



NEWSLETTER

September 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

Justin Dorward
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

Alan Pennykid
0427 393 093
editor@bmwtcnsw.org.au

REGALIA

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

ASSETS and ARCHIVES

Mal Cattermole
0409 179 419
assets@bmwtcnsw.org.au

PUBLIC OFFICER

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

SPARE PARTS/CLUB TOOLS

Rob Edgar
0408 161 107
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 Gilsean	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	Meet at Jerry's Kulnura every Wednesday @ 10am	Henning 0457 034 488		
CANCELLED TILL COVID RECTRITCIIONS ARE LIFTED				
2nd Sunday each month	Coffee morning and ride from Bolwarra	Rob Teideman 0425 777461		
CANCELLED TILL COVID RESTRICTIONS ARE LIFTED				
August Events				
8 th	New Members Ride. Leave Westbound M4 MacDonald's See Flyer Cancelled	Marie Pennykid 0428393093		6
12 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229		2
25 th	Club Meeting 7.30pm. Last Wednesday of the month. Online meeting	Justin Dorward		4/ 6
26 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month) cancelled	Rob Tiedeman 0425777461		2
28 th 29 th	TTT Rally Near Taralga Cancelled			10
September Events				
4 th	BMWTCNSW Movie Night. Grey Gums International Café, Putty Rd, Putty See Flyer Cancelled	Marie Pennykid 0428393093		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 cancelled	Tony Schmidt 0407494229		2
11 th 12 th	Dargo High Plains Rally. Talbotville VIC Cancelled			10
17 th , 18 th , 19 th	Far Cairn Rally .Tottenham postponed TBA	Paul Evans		10
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				
9 th 10 th	40 th Kosciuszko Rally Geehi Hut , Alpine Way. TBA Keep an eye on Social media.			10
12 th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm Cancelled	Tony Schmidt 0407494229		2
16 th	BMW /5 & Riders tribute Gathering - Postponed	Henning Jorgenson 0457034488		
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

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)

BMWTCNSW General Meeting Minutes

Date: 28 July 2021

Chairperson: Dave Beers (President)

Meeting Opened: 7.10pm

Apologies: Henning Jorgenson

Present: Dave Beers (President), Steve Treloar (Vice President), Alison Ashby (Treasurer), Justin Dorward (Secretary), Marie Pennykid (Membership Secretary), Mal Cattermole (Assets / Archives), Michael Sarah (Webmaster), Trevor Dean (BMWCA Delegate), Bob Madell and Paul Ioakamidis (MCC Delegates), Barry Watkins, Chris Kowal, Colin, Danny Hedges, Kim Knoblauch, Alan Pennykid, Derek Sheppard, Mike Goodwin, Rob Tiedeman.

Visitors: None

Previous Minutes: Accepted: Steve Treloar
Second: Dave Beers

New Members: Chris Kowal, Derek Sheppard, Kim Knoblauch.

Correspondence: Alison. Bank statements, membership.
Moved: Alison
Second: Bob Madell

President's Report:

Dave Beers

Report as per newsletter issued today.

Vice President's Report:

Steve Treloar

Thank you to Dave for stepping up to the President's position. A lot of people are in lockdown and winter months tend to have member motorcycles covered and plugged-in. Report as per newsletter issued today. The social calendar is uncertain. Members are encouraged to stay safe.

Secretary's Report:

Justin Dorward

I'm interested in fleshing-out the "Other Club's Mags" section of the Member's Area on the website. I have been speaking with my interstate counterparts, many of whom already receive a hard-copy of our monthly newsletter, to have them send us their equivalent newsletters. Where their email addresses are missing from our distribution list, I've been tracking these down so they can share a soft copy of our newsletter with their financial members.

At this time, the files cannot be uploaded to the website due to technical difficulties.

Treasurer's Report:

Alison Ashby

ACCOUNT BALANCES

Regular bank balance at end of month \$3,565.92

Savings account balance at month end \$28,725.86

TOTAL IN BANK \$32,291.78

Summary

Total Income \$4,317.62

Total Expenses \$1,463.65

Total Interest Earned \$0.23

Treasurer's Report:

Moved: Bob Madell

Seconded: Justin Dorward

Membership Secretary Report:

Marie Pennykid

Last new member was in mid-June, Derek. Demand is low at the moment. Two-thirds of the membership base have renewed themselves for the next period (12 months). The new member's ride is now cancelled due to COVID lockdown.

Editor's Report:

Alan Pennykid

Some submissions have been received and one article has been put off. Alison has confirmed the advertisers list to be invoiced.

Bob expresses thanks to Alan for the newsletter.

Public Officer's Report:

Trevor Dean

Financial statements as issued by Alison prior to the AGM have been accepted and annual return has been lodged with the Department of Fair Trading. AGM requirements have been completed.

Assets & Archives Report:

Mal Cattermole

No report.

Regalia Report:

Alison Ashby

Alison mentioned a stocktake, when allowable due to COVID restrictions.

BMW Clubs Australia Report:

Trevor Dean

At the May AGM the BMW Clubs Australia Powerpoint presentation was shared in May. Guideline number 5 has been clarified, regarding how the logo is to be used. Colour codes had been requested and provided.

Webmaster Report:

Michael Sarah

No report. Will seek to correct the President's email address technical issues.

Alan said a UK edition used to be received in hard copy. He said the last NZ received edition was 5th July.

