



NEWSLETTER



**BMW
MOTORRAD**

**BMW Touring Club
of New South Wales**



JULY 2021

OFFICE BEARERS

PRESIDENT

Jason Boyd
0412 858 880
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
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regalia@bmwtcnsw.org.au

ASSETS and ARCHIVES

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0409 179 419
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PUBLIC OFFICER

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SPARE PARTS/CLUB TOOLS

Rob Edgar
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spares@bmwtcnsw.org.au

MCC NSW DELEGATES

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Paul Ioakimidis 0421 758 118
mccdelegate1@bmwtcnsw.org.au

WEBMASTER

Michael Sarah
0438 619 838
webmaster@bmwtcnsw.org.au

NEWSLETTER DISTRIBUTION

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

Club Website:

BMW Clubs
Australia



BMW Clubs
International Council



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 RESTRICTIONS 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	
2nd Sunday each month	Coffee morning and ride from Bolwarra	Rob Teideman 0425 777461	
June Events			
30 th	Club Meeting and AGM 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall.	Jason Boyd 0412858880	4/ 6
July Events			
4 th	RSVP DATE FOR THE AWARDS NIGHT	Steve Treloar 0439739876	
8 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
9 th 10 th	40th Winter Rally. Nerriga NSW. Refreshments and food Ava. www.unitedtourers.com		10
17 th 18 th	Annual Awards Night. Canowindra NSW Services Club From 6pm See Flyer	Steve Treloar 0439739876	10
28 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall.		4/ 6
29 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425777461	2
31 st -1 st Aug	Hat Rally. Araluen NSW	Dave Ramsey	10
August Events			
8 th	New Members Ride. Leave Westbound M4 MacDonald's, meet at 8:30am, leave at 9:00am See Flyer in the last newsletter RSVP 28/7	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 and physical meeting at the hall.		4/ 6
26 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425777461	2
28 th 29 th	TTT Rally Near Taralga		10
September Events			
4 th	BMWTCNSW Movie Night. Grey Gums International Café, Putty Rd, Putty See Flyer	Marie Pennykid 0428393093	10
11 th 12 th	Dargo High Plains Rally. Talbotville VIC		10
17 th -19 th	Far Cairn Rally, Tottenham NSW		10
29 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall.		4/ 6
October Events			
9 th 10 th	40th Kosciuszko Rally Geehi Hut , Alpine Way. See flyer for details		10
27 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meeting at the hall.		4/ 6

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)

EX Presidents Report



The BMWTCNSW follows all official COVID19 guidance from the government regarding travel or social events. Social distancing at all events is mandatory; masks and hand sanitiser are encouraged.

As Sydney is again entering COVID restrictions, we are looking to run the AGM on the 30/06. By the time you read this, we will have a new President and Committee elected for the club. As previously mentioned I will not be standing for a committee position and am handing the baton forward to new blood. Over the last few years as Vice President and then President, the Club has

had to respond to our environment a little differently to the many previous decades. I have not always seen eye to eye with all members. I am also 100% sure that members have also not agreed with me. Ironically, I see this as very healthy for the club. We should always be challenging our thoughts and directions. I strongly believe that the club is only as strong as its membership and that everyone is entitled to a (civilised and rational) voice of opinion. My only advice to the incoming President... Be confident... Act with commitment... Act with consideration. The committee and membership will support you. Don't be afraid to dream big or differently.

Cheers, Jason,
EX President, BMWTCNSW
Contact Email: toecutta@gmail.com



BMWTCNSW General Meeting Minutes

Date: 26 May 2021

Chairperson: Jason Boyd

Meeting Opened: 7.30pm Andrew Cooke Room, Toongabbie and online Webex.

Apologies: Al Peters, Warren Buffet, Dave Povey, Paul Evans, Paul Loakimidis, Alex Spiteri-James.

Visitors: None

Previous Minutes: Accepted by Dave Beers
Seconded by Steve Treloar

New Members: Online attendee Duane Dempster from Berowra Heights, Rides R1200 and 1250GS. Has been a member for 12 years.

Correspondence: Bank Statements & Membership forms.

Presidents report: As per Newsletter June 2021. AGM will be held at the June 30th meeting. If you have a desire to actively assist with the running of the club and steering its direction attend the meeting. This will also be a Facebook event.

Vice Presidents Report: See Past Events

Secretary's Report – No report (Absent).

Treasurers Report – as of 30 April 2021

Regular bank balance at end of month	\$1,282.62
Savings Account balance at end of month	\$28,725.36
TOTAL IN BANK	\$30,200.01

Summary

Total Income	\$192.23
Total Expenses	\$952.22
Total Interest earned	\$0..23

Membership Secretary Report: Two late renewals. 339 Members for 2020-2021. Renewals 2021-22 now due. Membership form in the newsletter

Editors Report: The magazine cover had to be redesigned to incorporate the new logo which is Portrait instead of landscape. This will effect the calendar and membership forms. We require more clean photos for the front page to suit the new logo. The general consensus was the cover looked excellent.

Public Officer's Report: No report

Asserts & Archives: Nothing to report

Regalia: No sales this month.

Clubs Australia: The AGM on the 16 May 2021 for Clubs Australia was held virtually by zoom and dial-in, representatives of BMW Clubs and the Community Management in Germany attended.

