

NEWSLETTER



October 2021



**BMW
MOTORRAD**

**BMW Touring Club
of New South Wales**



OFFICE BEARERS

PRESIDENT

Dave Beers
0401 444 567
president@bmwtcnsw.org.au

VICE-PRESIDENT

Steve Treloar
0439 739 876
vicepresident@bmwtcnsw.org.au

GENERAL SECRETARY

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0418 266 924
secretary@bmwtcnsw.org.au

MEMBERSHIP SECRETARY

Marie Pennykid
0428 393 093
membership@bmwtcnsw.org.au

TREASURER

Alison Ashby
0422 077 583
treasurer@bmwtcnsw.org.au

BMWCA DELEGATE

Trevor Dean
0409 407 409
bmwcadelegate@bmwtcnsw.org.au

EDITOR

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0427 393 093
editor@bmwtcnsw.org.au

REGALIA

Warren Buffett
0473 403 205
regalia@bmwtcnsw.org.au

ASSETS and ARCHIVES

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0409 179 419
assets@bmwtcnsw.org.au

PUBLIC OFFICER

Trevor Dean
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bmwcadelegate@bmwtcnsw.org.au

SPARE PARTS/CLUB TOOLS

Rob Edgar
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spares@bmwtcnsw.org.au

MCC NSW DELEGATES

Bob Madell 0428 115 299
Paul Ioakimidis 0421 758 118
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



Ride & Events Calendar

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

Regular Events			
Wed Weekly 034 488	Meet at Jerry's Kulnura every Wednesday @ 10am CANCELLED TILL COVID RESTRICTIONS ARE LIFTED	Henning 0457	
2nd Sunday each month 777461	Coffee morning and ride from Bolwarra CANCELLED TILL COVID RESTRICTIONS ARE LIFTED	Rob Teideman 0425	
2nd Sunday each month 0439739876	Far South Coast (Bega Valley)	Steve Treloar	
September Events			
29 th	Club Meeting 7.30pm. Last Wednesday of the month. Online meeting	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) Cancelled	Rob Tiedeman 0425777461	2
October Events			
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 TBA	Tony Schmidt 0407494229	2
27 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall. TBA	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) TBA	Rob Tiedeman 0425777461	2
November Events			
11 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm TBA	Tony Schmidt 0407494229	2
19 th -21 st	Thunder Rally , Hosted by Ducati Club @ Sheba dams. DEPENDING ON COVID RESTRICTIONS LIFTED		10
24 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall. TBA	Justin Dorward	4/6
25 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) TBA	Rob Tiedeman 0425777461	2
	Xmas party/awards night TBA		
December Events			
3,4,5 th	40th Kosciuszko Rally , Geehi Hut , Alpine Way. DEPENDING ON COVID RESTRICTIONS LIFTED		10
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 TBA	Tony Schmidt 0407494229	2
29 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall. TBA	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) TBA	Rob Tiedeman 0425777461	2
2022			
13,14 th AUGUST	OCR 2022 ADELS GROVE NTH QLD for 2022	Face Book, page 2020 OCR Rebooted	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)



P

residents
Report

BMWTCNSW General Meeting Minutes

Date: 25th August 2021

Chairperson: Dave Beers

Meeting Opened: 7.03pm

Apologies: Bill Sparks

Present:

Dave Beers (President),

Steve Treloar (Vice President),

Alison Ashby (Treasurer),

Justin Dorward (Secretary),

Marie Pennykid (Membership Secretary),

Alan Pennykid (Editor)

Mal Cattermole (Assets / Archives),

Michael Sarah (Webmaster),

Trevor Dean (BMWCA Delegate),

Bob Madell and Paul Ioakamidis (MCC Delegates),

Geoff Lossen, Alex Spiteri-James, Mike Goodwin, Ian Goodwin, John Visser, Andrew Watson, Rob Tiedeman, Colin Watkins, Ken Lovegrove, Stan Kucera, Rod Riley, Hamish Treloar, Mark Schwarzl, John Murby, Chuck Hamilton.

Visitors: None

Previous Minutes: Accepted: Michael Goodwin

Seconded: Steve Treloar

New Members: Geoff Lossen

Correspondence:

Alison: Not present.

Justin (via email): BMW Motorcycle Club of QLD & BMW Owners Club of the Gold Coast newsletters. Recreational Motoring Scheme Confirmation of Cover by Gallagher.

President's Report:

Dave Beers

All future BMWTCNSW meetings will be via Zoom as BMW Clubs Australia has provided us with use of their Zoom account.

Vice President's Report:

Steve Treloar

Rallies are cancelled, TBA or postponed. Riding is difficult given the COVID lockdown and restrictions. Members are encouraged to watch the newsletters and social media.

Secretary's Report: Justin Dorward

All interstate BMW club secretaries have been contacted and all clubs that generate a newsletter are sending them to us. With Marie's help, their email addresses have been added to the distribution list and they are now receiving our monthly newsletter.

The creation of a second Facebook group, which is for current financial members only. This separation effectively turns the existing public group into a valuable publicity tool to promote membership sign-ups. Financial members can be in both groups but should remember the

Hello Spring,

yep the nose is running, the eyes are itching it must be spring and usually Far Cairn Rally time but like most of our lives it's on hold until the government says it's ok to mix with others and you can go further than your back door. As to when or if we can hold the rally will also depend on if a date can be found where the grounds are available to us and may not happen. Please stay tuned.

Of late we've been having our meetings online and to me they seem a bit boring, especially when things get brought up and lengthy debate ensues, and I can see others feel it's important to discuss this but I also see others where their eyes roll to the back of their heads as they think "someone put a bullet in me PLEASE" and to be honest I'm one of them. A lot of these matters really are NOT the place for a general meeting and we have a committee to deal with the everyday running of the club and most, if not all of these topics fall into this category.