Trevor said he receives VIC and Gold Coast monthly newsletters and asks where to send them. Justin clarifies to

Trevor to send the files to Michael and keep them handy, for future

Spare Parts / Tools:

Rob Edgar

Not present.

MCC Report:

Bob Madell / Paul Ioakimidis

The next MCC meeting and AGM is in a few days and Motorcycle Awareness Month will then be their priority. The Sydney Harbour Bridge Bus Lane has been reverted back from Bus Only Lane since

CTP insurance for NSW vehicles interstate is a work in progress. Justin mentioned a brochure that has been generated to present interstate information. Bob explains the background circumstance. Paul says SIRA may be a future guest speaker at the MCC and this allows Bob and Paul to report that back to the BMWTCNSW. Bob mentions the link for the MCC

Action Item

Paul Ioakimidis	Find the government-issued brochure for newsletter addition	Unspecified
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Past Events:

Steve said he had enjoyed a ten day trip to Dirranbandi.

Coming Events:

Steve reports some social sips are still occurring, in the light of COVID lockdowns. The movie night is on hold with a decision to be made in late August. Steve mentions that the New Members Ride has been cancelled. Steve reports he has heard from Thrasher about the TTT and a call hasn't yet been made and the Kosciusko is still happening according to Gary and the ACT Club.

General Business:

Peter "Granddad" Jenkins

Alan received an email from Peter suggesting members who do not renew membership should still receive the newsletter via email.

Marie puts a motion that on request, long-term members (25yrs+), can request to keep receiving a digital copy of the magazine without being a financial member of the club.

Second: Bob Madell.

Passed: Unanimous.

Flag with new Motorrad logo

Mal Cattermole

Dave asks if our current banner is logo-ed and suggests we have a club flag to be used at different events. Steve says he has an email template from Gary Smee, which folds to the approximate size of a foldable camp chair which can be carried across a motorcycle's panniers. Allan asks about the other artwork on the flag, such as the text. Dave suggests a quote

and a draft is prepared for final approval, adding he has received an email which will be distributed to the Committee for further consideration.

Trailer and Tool Insurance

Mal Cattermole

Trevor has prepared a draft in how to handle the carrying value in the balance sheet, but the items have an intrinsic value. Trevor says items have been expensed but not depreciated, but value exists in the items nonetheless.

Trevor states anyone towing the trailer must be insured. Alison says the insurance was researched pre-COVID but hasn't been used since. Goodwin mentions his trailer is insured with Shannons for \$190 per year.

Mal says the location of the trailer, at his location, is safe since it is behind gates and his caravan.

Bob referred this agenda item to the executive committee.

Far Cairn Rally 2021

Rob Tiedeman requested the status of the FCR. Sydney lockdown has been extended to the 28th August. Marie says a decision will be made in the middle of September, around two weeks prior.

Rob Tiedeman will put a letter together. Marie says the next newsletter will log out around the 25th August, which may be too far before the current 28th August lockdown deadline to print a definite decision on the rally. Dave says we are receiving 11am daily reports from the NSW Government to get an idea on how the lockdown is tracking. Marie says regional members can still visit even if Sydney is in lockdown.

Wraptie

Justin has followed up contact from Paul McNeill, Director of WrapTie. He is interested in sharing his products with us for review, and has provided two sets for two riders to test and write an article for the November issue newsletter. Upcoming test opportunities include the Far Cairn Rally & 40th Kosciusko, pending COVID / lockdown. See more information: <https://wraptie.net/>

Dave suggests non-Sydney riders. Rob Tiedeman in Newcastle will speak with his members and get back to Justin.

Canberra BMW Motorrad

Steve reports Canberra BMW Motorrad had held a talk in the showroom and in the workshop sharing what they do with servicing. They offered the ACT club a 10% discount on gear, parts & service, which was also extended to the NSW members on presentation of their membership card.

Alan said the discount is in the August newsletter on page 5.

Meeting Closed at 8.25pm.



P

Residents
Report

Vice Presidents Ramblings

-Sept 21

G'day all as you know riding is been a little bit light on in the last month. I've have been able to get out for a couple of little short rides in our local area. let's hope this blasted Covid is behind soon we can all get out on the road again.

Another thing that's been splashed over the news of recent is all the disturbance and withdrawals in Afghanistan not that I want to get into any of that.

Though it brought back a few memories of my travels back in the 90s.

Who's ever used a BMW motorcycle standard pump to pump up the tire and how long did it take you ?.

There was one particular day in Pakistan we have been in Quetta waiting for a permit to ride along a lonely dirt road that ran along the Pakistani side of the Afghan border heading from Quetta to Peshawar. We had been carrying a new tear tyre all the way from England . I'd had enough of strapping it on every day and taking off each afternoon. The rear tire that was on the little R 65 was basically bald prior to entering Iran. With the roads been so smooth and formed I decided to continue running the tire out as far as I could. By the time we got to Quetta after crossing the Baluchistan desert, I decided it was time to put the new tire on.

After the permit was approved we headed out along the dirt border road heading north towards Peshawar. We had stopped for an early lunch along the track. It was a beautifully clear day though the temperature was cold and hour or so after lunch the sump of the bike scraped going over some rocks. I thought was unusual decided to stop and check that everything was okay. There was no big weave to indicate a rear flat tyre. We got off, it was revealed ,that the flat tyre had lowered the bottom of the bike causing it to scrape. No problems with the sump though the tire was flat.