Trevor Dean presented a PowerPoint on the new logo format and the relationship of the clubs with BMW Corporate. This is available to be sent to you contact Trevor Dean.

There are 700 clubs internationally. BCCM is changing the BMW club logo which has not been updated in 20 years. The Portrait design is more modern and now has a

transparent background so it can be used on coloured T-Shirts, without having to have a white background.

Official BMW Motorcycle clubs can now use the Motorrad pairing which BMWTCNSW was one of the first clubs to submit with the new logo design. The correct colours for printing will be supplied by BMW in due course. (See Magazine Cover for our new logo)

At the BMWCA AGM each club had to present a fact sheet on how Covid19 had effected them. Most clubs ran virtual meetings and rallies during 2020.

Most BMW clubs have a turnover of 25% of members in a normal year. In 2020-2021 the retention has increased to 90% across all BMW motorcycle and car clubs.

BMW Group Australia supports BMW Clubs Australia. BMWCA distributes funds to each BMW club for events during the year. It also contributes to the club that holds the National events. The National Motorrad Rally in 2021 and the Car clubs in 2022.

The GM for BMWGA is Leanne Blackenberg. BMWCA administers all BMW club and National events and distribution of funds.

BMW Corporation has advised on the importance of BMW clubs and the support the members give to the dealers and to the BMW brand.

There is a BMWCA Award of Excellence each year. The 2018 winner was Paul Evans. If you know of a deserving member who contributes to the club put in your submission.

Garry Smee has returned as the Chair, BMWCA.

Webmaster: Updating events on website.

MCC Report – Bob Maddell attended the monthly meeting. Michael Corboy was the guest speaker and is a former Police Highway Patrol.

MCC attended the CTP Senate Inquiry review of the Compulsory Third Party Insurance and Lifetime Care and Support schemes in NSW, representing Motorcycle riders.

Suggest you talk to your insurer to see if you are covered by CTP in other States if you have a single vehicle accident.

The monthly meeting is held on 1st Monday of the month at club and by Webex. Contact the MCCOFNSW for more info.

Past Events:

Steve Treloar – Cane Toad Rally and the Mudgee Shooting weekend.

Dave Beers spoke about his trip to the Ruptured Budgie with George Scaife and Woz headed to Al Peters place via Dungog and back roads to Armidale. Dave was entrant No 500 so I lot of people attended. Camping was beside the river with lots of sand. A great weekend with a fire and new friends. It was a great four day road trip.

Nords Wharf BBQ – Jason Boyd attended and as every year it rained. As it was Mother's day the tables were all taken when we arrived but a little bit of drizzle and the families packed up and left. With us having the shelter. A great feast was put on by Henning and Lucy. Rod and Gai even turned up in the boat.

Loaded Dog – Jason Boyd attended was a great ride down a bit windy and cold. A well organised event with good quality merchandise. Offered to advertise in the club magazine next year.

Coming Events – See Club Calendar for details

AGM will be held at the June meeting at Toongabbie and online (Webex).

Awards Night will be held at Canowindra Services Club \$22.00 per head deposit into Club account and let Steve Treloar know you are attending by text 0439 739 876. Heaps of accommodation options.

Far Cairn Rally the racecourse has been booked for 17-19



CITY COAST MOTORCYCLES

262 Keira St, Wollongong
4228 7392

MAKE LIFE A RIDE



September 2021. See General Business for update.

National Rally \$150 donation will be made by the club for raffle prizes. Steve will send receipts.

New member ride – 8 August to Flat Rock Picnic Area O’Connell. Meet Westbound M4 McDonalds. BBQ Lunch and Soft drink provided by the club. Bring a chair.

Movie Night – 4 September Grey Gums

General Business

Far Cairn Rally – Marie will coordinate the event but requires volunteers to help with the organisation of this event. Alison will contact the Lions club for prices for Breakfast and dinner and see that they want to help again this year. Dave Beers will contact local Tottenham business for Friday night and Saturday morning food options. It is the Bowling club and Pub servicing food. Prepaid Fuel is available at the 24 hour service station. Only two option for T-shirt colours a blue and a grey every time we change colour the price goes up. Price to be confirmed.

The Club introduction cards have been distributed in the June magazine.

Meeting Closed at 8.45 pm

May 2021 Financials

ACCOUNT BALANCES	
Regular bank balance at end of May	\$ 712.18
Savings Account balance at end of May	\$ 28,725.63
TOTAL IN BANK	\$ 29,437.81
Summary	
Total Income	\$ 853.24
Total Expenses	\$ 1,423.44
Total Interest earned	\$ 0.24

Please remember when depositing into the club account to put your name in the description of what event the deposit is for **Mship, FCR/KRR, awards etc**

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

Club supports Gloucester RFS

A cheque from the Hunter Christmas raffles was handed to Jason from the Gloucester Rural Fire Brigade on Saturday 5th of June, \$210 will be put towards the new cool room for the catering branch.



Alison Ashby handed the cheque to Jason from Gloucester Rural Fire Brigade.