Now when I go to a meeting I'm there to talk to like minded people about bikes, rides and what people do to have fun on both of those things and enjoy the meeting not listen to endless debate about how much we donate to Mari or RFDS that's committee stuff so in an attempt to make the meeting a bit more entertaining meeting have to change and I'll be trying something different. I'd like to hear from the members as to roads they ride, projects they have going on, what they're doing in lockdown to stop their brains from exploding (without a 20 item Power Point presentation). Let's make this fun again.



Let's go for a ride, the world never seem so bad when your holding onto a set of bars.

Dave Beers

purpose of each page and club-specific posts and discussions should be directed to the members-only group.

Questions: Should we allow members from interstate? Dave, Marie & Alex express that they should be financial members of our club only.

Treasurer's Report:

Justin Dorward OBO Alison Ashby (not present at the time)

ACCOUNT BALANCES

Regular bank balance at end of month \$9,473.97

Savings acc balance at end of month \$28,726.09

TOTAL IN BANK \$38,200.06

Summary

Total Income \$7,856.23

Total Expenses \$1,947.95

Total Interest Earned \$0.23

Membership Secretary Report:

Marie Pennykid

No new members this month. Membership list has been sent to the Executive Committee. Probably 70-80 members have not renewed since last year. Having spoken to Alison earlier today, a shirt provider is still being researched but they'll be sent to

Trevor mentions the usual turnover of 20-25% turnover (for all Australian clubs) wasn't experienced last year, but perhaps the lack of events has contributed to that trend.

Marie confirms that last year only 25 or so members did not renew.

Justin said it would be curious to know the average tenure of the members that didn't renew. Marie said the information isn't available at hand. Marie advised having spoken to Alison today, a shirt provider is still being researched but they'll be sent to the previous supplier.

Editor's Report:

Alan Pennykid

Business as usual. The magazine hasn't been printed due to COVID procedures and lockdown.

Public Officer's Report:

Trevor Dean

Nothing further to report.

Assets & Archives Report:

Mal Cattermole

Nothing to report.

Regalia Report:

Alison Ashby

Alison asks Warren Buffett where the badges came from. Steve says he hasn't heard back from his enquiries either, but is anticipating replies. Alison clarifies they need to be with the new logo.

Alison mentions sorting out shirts and Dave will email Alison with the supplier he used for his car club.

Clubs Australia Report:

Trevor Dean

Clubs International Conference will be virtual on the 11 & 12th October 2021 & an invitation to members to let the committee know of any items they'd like raised, such as questions about the regalia and guideline 5.

Webmaster Report:

Michael Sarah

No report. John Visser asks how the new Facebook page will work in coordination with the website. Dave pushes the question to general business & any website help is always appreciated.

Spares / Tools:

Dave Beers in absence of Rob Edgar

A list of tools has been provided to the club.

MCC Report:

Bob Madell / Paul Ioakimidis

Bob reports the MCC of NSW is mostly concerned with getting a Trailbike Rider subcommittee up and running. Their AGM has been held and the committee has been returned. Brian Wood has been attending meetings with SIRA and Transport for NSW.

Paul contributes, saying Motorcycle Awareness Month is being planned but it is being hampered by COVID and contingency plans are being arranged.

Dave revisits Paul's action from the last general meeting to share the CTP interstate document.



Justin reports the table at the end of the document is the most valuable and can be reformatted for the newsletter.

Trevor quotes documentation from the MCC mentioning discounts for CTP. Paul clarifies there are no cost reductions from the five main insurers and the insurance is based on factors, but will follow-up. Paul mentions the previous Swann 10% comprehensive insurance available. Bob mentions the Monaland CTP insurance brokers but isn't sure of the current status of this arrangement.

Past Events:

The New Members Ride in August was held prior to regional NSW being locked down despite the formal event being cancelled.

Coming Events:

General Business

Far Cairn Rally

Marie Pennykid mentions the virtual idea, but says it may not be a good idea. She quotes a conversation with Ken Lovegrove mentioning that Tottenham may not be able to cater for riders. Dave mentions an idea from the Ducati Owners Club to run a fundraiser-only event. Steve says this type of event worked for DOCNSW. He also says, as per discussed casually in a committee meeting last night, that, based on 2019 numbers, a donation be made to MARI anyway and Alison mentions potential donations to the race course, Lions Club from breakfast preparation, MARI which was the profit left over from the event. Alison says we wouldn't necessarily need to donate to the race course. Dave clarifies the fee was for use of the facilities. Alison also reports Jason Boyd donated the badge and patches, which saved money and contributed to the bottom line and subsequent donation. Dave says the BMWTCNSW is in a financially healthy position to make donations.

Alison clarifies that in 2020 the overall profit was \$1410. **Trevor proposes a motion to make donations as per the committee's reconciliation of funds, based on the 2020 profits.** Alison said, based on last year, those numbers are \$560 Lions Club \$850 to MARI. Dave confirms the funds we are discussing are the funds from last year. Alison says the Lions Club funds are usually spent having them supplied services. Justin says the Lion Club is a community group that can benefit from the funds. **Bob Madell seconds the motion. PASSED.**

Alex mentions the previous virtual ride concept. He suggested a "vaccinated and free-to-ride" event to a location to bring riders to towns to spend funds. Chuck asks if a contribution is made to the Royal Flying Doctors Service. Alison clarifies \$750 is donated to RFDS each year in February.

Marie asks whether the FCR is occurring this year & Dave brings Marie up to speed on the motion. Marie says the 2021 has received four entries, two of them are committee meetings. Marie says numbers are needed before ordering shirts and badges and Dave agrees. Marie suggests the event is postponed to March 2022 (or another date). Steve supports the postponement and Dave clarifies that the date of the postponement needs to be discussed by the Committee. Marie asks if Ken Lovegrove can check with the pub, which he further says they prefer; any date before the end of January must be a solid booking due to the harvest. Alison says she will send a letter to the Lachlan Valley Council informing them

of the postponement.