Our travelling companions Craig and Sue had a spare tube ,I had only carried a tyre repair Kit, which I as fine with. Being 2 up as well and trying to save on space . Sue was a little bit concerned ,well, very concerned (did you see those mirrors reflecting in the hill).

Hi Everyone

Well not much happening out there especially if you're following the current health orders one thing I can say is Spring is coming and even if it's not here yet I'm certainly feeling its effect. I like many others suffer from hay fever and this time of year is always a challenging time when riding. Imagine going into a full blown sneezing fit inside your helmet, can be quit comical (and Messy) but throw in the approach of a corner and it turns into an entirely different situation.

Many years ago I was in the Victorian town of Dargo and after a Friday night in the pub and looking at heading for the rally site some 40km away and I had a bad case of eye irritation and had to call out the district nurse to get medication because at this time antihistamine were prescription only and so that was an extra expense for the that was not welcome but it was a great weekend and I would highly recommend the Dargo High Plains rally.



On the subject of rallies I think it is very unlikely that anything will be running for quite a while and people that may not be in lockdown are probably not going to travel into other states for fear of having to do 14 day isolation when they return to their home states.

Well, that's it for me not so much of a report but more of a ramblings but what else can you say other than things are in the toilet and we're just waiting for someone to flush it.

So just remember, the world never seemed so bad when your holding onto a set of bars.

Dave Beers





As soon as we had stopped out of the bushes came a number of local Pakistani men dressed in their winter cloaks with their Ak-47s over their shoulders. She insisted on using their spare tube as she wanted to get out of the area as soon as possible. My thoughts well let's entertain these guys as such, I ask Therese to get the Trangia out make a sweet tea and handed around to the locals while I proceeded to replace the tube. Locals were amazed how the bike stood on the centre stand and the front wheel and not overbalance and the way that to the trangia cooked up a brew. I relented and excepted Craig and Suze spare tube. I grab the standard BMW hand pump and started to pump the tire up when one of the locals came closer and insisted on having a go and of course went right around the whole crowd, they all wanted a go. By that time the tire was pumped up.

We were lucky to have that assistance as I would probably still have sore arms today. Anyhow as I was putting the wheel back in and packing up the bike we heard a toot toot and looked up to see can I minibus coming along. All the locals shook our hands and waved goodbye clambered onto the already full minibus and off they went towards Quetta as we continued on towards Peshawar.

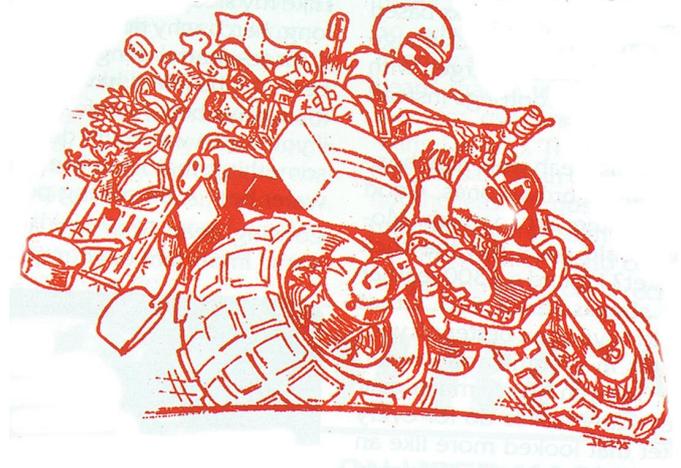
This was the only time that I have used the original BMW tire pump. These days I carry the 12 V mini Aircon Compressor.

Steve Treloar

July 2021 Financials

ACCOUNT BALANCES	\$
Regular bank balance at end of July	\$9,473.97
Savings Account balance at end of July	\$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
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	

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



BMW MOTORRAD

CITY COAST MOTORCYCLES
262 Keira St, Wollongong
4228 7392

MAKE LIFE A RIDE

THE TIMES THEY ARE A CHANGIN'

No truer word was sung by Bob Dylan in his 13 January 1964 release of this prophetic script which has endured the test of time as an anthem of a generation (or two). And change is something that's going to hit our favourite pastime very quickly as the world becomes convinced of a looming climate crisis whether a reality or otherwise.

One major response to the perceived crisis is phasing out sales of vehicles powered by internal combustion engines (ICE) and while Australia has not announced or locked in a prohibition date, many other countries (or states or provinces) SURE have as shown in the following table (not a comprehensive list).

Prohibition Dates For Sale of Internal Combustion Powered Vehicles	
Canada	2040
Ireland	2030
France	2040
Spain	2040
Netherlands	2030
Scotland	2032
Great Britain	2030
New York	2035
California	2035
Hainan (China)	2030
Japan	2035
China (partial)	2035

It's pretty clear that quite a bit of the European Union has committed itself to banning sales of ICE powered vehicles within the next 10 years and some American States have set a 15 year deadline. Russia has not committed to a deadline (it's a major oil exporter) but is aiming to invest \$10.5bn US in battery and hydrogen vehicle development including 20,000 new charging stations by 2030. So, you can see where this is all heading, especially when Japan phases out. Interestingly, China seems to be committed to a partial phase-out by

2035 with hybrids still allowed (this could change of course).

So, like it or not, we might be the last generation able to choose petrol powered motorcycles. Even now, we do have the option of an electric bike but the technology is in its infancy with very limited ranges even though some have pretty impressive power. Harley-Davidson have taken the plunge and released an electric bike and BMW are developing one (as no doubt are all the other top brands). The Zero company offers a pretty wide range with many obscure brands jumping into this space.