END of YEAR FINANCIAL REPORT

ACCOUNT BALANCES

Regular bank balance at end of March 2021	\$2,042.84
Savings Account balance at end of March 2021	\$28,725.16
TOTAL IN BANK end March 2021	\$30,768.00
Donations for 2021	\$1,550.00
Profit and Lost	\$(1,989.76)

INCOME:

Year ending March	2020-2021	2019-2020	2018-2019
Memberships	\$17,065.00	\$15,802.90	\$14,855.47
Bank Interest	\$15.74	\$70.59	\$154.64
Membership T-Shirts	\$900.00	\$640.00	\$570.00
Newsletter Advertisement	\$0.00	\$1,485.00	\$693.00
Club Regalia Income	\$174.00	\$615.00	\$50.00
Far Cairn Rally Income	\$3,605.78	\$3,307.50	\$2,950.10
Karuah River Rally Income	\$930.00	\$3,446.15	\$7,411.00
Awards Night Income	\$0.00	\$1,038.00	\$1,460.00
Christmas Guest Payments/Raffles	\$628.00	\$40.00	\$340.00
Other	\$764.14	\$429.26	\$764.50
Total Income	\$24,082.66	\$ 26,874.40	\$29,248.71

EXPENSES:

Magazine Printing	\$6,488.44	\$7,318.06	\$7,129.48	
Magazine Postage	\$2,391.93	\$3,180.13	\$3,524.68	
Membership Postage/Stationery	\$1,313.73	\$1,073.77	\$299.90	
Meeting Refreshments	\$0.00	\$203.82	\$274.56	
Council Meeting Fees	\$891.00	\$675.75	\$712.85	
Membership T Shirts	\$1,440.00	\$1,316.00	\$1,813.92	
Club Regalia Expenses	\$0.00	\$2,113.60	\$0.00	
Treas- Notes Do- Far Cairn Rally Expenses	\$2,197.60	\$2,042.39	\$2,560.42	urers
Karuah Rally Expenses	\$0.00	\$2,244.78	\$2,709.68	
Asset Expenses	\$3,013.20	\$565.75	\$1,751.59	
BMW Clubs Australia	\$327.00	\$295.00	\$273.00	
Public Liability	\$916.00	\$916.00	\$1,145.00	
Christmas Party	\$2,923.62	\$2,070.00	\$2,670.68	
Awards Nights	\$436.00	\$1,570.00	\$2,715.00	
Other Events	\$427.47	\$212.86	\$441.80	
Donations	\$1,550.00	\$1,416.00	\$900.00	
Other Expenses	\$1,756.43	\$2,179.91	\$1,236.75	
Total Expenses	\$26,072.42	\$ 29,393.82	\$30,159.31	
Profit or Loss March 31	\$(1,989.76)	\$ (2,519.42)	\$ (910.60)	

nations of the Christmas Raffle money to RFS in 2021-22 year.
 FCR Donations to Tottenham Lions/RFDS & Racecourse in 2021-22 year.
 Karuah Rally expenses in 2021-22 year to be finalised.
 Advertisement for Magazine payments to be followed up.
 Assets are the new membership card machine and extra software licence.
 Awards night expenses for Trophy's, event not held in 2021 year.
 If you require any further information please email treasurer@bmwtcsw.org.au
 Thank you
 Alison Ashby
 Treasurer BMWTCNSW

A Quest for the Perfect Cornish Pasty

A GS pilgrimage to the Kernewek Lowender Cornish festival in Moonta, SA

It all started with a little bit of peer pressure during a ride in 2020. The diversity of bikes in the group was reducing – everyone was buying BMW GS's and getting out on dirt roads, talking about water crossings, Enduro mode, 70/30's vs 50/50's and raving about training courses and falling over. The K1200S was still magnificent, but increasingly feeling like a square peg. So, the K found an appreciative, new custodian and not long after a 2016 GS materialized in the garage!

It is fair to say that the hype about the GS was well founded. It is bike number nine in 38 years of riding and is by far the most capable and easy to ride. It needs to be ridden and an excuse was required. Enter, Kernewek Lowender, an annual Cornish festival in SA, which has been on the "to do" list for a while.

The trip was proposed to the friend (he of the peer pressure) and he, in turn, contacted others - before long, the list of maybes was firming up. Come April and the off-hand comment had evolved into a route plan with five GS's and a 4WD. And with such vehicles, the route HAD to involve dirt.



DAY 1: Muster in Blackheath. Lithgow for fuel. The plan is abandoned! The route is too ambitious for the daylight remaining and we drop the backroads and head straight for Orange for lunch. The first Cornish connection was to be the old Cadia mine engine house, but a locked gate was encountered and calling the number on the sign failed to yield the combination. Darn. This is where the lottery known as Kurviger kicked in – it took us along unexpected forestry



trails and what looked like a bit of private land, but we made it through to Condobolin for the night.

DAY 2: Heading West we soon encountered dirt via Euabalong. The sky was blue and the track in great condition. Of the five, two are experienced and confident dirt riders (one of whom was with pillion) and the remaining three are varying levels of unsealed novice. These roads were great for getting some kms clocked up and by lunch in Hillston, the fear was beginning to subside. Mossgiel Rd across to Ivanhoe was one of the highpoints – big skies with wispy clouds and even the novices felt OK up to 80kmh on the hardpacked earth.