Trailer

Steve asks what is in the trailer. Alison clarifies that a list exists for the purpose of insurance. Warren Buffet has sent a spreadsheet of costing to Mal and Alison, in some detail. He says the replacement value would be more than the initial \$4,000. The contents were costed in as well. Alison says she will follow-up to ascertain a value to get a quote.

Royal Flying Doctors Service Podcast

Steve says he is doing a podcast with the RFDS about the pudding.

WrapTies

Dave asks how this is progressing. Justin says Rod Tiedeman referred one of his members and the other has gone to Alison Ashby & hopes to test them in October, perhaps.

Future online meetings platform

Justin expands on the President's Report, adding a newsletter article "Frequently Asked Questions" will be prepared to help acquaint financial members with the new platform. Zoom is a popular platform that many people may have already had cause to use throughout the pandemic. Justin said the committee has held a test meeting to ensure the technology meets our needs. He also said a test meeting will be set up so anyone that would like to familiarise themselves with a dry run can do so. He says invitations will not be sent out en masse, and financial members seeking to try out Zoom need to contact him via secretary@bmwctcnsw.org.au

Some essential info:

- Free to attend a meeting

- An account is not required to attend

- Available for use on smartphones, tablets and PC / Macs.

- More intuitive to use than Webex, which has some legacy issues.

- More effective use of bandwidth, especially where a poor connection can't be avoided.

Dave says Zoom looks different across different devices. Geoff says he uses Zoom every day and a link for the same meeting can be created, which Bob said can then be posted in the newsletter.

Monaland

Bob said he has contacted Kevin & Deborah Sutherland regarding the status of their CTP insurance product.

General Meeting Time 7pm or 7.30pm?

Justin Dorward asks for feedback from the floor whether members prefer 7pm or 7.30pm general meeting times. Not a consensus but the popular response was: 7pm.

Meeting Closed at 8.22pm.

Vice Presidents ramblings October 2021

Covid continues to cause restrictions around the state and country though the light is at the end of the tunnel somewhere... let's hope sooner than later. I've had a paintbrush in hand on most of my spare time recently so motorcycle riding has been put on the back burner. Did get out for a impromptu ride around the valley last weekend with a few members in the Bega Valley where we are lucky enough to be out of lockdown. The day did start with a flat battery so perhaps my battery charging routine wasn't as good as it should've been or the battery in the old GS is getting a bit old now to rotate the new 1000 cc Siebenrock Pistons. I was great to get outa done about. The Far south coast area will ,moving forward be having a monthly catch up ,ride .

Late last month I was contacted by the Royal flying Doctor service , Lana Mitchell the director of brand and communications. She was asking about the puddings its origins and its story and what it does for the RFDS. They have a Spotify podcast called, The flying Doctor, she wanted to interview me for one of these podcasts . After some words with some of the originators of the Pudding i.e. Bear and Rob Edgar and a few older members that have carried the pudding over the years I did the recorded session with Lana.

Not being as technical as some of the first recording which was approximately an hour did not work we did have a backup though there was too much noise in the background so a few weeks later we did the recording again and it is just been posted up on Spotify ,can be found by googling,

The Flying Doctor, what is the legend of the motorcycle Pudding.

A piece that didn't get in the cut was that it is not compulsory to make a donation to the Pudding, if you become a carrier of the pudding. As we all know, many Riders have had use the services of the Royal flying Doctors in our outback adventures and some are amongst our club members have had to get airlifted out after a spill in the bulldust. I believe it is a great organisation that assists people in the outback and any help they can get to keep them flying is a great help.

Since 2015 when the original, everyday hero day hero platform started it had raised over \$16,000.

The new donation page for the pudding is
flyingdoctor-se.raisely.com/themotorcyclepudding.

Hope to see you out and about soon.

Steve

MEMBERS ARE INVITED to the next Monthly General Meeting!

The BMW Touring Club of NSW hosts its monthly general meetings via the popular cloud teleconferencing platform **Zoom**. It is an intuitive and simple platform that allows us to meet during the pandemic. **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 next General Monthly Meeting is
[7pm on Wednesday 29th September 2021.](#)

Looking forward to seeing you there.

Justin Dorward,

Secretary, BMW Touring Club of NSW

WANTED:

- Looking for a Locksmith to cut a key for the steering head-lock on my BMW R75/5.

Gregory Carty,
0448 149 924
Mem. No. 99

Financial Report

- Public Liability Insurance was paid in August. Due to the low rate of interest being earned, there is no requirement to transfer money between accounts at this time.

ACCOUNT BALANCES	\$
Regular bank balance at end of August	9,807.97
Savings Account balance at end of August	28,726.34
TOTAL IN BANK	38,534.31
Summary	
Total Income	1,505.25
Total Expenses	1,171.00
Total Interest earned	0.25
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	

Regalia Report

- Nothing was sold in August. The club shirts with the new logo have been ordered and will be shipped in a couple of weeks. Sorry for the delay a new supplier had to be sort due to Covid closing our regular supplier.

Correspondence:

Bank Statements & Membership forms with cheques.

Editors Report

I have a little space to fill to complete the newsletter so I thought I'd write a few words.

Firstly, thanks everybody for your submissions. They are always welcome. You don't have to ask me, if you think you have something for the newsletter, just send it to me. The deadline is always before the Sunday preceding the monthly meeting so the newsletter can be distributed prior for the review of the members.

Any submissions should be sent to me as a file attachment to editor@bmwtcns.org.au in something like a Word file, photos separate with photo positions marked in the word file so I can't screw the positions too badly. ANY submission gets placed into my newsletter Publisher file and everything is formatted to the newsletter format that I use. I really don't want anything in .pdf format if it can be helped, it just means more work, does not save me any time and will never be published at all in its original format. Please don't waste both our times.

If you want send me a link to something interesting that you found somewhere, please don't. Just send me the article itself.

On another topic, while we are all under COVID restrictions on travel and gathering sizes our monthly meeting is not possible, which in turn means no bagging and labelling of paper newsletters. Distribution of paper copies of the newsletter will resume when actual meetings resume. At that time we will send out copies of the "missing" newslet-

ters.