If you decide to go electric right now, the following table shows your main (but not all) choices. Apart from HD and Zero, the rest (except BMW) are pretty well unknown and it's not clear which brands have a foothold in Australia and proven back-up (excepting HD of course). Ignoring electric bikes as commuters (and they might make sense in

this role), you'd be a real adventurer to become an early adopter. Not only is range a constraint but dedicated charging stations are practically non-existent. Of course, the Australian Hotel in Nyngan (as a hypothetical example) might lend you an extension cord if that's all the bike needed for a recharge, but, you might be pushing the thing well before you got there!

But once you get further outback, even second and third generation electric bikes could have designs that struggle with range. So, maybe a ride to Cape York and the Nullarbor will be out of reach ditto many other remote destinations?

Electric Motorcycles	
On The Market (or near)	
Brand	Performance
Harley-Davidson Livewire	Range [R] 234k – Top Speed [TS] 153kph
Damon Hy-persport	R – 321k (482 for touring) – TS 321 kph
Lightning LS 218	TS 346kph – other data na
Energica	R – 400k – TS – 200kph & 42 mins to 80% charge
Lightning Strike	TS – 241kph – other data na
Fuell Flow	R – 241k – TS – 136kph
BMW Vision DC Roadster	TS 129kph (concept design at present)?
Zero SR/F	R – 300k (country touring) – TS – 195kph – Torque – 140ft pnds

There is some good news though. Most countries, if not all, are banning the sale of new petrol / diesel powered vehicles by their target dates. So, you can still ride your GS or your RS (or whatever) beyond 2030. But ultimately, the sun will begin to set. The demand for petrol will decline and country service stations will gradually stop selling it, or, if they keep a supply, its price will rise. A few years after new petrol powered bikes are prohibited, the major brands will stop supporting them and so make continued ownership more of a challenge. But on the bright side, in terms of the design and technology cycle, we are probably where aviation capabilities were in the 1920s, and where there is a demand, the market will eventually respond. Of course, electric vehicles will result in large increases in the need for mains power for recharging (and recharging time is another big factor).

Now, just a quick reminder of what's driving the electric revolution. There is a belief in many quarters that climate change is a global catastrophe driving the need to arrest carbon (plus other greenhouse gas) emissions right now. The metrics are interesting. Our planet's atmosphere in round terms is 78% nitrogen, 21% oxygen and 1% other gases including Argon, Carbon Dioxide (CO2) and other gas elements. The CO2 proportion we are fighting is about 0.04% - so its effect must be massively disproportionate to be so worried about it.

In regard to Australia, we produce about 1.3% of the world's total carbon / greenhouse gas emissions compared

with the US (15%), China (28%), India (7%) and Russia (5%). So, Australia's efforts to abate world carbon pollution will be negligible compared with big emitters in the northern hemisphere. Nevertheless, (for several reasons), we should be taking sensible measures where these don't distort or disable our economy. And no doubt, electric scooters and electric motorcycles are proving practical and economical transport options in urban environments and small country towns. But, as for your touring or adventure motorcycle

Rob Lovett

My Travels with the Pudding(Pt 1)

-Chuck Hamilton

"The woman behind the counter told us matter-of-factly that we were lucky not to be taken by crocodiles during the night. As we looThis is gonna hurt!" I thought to myself as I did a swan dive over the handlebars of my R75/6. I was foolishly trying to keep up with my two riding companions, Rob Edgar and Howard Moffatt, on their R75/5 machines on the gravel section of the Stuart Highway south of the NT and SA border. These guys were hardened dirt riding veterans and I was a total dirt newb. The longest gravel road I have ever ridden before was between Oberon and the Wombeyan Caves and I even managed to fall off. When I came to my senses I was laying on my back with two concerned faces looking down on me. Moff told me to lay still and not to move so I just lay there thinking about the events that led up to me being here.

Way back in the mists of time (June of 1977) I had finished my apprenticeship as a fitter/welder and set off for "The Big Lap" which, as we all know, is the ultimate ambition of every Australian BMW owner. With my mate Steve Thompson, who was aboard an R75/5, I decided to ride up as far as Cairns and then peel off towards Darwin to continue my adventure. Steve's aim was to ride to the tip of Cape York with Chris Dicker and his Honda 500 Four, a distance of just under 1,000 kms and most of it dirt and sand. I couldn't even imagine doing that distance on dirt and despite the encouragement of my riding mates there was no way I was going to ride to the cape and back with my limited dirt riding experience. Riding up the Pacific Highway we made our way to Beaudesert to stay at Kevin and Averil's place for the night. It was here that Kevin gravely handed me the pudding and gave me a potted history about it being the most travelled pudding in Australia (and probably the only travelling pudding in the world) and under no circumstances was it to be lost or opened. The pudding was in a frustum shaped can with 'Big Sister Plum Pudding' still visible on the painted-on label. Kevin said I should stow it in my pannier on my big lap and hand it over to another rider at some point in the future.