DAY 3: The big day that wasn't. With 200km of dirt from Ivanhoe to Menindee estimated to take 8 hours (Kurviger) and 3 hours (Google), it wasn't clear what we were in for, but bikes coming the other way reported it was in good condition and that was true! A few patches of bulldust, but otherwise a reliable hard surface that led to good progress and an early arrival. Once more, big blue skies and temperatures around 20C made this an exhilarating day without too many sphincter moments for the three. There was plenty of daylight left to ride out to the Menindee Lake inlet and witness the massive inflows.

DAY 4: The BIG day that wasn't meant to be. The dirt to Pooncarie wasn't expected to be a challenge considering it is more of a thoroughfare than previous tracks. Light rain out of Menindee was the first omen – immediately hitting (literally!) a very muddy patch that claimed two at slow speed.



Thankfully, that saw the end of the mud, but bulldust and sand were prevalent and claimed two more – thankfully, again, without injury. The weather brightened and, though challenging, the sand was becoming exciting rather than frightening – well almost.

DAY 5: Wonderful accommodation at Mildura on the Coonawarra paddleboat was the start of a tarmac push out to Moonta, pausing in Burra to look at the old Cornish mine workings.

DAYS 6 & 7: Time spend around Moonta, Kadina and Wallaroo. The festival was yet to really get going before we had to leave, but the cemetery tour and mining museums were enjoyable and informative. Sadly, the quest for a decent Cornish pasty was thwarted comprehensively. Not a single purveyors of an "authentic" pasty was found. There should be pieces of steak – not mashed up – and the recipe definitely does not involve peas and carrots – in Cornwall this is a serious crime and the offenders run out of town.

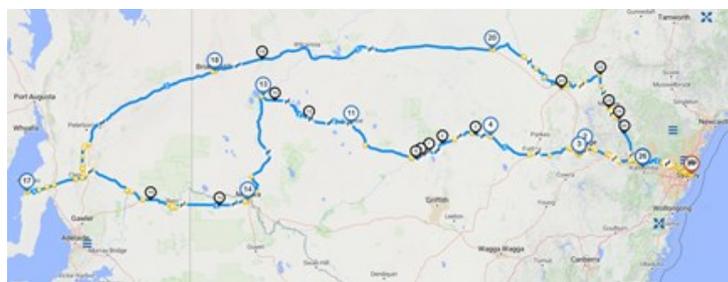


DAYS 8, 9 & 10: Reminiscent of the Lord of the Rings, the fellowship separated (due to prior appointments) for the haul back East. Four bikes took the northerly route through

Broken Hill, Cobar and Nyngan. Three wonderful days of riding towards the vanishing point on the horizon – great weather, great roads (except lots of roadworks on the Barrier Hwy between Burra and Oodla Wirra), great company. Some final kms of dirt near Mudgee were taken with more confident strides by the three novices demonstrating modest skill improvement

Adventure Summary:

- ⇒ 3,600 kms over 10-12 days.
- ⇒ It is nicer and safer to travel together.
- ⇒ No decent pasty shops in SA (shame!)
- ⇒ Roos are stupid and unpredictable.
- ⇒ Goats are stupid, but predictable.
- ⇒ GS owners like to talk about tyres.
- ⇒ GS owners like to talk about GS's.
- ⇒ This bike is really comfy!
- ⇒ GSA owners like to talk about fuel tanks.
- ⇒ Parmi's and beer contain calories.
- ⇒ Follow Kurviger for added excitement!
- ⇒ <https://kurv.gr/yAT29> (not exact)



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MY ALPINE RALLY

– 11th June. 2021

They say it's the journey not the destination.....well, I can certainly vouch for that!

Contrary to what the weather had been like, on Friday 11th June, I awoke to find a clear day in 'God's Country' which settled a dilemma which had been bothering me for some time. So, onto the previously optimistically prepared BMW R1150GSA/Ural outfit I clambered. Fully winter protectively attired and with a heated jacket liner I left home with the temperature hovering around a warm 7°C. By the time I got to the top of the escarpment this had plummeted to a cool 2°C, but I was nice and comfy all rugged up.

As I proceeded along the temperature didn't get into double digits until I hit our nation's capital – boy, was I surprised as now it was quite mild – probably due to some politically cultivated hot air. Fuelled up and off to Cotter and onwards to the Brindabellas. The road from where the tar ended onto Picadilly Circus was pretty horrendous and had the outfit skating all over the dirt – probably wouldn't have hurt to have backed off a little here.

From Picadilly on it wasn't too bad as roadworks were in progress pretty well until just over the top of the rise leading down to the Goodradigbee River. But, due to the roadworks, the trail was in parts loose, boggy and slippery – all added to the excitement. Then from the river up the gradient to the tar the trail was surprisingly good and I was able to motor along at a reasonable pace - at about the Bondo site,

Found the turn-off to the Rally at about 2K's past Nottingham Road and proceeded another couple of K's to the Rally location. Have I mentioned that up until then the weather

had been fairly good – which it was – but little did I know it was soon to change! Anyway, when I reached the site I was a bit disappointed at the lack of suitable tent space – like an idiot I'd brought my large tent along – anything for a bit of comfort and the pleasure of being able to stand up when getting changed, etc. – I'm a soft c#ck, and the first to admit it. The other site available didn't look much better and after some soul searching and deep thinking decided it wasn't really for me.