I've had a suggestion from one member to bump up the font size because now that all the newsletters are electronic, the 16 or 20 page limit now no longer matters. Well we are still producing paper newsletters so the limit still applies. If we do move to eformat only, then there will be no limits to the size. But that is another discussion.

The size limit is driven by printing costs. Let's say a 16 page issue costs approx. \$600 to print. A 20 page issue (which is the next step) would cost approx. \$750 each month, 24 page would be \$900 each month etc. \$150 each month is \$1650 for 11 months of newsletters. For this reason I do try to control the size of the newsletter, this is why I always say no to overly formatted pretty documents with tons of white space. As nice as they might look, the extra pages are an extra outgoing on the clubs expenses that we don't need to spend (maybe it's just my Scottish blood coming out)

That said this months issue (16 pages) is comprised of 2 covers (F+R), 2 for Office bearers and Calendar, 5 pages of Minutes and various Committee Reports and 7 pages of actual reader content (minus about a page or more for dealer advertising). To my way of thinking we should increase to 20 pages anyway to allow for more actual content (while the minutes etc run so high). Once we have some fliers for events, rallies etc that puny 7(6) pages really isn't very much, especially if I bump the font bigger.

Alan Pennykid

Parts [alphabetical] to suit 1984, BMW K100RS

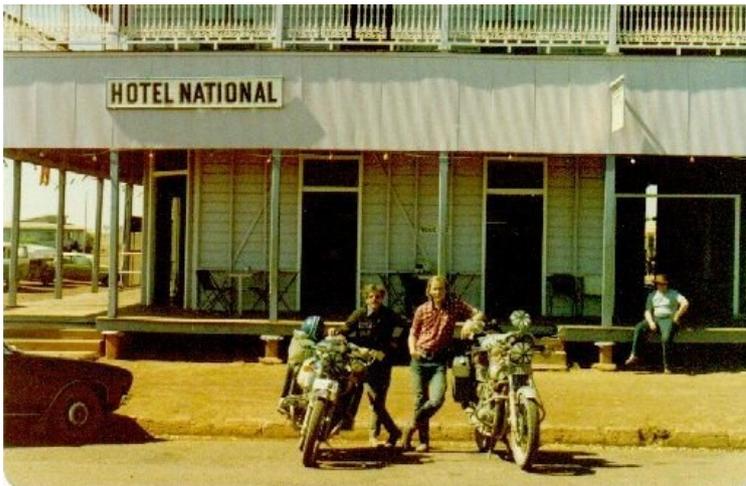
Brake hoses F & R, rubber
Cluch Lever—BMW
Foot brake lever
Fork seals
Fork springs – K100 & K75
Front brake lever – BMW
Fuel cap sealing rubber
Fuel injection computer carrier [under seat]
Fuel injection computer
Gear change indicator [doesn't show 3rd gear] from speedo/tacho assembly
Ignition switch location/mounting brackets
Impact pad on handle bar
Indicator lenses – front repaired
Lower fairing panel, right side
Pannier "Z" bracket – left side
Relays [missing Starter relay] all others - 6 in total
Speedo & tacho assembly – use 4 parts
Toggle switch fits into impact pad on handle bar
ACCROSSORIES:
-Co₂ 16gram cartridges [14 in total + One valve fitting] – re inflate tyres
-Hand Tyre Pump – under seat airheads 1970 to 1990, SKS Pump
-Puncture "hole reamer" cleans hole to fit "Sealfix 50" plug
-Puncture repair wicks/plugs "Sealfix 50" [5 per sheet, 3 sheets]
=Can forward photos and cost.

Email: rod_sue.riley@optusnet.com.au

My Travels with the Pudding

Pt 2

Fast forward to May 1978 and I handed in my resignation to plan our trip to the Centre Rally in Alice Springs. I loaded up the trusty R75/6 and checked to make sure the pudding was still packed away safely in the left hand pannier. My intention was to pass it on to someone at the Centre Rally. Lilly and I mounted up, headed off early and ended up camping just south of Brisbane. The next day found us in Childers in Queensland where we set up the tent in a caravan park adjacent to a massive cane field. As I unloaded the bike I noticed that the front wheel bearing sounded scratchy so I contacted a bike shop in town and had the bearings replaced and adjusted. We enjoyed lovely weather the next day as we headed for Rockhampton. Here we met up with a guy named Con who was aboard a Z900 Kawasaki. He asked if we would mind if he tagged along with us on our way to Alice Springs. That was fine by us so away we went the next day to arrive in Cairns and set up our tents at the local camping ground. From here we decided to ride up to Normanton via Georgetown along what was euphemistically labelled on my map as Highway One.



Chuck and Con at Normanton

About halfway between Georgetown and Croydon the gravel road was in reasonable condition but was flanked on either side by two metre tall ribbon grass. In the distance I could see a cloud of dust rapidly approaching so I slowed down to about 30 or 40 km/h to avoid being peppered by gravel thrown up by the speeding vehicle. As it came closer I saw that it was a brown coloured Ford Fairlane ambulance and the very instant it was beside me a kangaroo darted from the grass beside the road and crashed straight into my front wheel, sending us arse over head into the bulldust. For a brief moment we tumbled around in a whirlwind of dust and noise until we finally settled. All I could hear was the sound of my bike's engine revving its brains out so I quickly stood and fell down again due to the pain in my ankle. I crawled over to the inverted bike and tried to turn the ignition off but the key was sheared off in the lock. My eye then fell to a shiny object laying in the bulldust