Bright and early the next day we turned our wheels north along the Bruce Highway and after a night at a caravan park in Rockhampton met up with Chris in his friend's house in Cairns. The following day saw us take in some sightseeing and ride as far as the Daintree River where we camped on the river bank overnight. The next morning when we rode to town for suppliesked at one another, I thought: Ignorance may be bliss but there is no excuse for stupid. After stocking up on the basics we were back on the river bank, where I helped push Steve's and Chris's bikes across the river over a shallow ford. After bidding them farewell I



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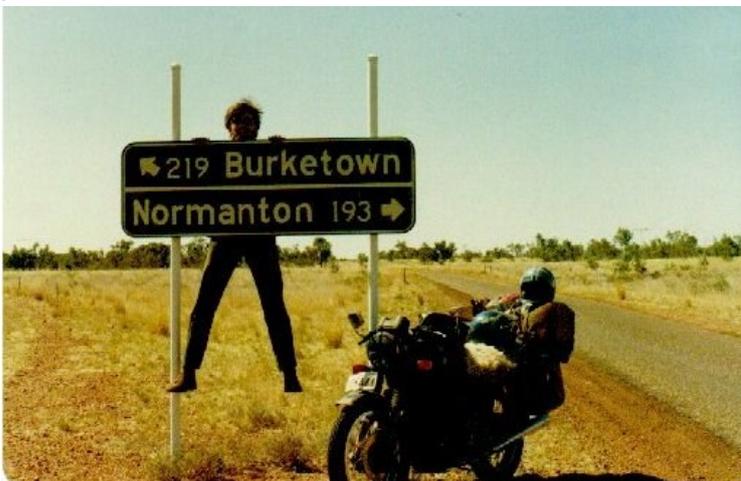
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The Ultimate Riding Machine

headed south over the Atherton Tableland towards Ravenshoe via Mareeba and on towards Charters Towers.

At around four pm and twenty kms west of Charters Towers I was cruising happily along at 110 km/h when my bike suddenly lost drive and I coasted to stop by the roadside. A quick diagnosis revealed an apparent clutch failure so I had to leave the bike on the verge and hitch a ride to town. The guy in the Gemini who stopped for me dropped me off at the local Honda dealer who stocked mainly chainsaws, whipper snippers, and a small range of dirt bikes. Luckily the owner's son was a qualified motorcycle technician who agreed to go out with me in the morning, pick up the stricken BMW and bring it back to the workshop. He let me pull the gearbox out of the bike myself to save some money and it was quickly apparent that the spline on the input shaft had stripped, taking out the clutch centre spline as well. First step was to get on the phone and order a new input shaft, clutch plate and gearbox seal kit from Tom Byrne BMW in Sydney and have them freighted up to Charters Towers. Unfortunately logistics in those days were not as streamlined as they are today and the parts took ten days to arrive at the post office in Charters Towers. One day while waiting for the parts to arrive, I was sitting outside my tent at the caravan park reading a novel when I heard the distinctive ticking of BMW valve gear approaching and looked up to see Steve astride his R75/5 rolling up the driveway. First thing I noticed was the flattened headlight. It turned out that he had a big end-over near Coen and damaged the headlight and throttle control. He managed to regain partial throttle by reversing the gear in the throttle housing to find new teeth which meant that the direction of the throttle opening was reversed. Deciding that it was impossible to continue towards the cape, Steve headed back to Cairns to order the parts to fix the throttle leaving Chris to continue to Bamaga on his own. I can't imagine what it would have been like learning to ride with the throttle twisting the wrong way especially back along hundreds of kms of sand and gravel road! I'm sure he would have had a few heart-in-throat moments. By the time parts arrived in Cairns he had run out of leave and needed to turn back towards Sydney. We enjoyed dinner and a few beers in the hotel's bistro while he brought me up to date with his adventures on the cape road. Next morning I bade Steve farewell as he headed for home.



Chuck and R75

When the parts finally arrived I was brought back to reality. Each day it became a ritual to walk into town to the bike shop and ask if the parts had arrived. Each day the answer was "Sorry mate, not yet". It came as a shock when one

morning after ten days he answered "Yes mate, came in this morning". That morning the Honda tech reassembled the gearbox and I had it reinstalled in the bike that afternoon and set off for Darwin the following morning. It was a strange feeling as I headed west towards Julia Creek. It felt like a magnetic force was trying to pull me back towards Charter Towers. It was an awful feeling as I rode waiting for something else to break and leave me stranded once again but as the kms disappeared under my wheels and the magnetic force weakened, my confidence slowly returned and so I turned up the wick from a steady 100 km/h up to 130 and made up good distance until my next stop at Renner Springs in the NT. Leaving early the next morning I sat in the saddle all day and after an uneventful run up the track arrived in Darwin late in the afternoon. As I cruised along the highway just out of town a BMW rider waved and overtook me. I got his attention and motioned to him to pull over thinking there was a small chance this guy might know another BMW rider named Rob Edgar whose name Steve had given me. "That's me!" he said to my surprise and offered to put me up for a couple of days until I found some accommodation of my own.