As I was really into the riding groove decided, what the heck, might as well push on – so, opted to head back home and see what eventuates. Here thought Nottingham Road would be the go. Along the road met a fellow traveller on a BMW F800 who was heading for the Rally– had a chat, wished him all the best and then pushed on. Chose to take a photo and managed to get one in before my phone died – thought I'd put it on charge the night before but obviously



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hadn't plugged it in properly – word for the uninitiated – always double check these things!

So, now it started to drizzle – managed to get to Micalong Creek Reserve before it got heavy, had something to eat there under some shelter, donned my wet weather gear and slabbed it home in the wet. In all, managed some 650K's and overall had a ball. Got up the next morning to find my rear tyre flat, courtesy of a large piece of stone that had pierced the tread on the tyre. Glad it lasted until I got home as to work on it under the previously mentioned conditions wouldn't have been much fun and would have spoiled my little excursion.

Now will I do the Alpine Rally again, probably not if it's at the same site.....but, as always, who knows – time changes perceptions. Hope those that attended had a good time – I had a few drinks, a nice hot meal and a warm dry comfy bed in 'God's Country' and thought of you.....well, not really.

Gerry Bloemen

Target Shooting Weekend

This event that has been running for more than a decade was cancelled last year due to the COVID19 restrictions, but was back with a bang this year.

The event is held at the SSAA Mudgee and Districts shooting complex at Ilford. We are grateful for their Pistol Club's continued support.

This year saw Wayne Banks, David Blunn, Chris Dunn and Cian Moriarty join Mick. Fortunately this year we enjoyed extended range time shooting replicas of 19th Century fire-arms.

Greg Carty will be arriving on Sunday morning for Mick's world famous (in Ilford) Bacon and Egg Rolls and the second half of the event.

We are all dining at the Rylstone Hotel tonight. It's a tough job, but someone's got to do it!

See you next year!



Safe Riding Tip 4

It takes time to become an experienced rider. Time to learn & form good habits (& the odd bad habit). Just as we keep our bikes well-tuned, so do we keep our riding habits in good fitness. Of course, roadcraft concepts have improved over the years as well. An innocent update might help an unknown bad habit.

How do you decide where to position your bike in your lane? (Or do you only ride down the middle all the time?) With well-tuned observation and anticipation skills, you will see most hazards with plenty of notice, giving you time to smoothly & steadily move your bike away from them as you get closer to them and they become risks. Quite simply, maximize space from hazards by buffering.

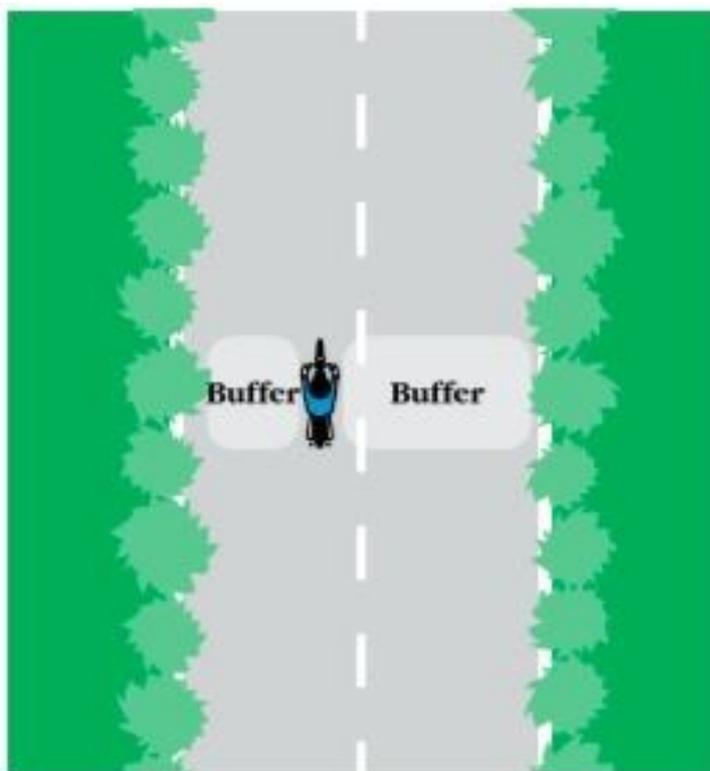
Overall, your lane has three placement options, which you'll see below. Keep in mind, hazards aren't only vehicles, but also pedestrians, animals, children and any number of other entities you'd rather not hit.

Common buffering examples

Few hazards

Where hazards are light or missing, travel in the right tread of your lane to improve visibility and maximise space from hazards. The unused oncoming lane is your buffer zone from the right hand side of the road, so use the rest of your lane to create space from the left side of the road.