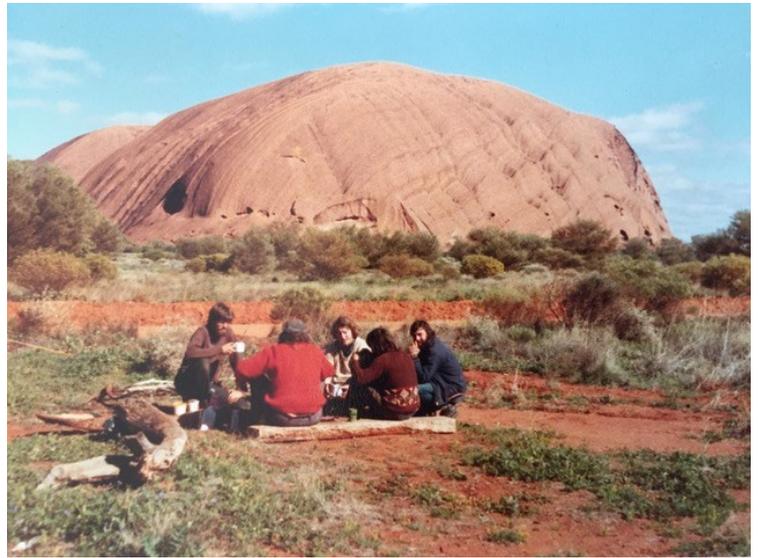
which miraculously was the head of the key! So I quickly picked it up, shut down the ignition and fell back on my bottom to gather in what just happened. My attention was then drawn to Lilly's voice shouting at the ambulance driver who had seen the plume of bulldust our accident had produced and had stopped and backed up to us. "It was a kangaroo", I said. They both turned to me with that look that said "Yep, he's lost it". The ambo came over and helped me to turn the bike back onto its wheels. "See this?" I said pointing to a lump of fur stuck to the left brake caliper and then to the bent and bloodied front number plate. "A 'roo jumped out of the grass and hit my front wheel". I could hear the sigh of relief from the ambo who apparently thought he'd run me off the road. He couldn't have seen the 'roo because he was beside me when it sprung out of the tall grass and Lilly didn't see it because she was hunkered down behind me so as to avoid being sprayed by gravel from the speeding ambulance. Noticing my limp, the ambo asked me if he could put a bandage around my ankle. Sure, I said, so he ran back to the ambulance, then ran back and said, "Sorry, I've run out of bandages". He then asked me if I wanted a drink of water. Yes please, I said, so he ran to the ambulance and quickly ran back and said "Sorry, I'm out of water".

"Why are you in such a hurry?" I asked. He replied: "I'm on my way to a homestead to deliver a baby". Since I couldn't see him being helpful I told him that he might as well go and said to myself "Good luck lady!" Luckily the bike didn't seem too badly damaged. It didn't even break a mirror although it now had a host of new scuffs and scrapes on the panniers and our bedroll, which had taken the brunt of the impact as the bike tumbled over. A little over an hour later we caught up with Con at the camping ground at Croydon and told him about our experience over a beer and dinner at the local hotel. I woke up the next morning pretty stiff and sorry so it took a while to break camp and wander into town for some breakfast. At least my ankle felt better so it obviously wasn't too badly injured.

We decided to detour to Karumba just so we could say we've seen the Gulf of Carpentaria. Not much to see here except a crowd of indigenous Australians hanging out of the pub singing along to Boney M's "By the Rivers of Babylon" at the top of their voices so we pressed on to Normanton then to Burketown and down to Camooweal to meet up with the Flinders Highway and then head west towards Three Ways. Like most of outback Australia, the surroundings were just flat land covered by short scrub but here the landscape was dotted as far as the eye could see with two metre high termite mounds. I wondered where they found the wood to support so many termite communities. At Three Ways we turned south for the 530 kms to Alice Springs where we found a good contingent of the BMW Touring Club at the caravan park including Chris Dicker, No-

el and Rhonda Parry, Peter Jenkins (and many others) as well as Steve and Jann and Tony and Nada who had ridden to Alice via the Sandover. Well, the tents were there but the bodies were in town partaking in a few beers. After setting up camp and taking a well needed shower Lilly and I ventured into town to have dinner and be entertained by Ted Egan singing a few bushie songs accompanied by him drumming on an empty beer carton.

Since we were close by, it was a good opportunity to ride down to Ayers Rock (as it was known back in the '70s - these days it's called Uluru. It's a fact that Ayers Rock is taller than either the Eiffel Tower or the Chrysler Building and that the first white man to see Ayers Rock was Ernest Giles in 1872). Lilly decided that she didn't want to do any more gravel road (smart girl) and instead preferred to take part in some tourist activities around Alice Springs. Chris had decided to attempt a solo crossing of the Gunbarrel Highway heading west from Ayers Rock and across to Perth so I decided to ride down to the Rock with him. I loaded my swag on the back and headed off with Chris in tow. As I approached the right hand turn to Ayers Rock I saw two bikes heading towards me from the south turning left. I knew those bikes - Vince Cahill on his silver R100RS and Ray Kerr-Lansom on his red and black R100S. What a coincidence! We pulled up and had an exchange of our experiences of our respective journeys from Sydney then mounted up and headed west, the



two of them blasting off towards the western horizon. About a kilometer later the sealed road gave way to a red dirt track covered with bulldust and sand so naturally after about 50 metres I got crossed up in a sandy patch and fell off. I wasn't going too fast when I fell so no damage was done. Chris could not have been too far behind me so I picked up my bike and took off again. About a kilometer later I ploughed into a long stretch of bulldust but again wasn't going too fast, probably only in third gear. I started fishtailing so poured on some gas to accelerate through but my swerving became worse until I did the wall of death up a sand embankment, slid down and plonked over in the bulldust again. As I was hauling my bike upright



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again Chris trundled up beside me, switched off his heavily laden 750 Four and said "Was that you back there?"

"Yeah."