My finances had taken a hit by then. The enforced vacation at Charters Towers and the cost of parts and repairs to the gearbox had depleted my bank balance. In retrospect, how was I expecting to do the Big Lap with only a few grand in the bank anyway? So, once I found some digs in Darwin I went job hunting in the industrial area and scored a job in a truck engineering workshop where I ended up working for a few months. We did a few weekend trips while I was in Darwin. Stanley and Rob's sister Christine on their R75/6 were in town for a few days so we did a lot of sightseeing. One weekend trip in particular down to Daley Waters gave me a bit more dirt riding practice. As I trundled along a sandy track, the bike started fishtailing so naturally I gave it a handful that resulted in more fishtailing until the bike spat me off and landed on top of me. As I lay there winded, Rob arrived and helped to remove the bike off of me. I'm sure that he and the others (Wally on his Yamaha and Geoff Littlewood on his R90S) had a good chuckle afterwards at my ineptitude. It was near the end of September when Rob announced that he and Moff were heading down the track to Quorn in SA for the World's End rally. That sounded more attractive than a long sole ride down the west coast so after handing in my notice and servicing the Beemer, the three of us headed out of Darwin along the Stuart Highway making our first stopover at Renner Springs. We sat on 160 km/h where we could although it meant filling up with fuel at every stop down the track. The hairiest times were when we were overtaking road trains. Although they flew along at a good clip it was tedious following them not only because looking at the back of a truck for hours at a time isn't much fun, but the dust and rocks they threw up behind them was dangerous. One time while overtaking a cattle-carrying road train, the road narrowed and I was forced off the blacktop onto the gravel verge on the wrong side of the road at around 120 km/h. The bike was swerving and shimmying across the corrugations and sandy patches but I had to wait until the blacktop and dirt became level again because there was no way I could have mounted the ten centimetre step to get back onto the tar! Although it was probably only a few seconds it felt like minutes and I was amazed that I didn't throw the bike into the scenery given my terrible dirt road riding skills.

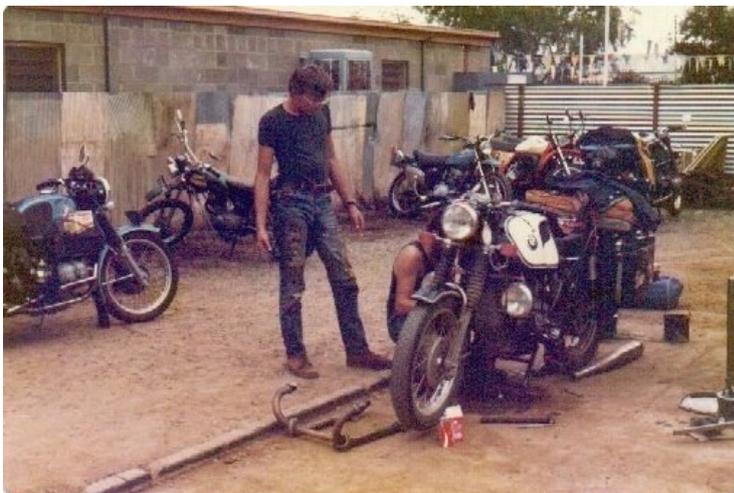
Leaving Renner Springs we pointed our headlights towards Alice Springs. About thirty kms outside of Alice I noticed that Rob had dropped back in my mirrors so I slowed so he could catch up. After five minutes he still hadn't caught up so I

turned around and headed back to find him pulled over on the roadside checking out the right side of his engine. We quickly found that a loud rattling noise coming from behind the rocker cover was due to a seized exhaust valve so we decided the best alternative was to tow his bike the thirty kms to Alice Springs. Moff pulled a length of rope from his pannier, tied it to his rack and the other end to the 'bars of Rob's bike - in hindsight highly dangerous but once again, ignorance being bliss and all that. We set off and sat on a steady 40 or 50 km/h without incident, except that because it was so hot Rob decided to catch a few winks while being towed so I had to ride beside him hitting my horn now and again to keep him focussed. Talk about one laid back dude!



Once we arrived at the Alice we found a bike shop whose owner was kind enough to let us pull Rob's bike to bits in the backyard. After the head and cylinder were removed, an inspection revealed a small lump of silicon sealer in the oil supply port at the base of the top cylinder stud. After

that was removed, the valve was tapped out of its guide and tidied up with some sandpaper so it was a decent fit in the guide once again. Then the cylinder was replaced with careful application of base sealer and the head installed and torqued down with a tension wrench borrowed from the bike shop. Apart from the sandpaper and torque wrench we needed no other tools other than those in the standard BMW tool kit. Try doing that on an S1000RR or a GS1250! To finish the job, Rob started the bike and let it run for a minute without the rocker cover to make sure oil was seen to be seeping out of the rocker arms of both valves. After buttoning up the engine and as it was late in the afternoon we decided to camp the night at the local caravan park and get an early start.



Dawn revealed a bright, sunny day so after a short delay as I changed over my handlebars for a wider set (rationalising that it would give me an edge on the gravel road to come - it didn't) we headed off and covered the 280 kms to Kulgera in



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a couple of hours. After fueling up we rode out of town and soon the smooth blacktop abruptly turned into red dirt. Every now and again the road turned into a huge bog-hole causing us to go off road into the bush to try to find some ground that wasn't under water. A few times I found myself



