast and far south coast and also half a dozen members of the BMW Motorcycle club of Canberra club attended a good day.

December 40th Kosciuszko Rally went well not sure of the numbers. Quite a few members also attended.

Also in December Christmas/ Awards night went quite well with details in the latest newsletter.

End of December was the gathering at Micalong Creek near Wee Jasper about 25 people attended and another good roll up but only three motorbikes turned up. More of a relaxed get off the ground camping weekend.

Capital Rally and the Recon to Dungog on the weekend just gone both great events.

Coming Events – See Club Calendar for details

This Friday the BCCM live event (See Clubs Australia)

February South Coast a run up to the Narooma Car and Bike Show leaving Merimbula around 8.30am
Social Sips and KRR

Also in the calendar adding when the Newsletter submissions need to put in. So if you want to get an event in the social calendar to get it to Steve on the Friday prior to deadline.

February will be back in the Toongabbie meeting room and online.

25 February is the next BCCM live event.

26 February Nimmitabel to Cobargo lunch run. with BMW/MCC. GS ,dirt, Adventure ride with river crossing pending on levels. meet Nimmitabel 9am. Road riders can meet at Cobargo Pub for Lunch.

March a few rallies: Hennings /5 in Blaney, please register for catering and the Cold Flame and Thunder Rally.

General Business

Discussion on Meeting being recorded.

Bob Mandell – Rob Lovett wrote an article This in Nuts in the last newsletter about leading rides, and the potential risk. Worried about people not wanting to lead rides. Suggested the committee should look at these articles before printing.

Marie and Al Pennykid will be moving straight after KRR please get article in as soon as possible, as he is will be busy.

Patches have arrived and paid and will be given to Marie for distribution.

Motorrad Rally is on the same weekend as the Alpine rally.

[Dave contacted the Company Evan Evan's and has sent the flag information regarding 850mm this is an upside down blind, not suitable for our needs. Dave is looking into 700 mm wide banners.](#)

Roy at Eagle Printing can do these also Steve will discuss this with him. This is to be further investigated.

KRR - Alison asked is there a need for QR. Not necessary as there is no reception, a register will be kept regardless of buying a badge. Forestry have already been booked.

Rob and Dave went up the escape route at the KRR recon the trees were across the road and not well used and no phone reception. See how things go on the weekend.

Dungog Showground will be available for a last resort.

Meeting Closed 7.53pm



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Watch out for the following events:

11th -13th March

**BMW /5 and riders tribute
gathering**

12-14th March

Cold Flame Rally

15th-16th, 18th-20th March

40th Thunder Rally

1st-2nd April

Bundarra Pub stay

22nd-24th April

Cane Toad Rally

10th-13th June

National Motorrad Rally

13th -14th August '22

OCR, Adels Grove, Nth QLD