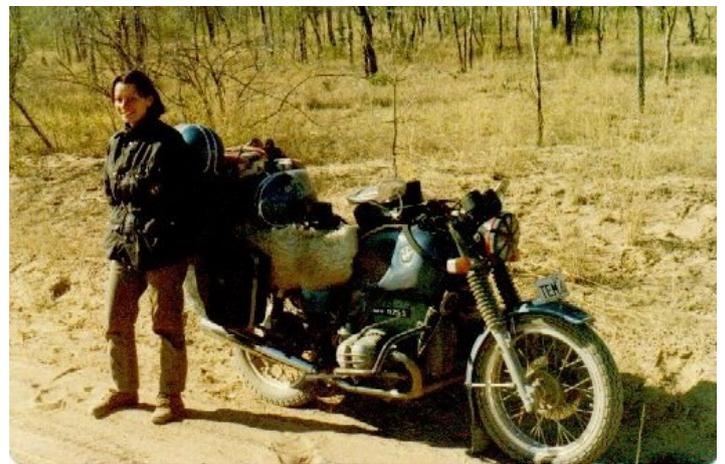
"It's going to take you a long time to get there if you keep riding like that," he said, rubbing his chin. Then he patiently told me what I was doing wrong and gave me a few tips to try and stay upright. Right, ready to go! With a little newfound confidence I took off and decided to limit my speed to no more than 80 km/h so that when I come down again it wouldn't hurt so much. A few kilometers later I came into another long sand drift and straight away the bike started to swerve and fishtail as I poured on the power. My oscillations were getting worse and worse and I could see myself taking another step-off in the sand. It's funny how you can process a lot of information in a few milliseconds, or was it that time slows down during a panic attack? In those short seconds as I was weaving all over the sandy patch I said to myself that I was going down anyway so I might as well try Chris's tip for keeping the bike under control. I released my grip on the 'bars, kept on the gas and stopped trying to fight the front end as it slewed left and right. Immediately, the bike straightened and even though the front end was oscillating from side to side almost hitting the stops, the bike tracked straight and true. The front tyre was shooting up a plume of sand behind it that was so powerful I felt it trying to push my feet off the footrests. My heart was in my throat as I powered along in the sand drift and as the hard road came into view I left the patch of bulldust and slowed down to let my adrenaline levels subside. Wow! That was the longest sandy patch I had ever ridden without falling off! For the remainder of my journey to the Rock and back to the Stuart Highway I didn't have another spill and for that I will always be indebted to Chris for giving me the best ever riding tip I ever had. After encountering many more bulldust and sandy patches I rolled into the Ayers Rock park well after dark absolutely beat and after paying for entry found a spot in the total darkness to throw down my swag. Next morning I woke just before dawn to see the fabulous pink, brown and orange light show that the rising sun was painting on the Rock.



Chuck and the bikes at Kulgera fuel bowsers

Just west of the Olgas (as they were known as back in the '70s - now known as Kata Tjuta by Indigenous Australians), I and a few of the guys wished Chris good luck on his solo ride to Perth along the Gunbarrel. His Honda had two panniers full of water and supplies and he had two jerry cans brimming with fuel lying flat on the seat behind him. It was here that I handed over the pudding to Chris for its first journey across the Gunbarrel. He had to make a bit of room for it in one of his panniers and after a parting handshake he mounted his bike and disappeared on the western horizon in a cloud of dust.

Once we had spent a few days sightseeing in Alice Springs Lilly and I left town with Graham Johns on his R60/5 and travelled north to Darwin to spend a couple of days as Lilly had not been before. After a couple of days sightseeing we headed back down the track to Three Ways and turned east towards Mt Isa. From here we headed south toward Boulia



Lily and R75 at the roadside

and aimed for Winton but as night fell we decided to call it a day at a little place about 75 kms east of Boulia called Hamilton Hotel. All that was there was a pub and a fenced off camping ground on the other side of the road. We set up camp and went over to the pub for a beer only to be told by the publican that he was about to shut up shop. He did however sell us a couple of VB stubbies and a can of lemon drink for Lilly so we wandered back to the camp ground, sat and watched the Milky Way become brighter as the night settled. Around an hour after Lilly went to bed we were just about to follow suite when we saw two lights far in the distance heading our way. I thought they were probably the headlights of some cockie's Land Cruiser but then the lights diverged and headed away from each other moving up and down and after a few seconds they both disappeared. About ten seconds later the two lights appeared again, this time way over to the left of where the first ones appeared. They too came towards us at a fair clip, diverged and took off in opposite directions. I woke Lilly and dragged her out of the sleeping bag to verify what we saw and about thirty seconds later the lights appeared again, this time way over to the right of the original lights.

After a second performance the lights disappeared and that was the end of the show for the night so we turned in.

At dawn we were up and packed and on our way towards Winton deciding to stop at a small town called Middleton for breakfast. Seated in the local cafe, we noticed a selection of paraphernalia for sale which mainly consisted of stubby coolers, place mats, beer coasters and tea towels advertising this region as being the "home of the mysterious Min Min lights". We quizzed the waitress and she said that many locals and travellers have reported seeing these lights for years, doing what we saw them do last night. Sounded like a case for the X-files (but that program hadn't existed back then) so we just filed it away under the weird category and left for Winton. About half way between Winton and Longreach I noticed that Graham had disappeared from my mirrors so after the obligatory slow and wait he still hadn't appeared. We turned around and retraced our tracks to find him parked on the roadside turning the rear wheel. Unfortunately the drive coupling in the swing arm had stripped its teeth and there was nothing else to do except for me to ride to Longreach and find a means to cart the stricken bike into town. I found the NRMA office and luckily the mechanic posted there was a really nice guy who gave me a lift back to the site of the breakdown in his ute. Once we loaded the stricken R60/6 we headed back to town and unloaded the bike at the camping ground at Winton where we had set up camp. Fortunately Graham had a spare swing arm and drive shaft on the bench at home so he rang his Dad, Stan,

and asked him to freight it up from Sydney. A few days later the part arrived, was installed and we continued our way to Longreach then to Charleville, Cunnamulla and down to Bourke. From Bourke it was an uneventful journey to Narromine, Dubbo, Bathurst and home to Sydney. By this time I had exhausted my traveling fund once again so dropped in the newsagents and bought a copy of the Sydney Morning Herald to peruse the jobs section (yes, we used to find jobs in newspapers back in those days!). Since there were heaps of jobs available for metal tradesmen I chose the job closest to where I lived and started saving up for my next big trip. Hmm, I haven't been back to Adelaide for a while now. Surely there must be some rallies coming up...