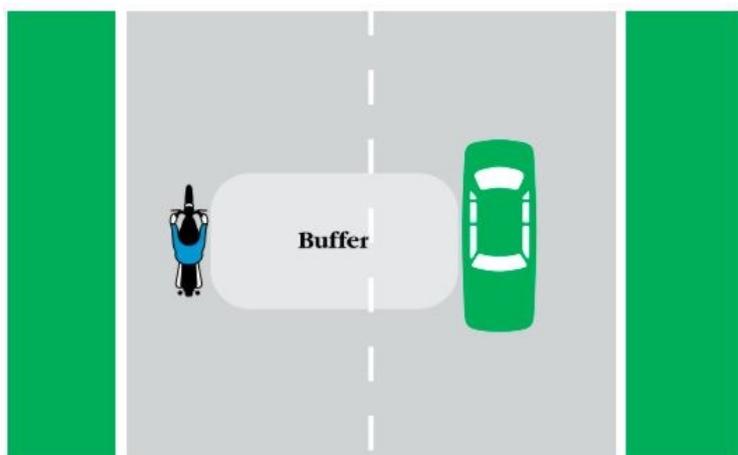
On a multilane road, stay to the right of your lane until the overtaking hazard means you buffer left.



Oncoming vehicles

Where the oncoming vehicle is the most pressing hazard

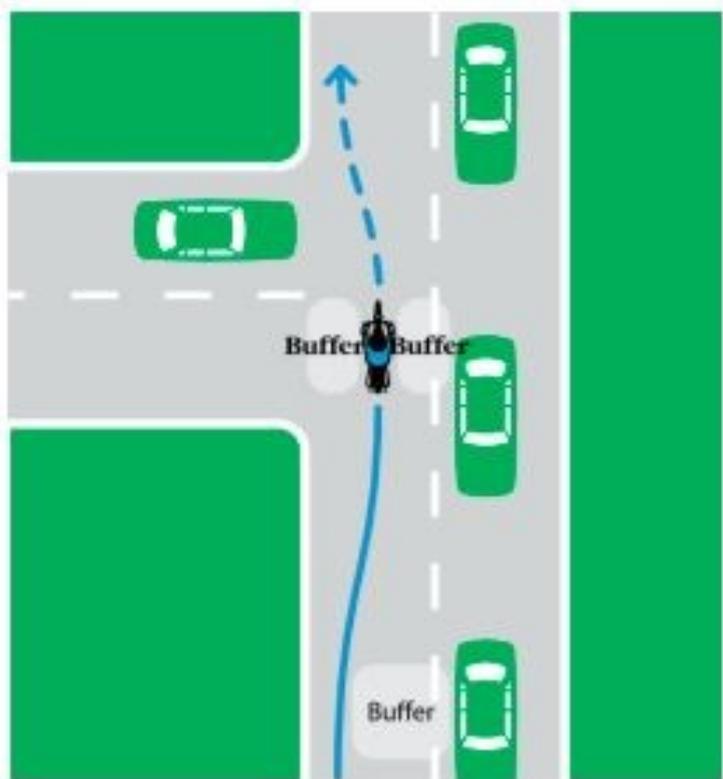
and not much is happening to your left, move the bike to the left.



Create space (buffer) oncoming vehicles.

A number of hazards

When hazards present themselves on each side of you, position the motorcycle in the middle of the lane to provide some space from all of them. This is the best time to ride in the middle of the road, instead of all the time.

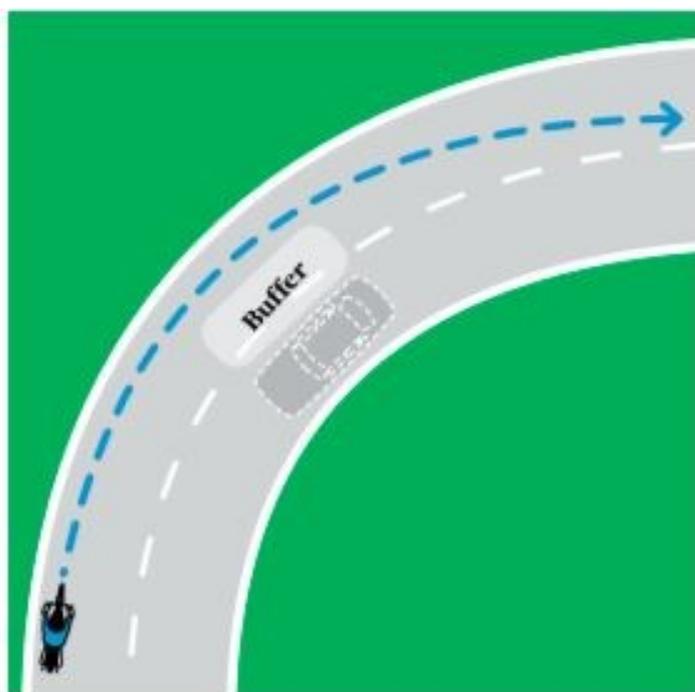


Improving your lane placement by buffering assists vision of you by others. Ride to be seen.

Curves

When it comes to curves, start wide for visibility, buffer from the head-on zone in the middle of the curve, and finish tight when the end of the curve is in sight, to be able to have some wiggle room. If the curve tightens on you, you're already maneuvering correctly to adjust. You're also keeping away from the middle of the road mid-curve, which is the head-on zone.

If you're presented with hazards as discussed earlier while in a curve, adjust the same. For instance, an oncoming car in a left curve means starting the curve mid-lane, not wide.



Buffering should be smooth and this is accomplished by looking far ahead to plan where you need to position your bike. Buffering is not "swerving" from risks barely a second or two away from you.