swerving in long, uncontrolled slides whenever the red dirt turned into a muddy skating rink then turning dry again. My two experienced riding partners were way ahead so I foolishly tried to keep up despite the varying road conditions. More than once I fish-tailed the width of the road while powering on to keep control and due to good luck more than skill managed to collect it back up and resume a somewhat straight path. My luck finally ran out just south of Marla bore. I was riding along with more confidence than I should have had and started fishtailing as I came into a long patch of bulldust. As the bike started veering left and right and left and right I did the only thing I knew how and that was to crank on more power! The faster I went the more fierce the fishtailing became but I could see ahead that the bulldust finished and hard gravel resumed. About 50 metres before the hard road I was still cranking on more speed when I felt the front wheel hook into what I presumed to be a bulldust filled pothole. This reefered the handlebars out of my grip and caused me to launch over the 'bars in a graceful swan dive at what I estimate was about 120 km/h. If there was any upside to this accident, it was that after riding to Darwin in an open face Bell, I bought a full face Bell for my trip down south. As I lay on my back I tried to focus on the concerned faces of Rob and Moff, who had seen the dust cloud of my accident in their mirrors and turned around. It was like looking through the bottom of an empty glass of Coopers because the visor was virtually opaque from the ride it had along the road with my head pushing it into the ground. The chin piece of my new helmet was half ground away but better that the helmet copped it rather than my face. As I lay there exploring the extent of my injuries Rob and Moff did an emu parade, gathering up my stuff which was strewn all over the scene due to the explosion of my panniers during the bike's barrel roll. By this time I had determined that nothing appeared to be broken so I wandered over to where the guys were piling my gear beside the carcass of my poor BM.

When they tried to stand the bike upright, the guys first had to pull the fuel tank off the side stand. Apparently the fuel tank had come off during the rock and roll and the side stand had somehow pierced the tank right at the point where the left fuel tap was connected. Obviously this bike was going no further under its own steam. As we stood pondering the next course of action, a Greyhound bus pulled up to see what was going on. After a quick chat with the driver,

I ended up buying a one way ticket to Adelaide. The driver said I could stow the bike on its side in the luggage bay as long as we drained the fluids and removed the battery. Half an hour later, an hour before dusk, we finally had the bike and my stuff loaded on the bus so I said my farewells to Rob and Moff as we set off south into the gathering twilight. As the bus thundered along in the night, corrugations kept us all awake and every now and then a long, slow fishtail slide reminded me of the huge mud puddles outside. I thought about Rob and Moff and wondered how they were coping in the woeful conditions at night.

After a few hours, the bus pulled into Coober Pedy for a quick pit stop. A fellow passenger noticed a bloody stain on my left knee so we borrowed the first aid kit from the bus driver and cleaned up and bandaged a nasty looking gash below my knee. By this time I started to feel the aches and pains from my step-off and asked the driver for some Panadol which knocked me out until the outskirts of Adelaide. Hmm, maybe I might have taken too many.

Mid-morning saw the bus arrive at the depot in Adelaide where the driver gave me a hand to unload my bike. I then called a taxi, loaded it up with my panniers and luggage roll and asked to be driven to the address of a friend of Rob's whose name was Les Duffield. I arrived at Northfield only to find no one home. Of course! Being Saturday, he would have gone to the World's End rally. Oh well, luckily his shed was unlocked so I threw down my swag and pondered on a plan to retrieve my bike. As I sat outside in the sun looking forlorn, Les' neighbour stuck his head over the fence and introduced himself. I did the same and outlined the circumstances that led to me being there. He kindly offered me some lunch and once we got talking he discovered what a great bloke I was and offered to call his son to bring over the Land Cruiser and box trailer and go fetch my bike. Before long we had run over to the bus depot, loaded up the bike and deposited it inside Les' garage where I proceeded to pull stuff off of it, straighten bent bits using Les' vice and reinstall them. I managed to do enough to get the bike roadworthy once again but the tank needed some serious love. It was early afternoon on the next day (Sunday) when I heard the sound of bikes approaching. Rob and Moff were accompanied by Les on his R75/5 outfit and Joe Claassen on his Rickman. After introductions and a cup of tea, Joe offered to bring his oxy welding set over so I could do the welding repairs to the fuel tank. Great! After a good wash out with detergent, I knocked the tank into shape and welded up the damaged bits. Once it was installed and fuelled up I took it for a spin and pronounced it rideable. The instruments were smashed to bits and I had to bash the headlight into some recognisable form and cover the front of it with some duct tape and heavy duty opaque plastic sheet. Everything else seemed to work OK so the next day I headed off with Joe and Bonnie who were on their way to Melbourne.

After spending the next night camping at the Wyperfield National Park we parted ways and I made my way east following the Murray River through Swan Hill, Echuca and Albury. I then continued along the Murray Valley Highway to Khanco-ban and the Alpine Way to Cabramurra amazed that there was still snow banked up each side of the road this late in October. I pointed the front wheel towards Adaminaby and arrived in Cooma just before sunset. As I turned towards Canberra night fell and since I had no functioning headlight I tucked in behind a speeding car and followed it into Canber-

ra not daring to let it out of my sight. Why didn't I just stay in Cooma for the night? Any sane person probably would have but when you're young and inexperienced you don't think of the consequences like police, wombats and kangaroos. Besides, I met a couple in Darwin on a Daytona orange R90S who invited me to come and stay if ever I was in Canberra and because I'm such a social type and being in the neighbourhood I decided to see if I could take them up on their offer to stay the night. It was my first time in our nation's capital and riding on unfamiliar roads at night with no headlight (and mobile phones still to be invented) especially after a full day's ride really tested out my navigation skills which anyone who has travelled with me knows are rubbish. After finding a service station and having a peek in their street directory (it used to be printed on paper in those days) I finally found the address in a suburb called Scullin (so-called perhaps because a lot of beer drinkers live there?)