Chuck Hamilton



Our esteemed VP, Steve Treloar with the Pudding

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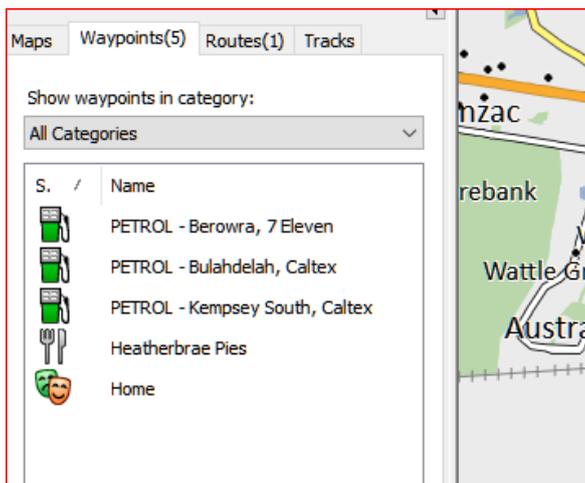
An easier way to plan your routes

As many of us are using Garmin GPS devices you may find this to be of assistance.

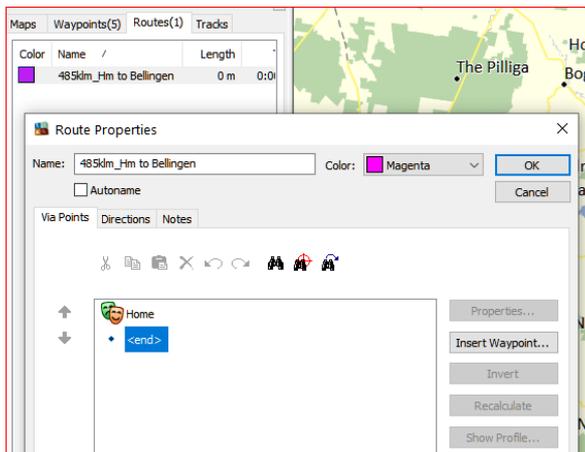
Whether you are planning in MapSource or BaseCamp the same principles will apply.

There is a huge amount of Tourist information available on our country towns and good planning will have reap rewards/memories if forward planned

1. Decide on your destination, do your research on what to see along the way
2. Decide where you/she wants a comfort stop, lunch and fuel stops
3. Using the "Find Tab" save each as a "Waypoint" Eg.

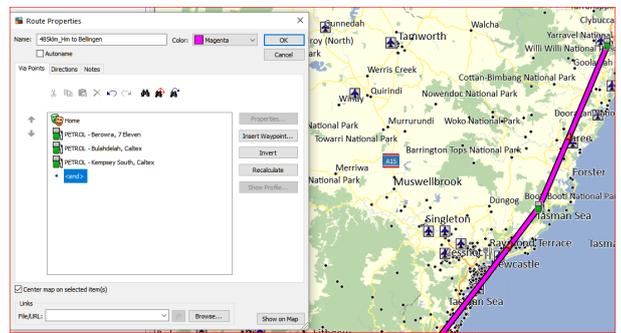


4. Go to your start point [ie Home]

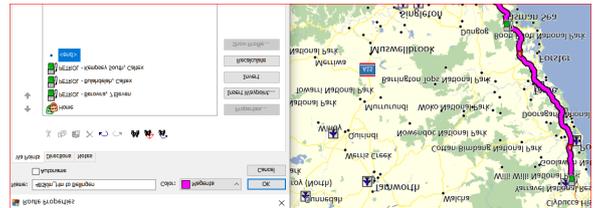


5. Click in **insert Waypoint** my case PETROL – Berowra, 7 Eleven then click on the remaining waypoints and they will load into route.

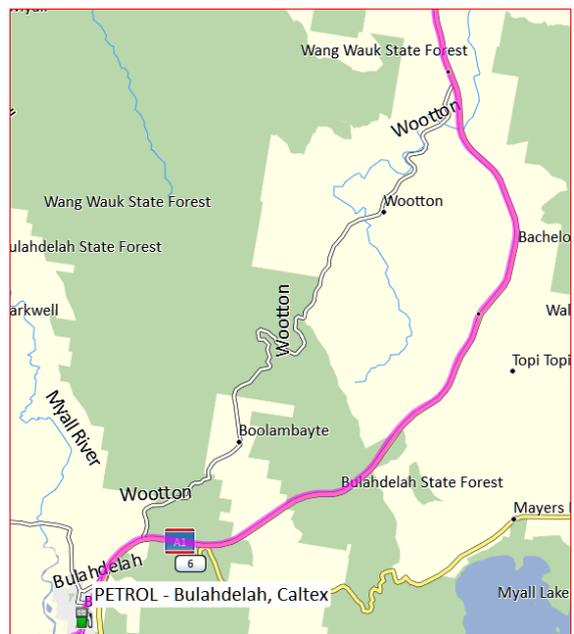
NB at this point your route will appear as a straight line UNTILL



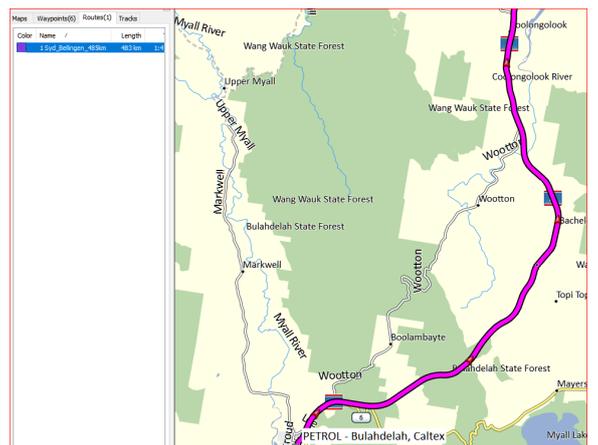
6. You click on **Recalculate**, then the Route follows the road