All of this information - and more - is available in the Motorcycle Riders' Handbook, which is available for purchase from any Service NSW location or downloadable for free as a PDF from: <https://roads-waterways.transport.nsw.gov.au/documents/roads/licence/motorcycle-riders-handbook.pdf>

Ride safe,

Justin Dorward

Motorcycle Instructor

BMW NATIONAL RALLY

- CONDOBOLIN

For this year's June long weekend, we had the choice of a couple of great outings; one being the 52nd Alpine Rally, the other being the BMW National Rally at Condobolin. The National won me over as I reckoned we ought to support our favourite marque and catch up with inter-state members. Garry Smee (BMWMC Canberra), Bailey Gifford (BMWOCSA) and Steve Treloar (BMWTCNSW) did an outstanding job of putting the event together with consummate precision.

The ride from Canberra to Condobolin via Cowra – Gooloogong – Forbes and Bogan Gate was horribly cold but Xena (R1200ST) made it well worth the effort and, as a 14yo, she has now clocked up a whopping 34,000k! About 45k out of Cowra, the temperature dropped to 7C but thanks to a Mont thermal (sort of diver's suit material) plus a few other insulators I covered the 400k without icing up too much.

Friday night's dinner was at the caravan park (around several fireplaces) with Saturday night's at the Condobolin RSL – this being a very pleasant evening with scant attention paid to the condition one would need to in for next day's ride. So, along with other BMWTCNSW members, I conditioned myself with much determination (and got a big fright the next day). For the home run on Sunday, I took the Lachlan Valley Way and had a couple of interesting experiences. About 35k down the road from Condobolin, I pulled into a side track to check out a bush sculpture, looked in my mirror only to see blue and red flashing lights! Shit oh dear!! Hope

I wasn't speeding – no I wasn't, I was just getting RBT'd – in the middle of nowhere! I survived ok. The other highlight relates to what the locals have done to make the 100k between Condo and Forbes a must do. There is now a whole series of great bush sculptures with the "Bird in Hand" and "Road Kill" being a couple of standouts and it's well worth the run just to see these.

The National Rallies are always a great opportunity to catch up with BMW riders from all over – so think about next year's to be hosted by the BMWMC Gold Coast.

Rob Lovett



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Of Mice and Men-

The tale of 3 men, 3 mice and a white set of teeth.

*Alex Spiteri-James
June 2021*

On 27th April 2021 we set out on our great 2-3-week adventure. We were heading in no particular direction except we had agreed to meet Paul in Bundarra. After that we were free.

Leave passes signed off by our bosses. We were off. Met Ian at Galston and away we went via the Putty Road, Singleton then hit Bowmans Creek. Ahh the sun was shining, and you could smell the autumn leaves, taste the fresh air, and see the dust as we rounded bend after bend.

First stop was supposed to be Moonan Flats but when we arrived, no go, the place was empty hmm Covid bomb had dropped.

So quick change of plans and we headed off to Nundle where we arrived just before dark. Quick beer in the pub, some food then we thought we would hit the caravan park for the night.

Pulled up, walked into reception and explained we would be staying one night and did not need a powered site.

"That will be \$33" the lady said to which I replied, "how much?" We were then told they do not have unpowered sites.

So, we abruptly turned and walked out heading to our favorite free campsite at Teamsters Rest.

Ten minutes later we are setting up camp. Tents up, wood collected for the camp site fire. sorted in no time. Thankfully Ian placed a light on the table outside our camping spot or I would still be wandering through the bush collecting firewood till sun up!!!

Ahh the morning sun. As my father would say "Wakey, wakey rise and shine the morning sun is scorching your eyes out" and it was.

I can never work out why I wake up with a headache, I mean fresh air, no noise except for the birds and the occasional deep rasping noise coming from other areas of the campsite, what is there to give me a headache? I know I just worked it out, the campfire smoke from the night before!!!

Up out the tent, 5 star jumps and several pulled muscles, then pack up and away we go.

Hit Nundle after a hard ten minute ride and it's time for a nice coffee at Machina container coffee shop.

Then over to the IGA for some apples (I can hear the old guys saying what no meat pies) but times have changed, healthy breakfasts are in.)

Now Nundle to Bundarra. All via dirt roads. Wow what a great ride planned and put together by Ian with a lot of help from me... NOT.

Next destination Mulla Creek then Limbri then Woolbrook with 25km winding roads we eventually end up in Tilmunda Road Bendemeer. What a great trip 250kms of almost 100% dirt.

I rode past the Kingston turn off and was separated from Ian for a while after having a close encounter with a cattle

truck. I remember the drivers face looked very red and wide eyed as we swerved to avoid each other making firm eye contact before disappearing into a cloud of dust. I turned around and with my imagination working overtime, thinking did Ian get run off the road or worst still collide with the truck. Upon backtracking I realised I had missed the turn off for Kingston. In my adrenalin rush I had shot past the sign. I then checked my phone and realised I had 4 missed calls and Ian was waiting patiently in Kingston. As I pulled up, I saw Ian puffing on a cigarette and casually waiting by the side of his bike. In my head I was panicking and thinking WTF hope he is here and not left me to get to as I remember it Ben something!!! (I had remembered the first few letters of the town) Bit more dirt and we arrived.

As we rode to the campsite in the middle of town, a free campsite with a donation box, I may add, with a shower, toilet and laundry, there was Paul standing at the campsite. "Camp here by the trees" he said.