An attractive woman gave me a blank stare as she opened the door when I knocked. Well, it was a few months ago so I should have expected not to be recognised. When I jogged her memory she said that she and what's-his-name were no longer together and besides, it turned out to be **her** R90S and **he** was the pillion! Note to self: Must not make assumptions. As it turned out she was alright and because she had a couple of roomies staying at her house she was quite OK for me to crash on the couch which turned out to be very comfy (or was it that I was so dog tired I could have slept standing up?)

I was up bright and early and offered a bowl of cereal, fruit and yoghurt for breakfast - very healthy. I offered my thanks for the accommodation and headed off towards Sydney on

my battered and bruised Beemer and arrived home a few hours later after an uneventful run up the old Hume Highway. As I rolled into the driveway I resolved to go job hunting the very next day so as to save up some dollars to fix up my poor bike and then hit the road for more outback touring adventures.

-More to come...

(For those unaware of the Pudding, you'll find a very brief description at <https://www.flyingdoctor.org.au/news/australias-motorcycling-legend>)

Articles/Submissions for the newsletter

Most of you know that I'm always looking for material for the newsletter. Any BMW, travel, technical, humour article is acceptable, I do look for a variety of material where I can. For the newsletter the format I use is **Tahoma 10pt font, narrow margins, two column, justified**. If you want some control over how your article will be presented I suggest you use these settings to begin with as I will convert it/copy/paste it anyway. Using those settings you will also get an idea of how many pages it will run anyway. One submission I got for this issue was sent as a 12 page doc, reformatted to the newsletter requirements it ended up as 6 pages. The newsletter is generally a 12 page file, Once we take out the covers, calendar, committee, minutes, presidents report etc I really cannot afford the space for a 12 page submission. Ideally around 3-4 pages including some images is a good submission. Keep them coming, I'm always grateful even if I gripe sometimes (esp during these Covid-restricted times).

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Leaking Fork Seals due to corrosion pitting of the fork stanchions

Not a BMW but a close relative. The Honda CX 500. Leaking fork seals were an ongoing problem due to corrosion pitting within the working range of the fork seals. The right solution is new fork tubes or re-chroming. Both cost about \$300 a leg. If that's above the budget there are a couple of techniques that just may ease the pain.



Option one is to thoroughly clean the pitted area with carb cleaner or contact cleaner. Fill pits with superglue and then spray with a superglue activator. When thoroughly dry, scrape off the excess with a "GEM" razor blade. I've found this to be a little challenging in practice and only moderately successful.

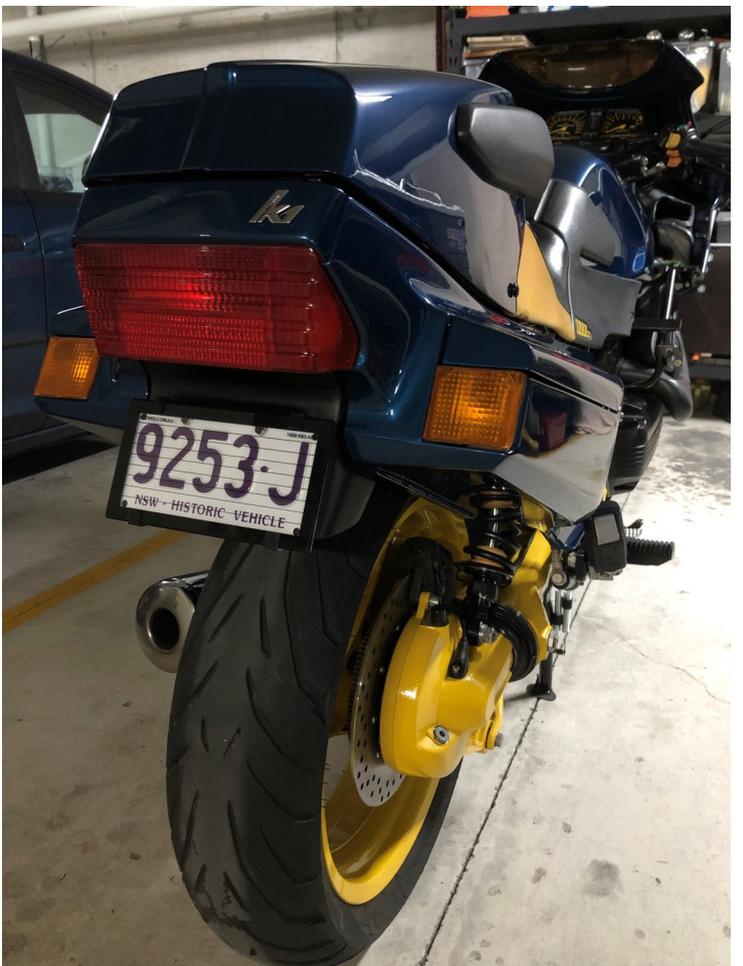
Option two is standard practice on a BMW GS650. After cleaning up the pitting as well as you can, clean everything up and fit new fork seals as per standard practice. Then fill the space between the fork seals and dust cap with red rubber grease. The grease serves several functions. It fills the pitting with grease, it creates an active barrier between the fork seal and dust cap and it lubricates the fork seal and dust cap to slow wear of the fragile lips.

Having tried both I favour the second if there is some space between the fork seal and the dust cap and the dust cap has a tight enough fit on the stanchion to "wipe" the grease. Its also very easy to try and can be easily cleaned up if it doesn't improve things.

-Black Sheep

I recently asked about any projects people have been working on during lockdown to help alleviate boredom, Paul Kerston sent me the following pics of the K1 he's owned for 29 years. A 2 year restoration project.





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