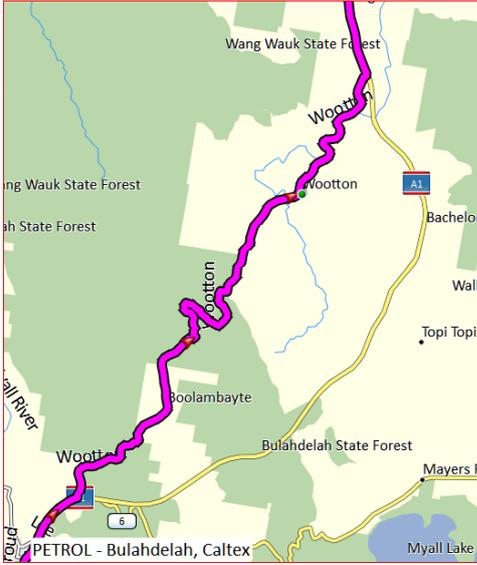
7. Should you wish to change the route, get off the freeway and onto some more interesting roads simply



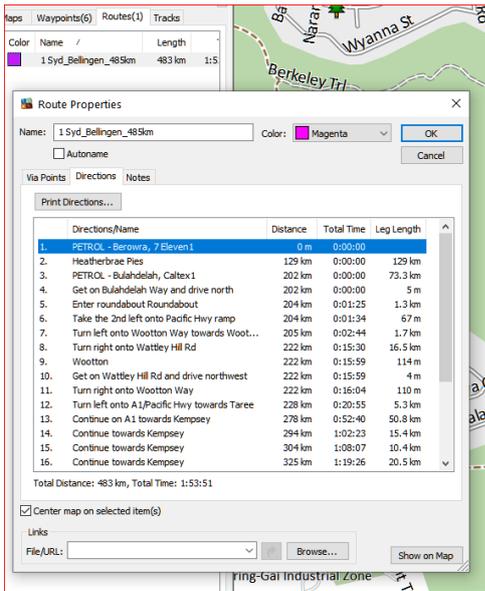
8. Left Click on your Route on the left side of the box. This should highlight your route.



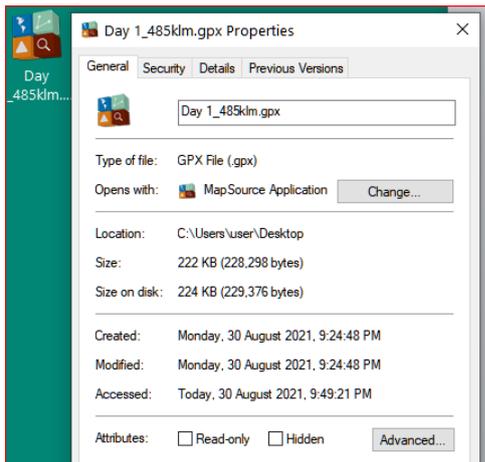
9. Right mouse click on the highlighted route and a hairline [anchored at both ends to waypoints] will appear drag the hairline onto the road you now wish to travel on, click. The new Route will appear.



10. Should you want a detailed breakdown of your Route, Click on **Directions** in the "Route Properties" screen

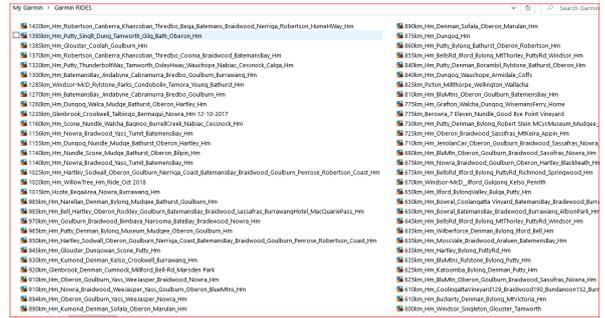


11. Should you choose this method of planning your Routes you will have smaller file sizes so your Device can process the directions quickly.



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Before you know it you will have planned hundreds of rides, just waiting the lifting of COVID



NB. So as to keep my Garmin free of clutter, I store my rides on a SD Card and import each ride as needed. Then delete from my Garmin when the ride is finished. [I keeping the route on the SD Card for future rides].

Create a Garmin Folder in that create a GPX Folder.

This is where you save your rides AS .GPX files [not .gdb]

-Rpd Riley (member #160)



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Contact Rod Riley

rod_sue.riley@optusnet.com.au

Report on the Wraptie 130

These are our initial impressions only as we can't go for a ride and test them on the road.

We decided to use them to hold the pannier on the Bumblebee as this is already done by another system and for comparison.

The Wrapties are easy to use, we really like the multiple Velcro points along the whole length of the Wraptie which allows for ease of adjustment, holding the pannier tightly. The excess length is able to be attached to the strap so no loose ends flapping in the wind.



The Wraptie is also easy to release by pulling the closed handle loop. The open Velcro loop on the opposite end allowed easy attachment to the pannier rack.

The compact size of the strap when not being used is another

advantage and could be stowed for emergency use and taken in a tank bag. Making them safer than carrying Ockie Straps.

Our conclusion is this system sets the bar a little bit higher compared to the other systems we have used.

Trevor Hooker and Alison Ashby



"His injuries are motorcycle related. He accidentally bumped into his wife's motorcycle, so she gave him a beating."



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19th-21st November

**Thunder Rally @ Sheba Dams
(Nundle), (dependent on COVID
restrictions)**

3rd-5th December

**Kosciusko Rally (dependant on
COVID restrictions)**

13th-14th August

OCR @ Adels Grove