Right, I said to myself I will position my tent with one door facing east and the other west. Then I'll get a good view of sunrise. No! It was a total cock up on my part. I missed the sunrise due to facing in the completely wrong direction. But hay I had a lie in!!

Good night at the pub. Learnt all about the town's sewerage problems as there was a local meeting going on. However, we circled around the back of the meeting and scored some prime seats right by the fire. I suspect these seats were premium seats only reserved for locals. But we hugged that fire for a long as we could. I remember studying people at the bar and remembering one guy sitting there with a face that displayed a real unhappy curvature of the lips. Almost a permanent scowl. Maybe he was the man whose seat we had taken in front of the fire but there was no way we were giving up that seat.

The Lady owner of the pub was as I remember, easily in her 60's-70's. Very flamboyantly dressed and I was guessing she could relate quite a few colourful stories re the pub. Shame we did not get to chat to her, but she was busy organising the meeting with the locals.

Eventually we prized ourselves away from the fire and headed back to the cold tents.

Now let's just say after several camping trips I know how much beer I can drink before filling my wee bottle. Timed to perfection is all I can say.

The morning, well let the laughing begin. Shredded Wheat for breakfast. It's not quite winter so no porridge. Do I feel guilty eating breakfast while the other boys look on? "No" I tell myself. It's part of my morning ritual. And always allows me to focus and become present. I know what you're all thinking but hell I don't care. I always hear the birds and smell the morning fresh air once my head has popped out of the tent.

So, the usual race to pack up starts. 'Strange the boys don't seem to be rushing this morning'. I told myself. After 3 or 4 casual sideways glances at the other lads to check their packing speed. 'What a difference'. Today was a go slow day much to my surprise. We departed from the camp site at 10.30 am. After a walk along the main street we had a real feel for the town. We passed the school at the far end of town all walking together. Not holding hands I may add. I remember a young lad cycling to school and as he approached us, he shouted out "morning" with great big grin on his face. That's what happens in small country towns. People are friendly when you take the time to actually look at the place and walk.

After the walk back to the campsite we got ready to depart. Pulling on our motorcycle gear I suddenly hear Paul shout out "he bit me". I look across to see Paul holding his finger and watch in amazement as a mouse departed from his boot with a quick dart across the grass and Paul holding his finger. Both myself and Ian fell about laughing. Paul had felt something in his boot as he tried to place his foot in the boot, retreated with his foot and then presided to place his

hand in the boot where the mouse was. I suspect the mouse had taken a last gasp of the smelly air then panicked and bitten Paul's finger. It lept out of the boot and was running around the grass. The mouse I believed was in a state of shock from the smell of his boots.



We mounted our trusty steeds and set off via Guyra, Glencoe, Diehard.

Our destination was the Mann River Nature Reserve. After a great day's riding with gravel 90% of the way we arrived at Mann River. Ian had led us on an epic ride with the last 9 kms down a great winding road to end up at our campsite. Paul in his usual form really tested my riding ability to the max as we zig zagged down the road at let's just say at the formal speed limit of 110kms hour.

Mann River Nature Reserve wow what a place

Set up camp as close to the river as possible. Ahh the advantage of riding bikes, down a steep slope, and right next to the river we camped.

Full moon that night, couple of red wines and a communal lamb stew. Ahh I can still taste that stew and visualise it bubbling away on the open fire. Ohh and some nice crispy baked potatoes.

Sorry lads I will get the timing right next time.

Again, lots of banter around the campfire and talking to other campers. We met a farmer who had just sold his property to Casey Stoner and a couple who had just completed a 5-week trip camping in remote areas of Australia. I love communication. It's just the best talking to complete strangers and exchanging travel stories and life stories. It's what makes the trip so much fun. Ohh and just winging the whole trip is so much fun too. Too much planning is overrated by me. 'See a road and take it' is what I say. Probably because I cannot plan to save my life. I am not saying you don't need a rough plan, but the best laid plans can change as we were about to find out.

The following day we agreed to leave our tent at the campsite and stay an extra night, so we rode our bikes minus our gear into Glen Innes. We went about finding all gravel roads to complete the trip and some great roads were found by Ian as we headed in around the general direction of Glenn Innes. We did all gravel and traveled through a place called Glen Elgin where we encountered a tree that had fallen over the road. Paul was leading the charge and was trying not to use his rear brakes as he was convinced there was very little meat on the pads. However, going around a bend and coming across a tree over the road convinced him very quickly to apply both brakes and pull up in a cloud of dust at let's just say at a similar angle to the tree. After a quick walk around the tree, we decided we could squeeze around and after discussing several ideas we jumped on our bike and managed to get by. Dodging a few

obstacles and going over some pretty rough ground we finally got around and continued our journey to Glen Innes. While in Glen Innes we refueled our weary bodies and bought some supplies for our communal meal and our well-planned cooked breakfast. Rode back to Mann River again along gravel roads with great views and beautiful sweeping roads. I am pretty sure we did backtrack at some stage, but you very rarely see the same thing twice or is it you see different scenes from the other side of the road. This was just one of the many thoughts that go through my mind and bounce around in my helmet.

Morning arrives and I hear "Alex wake up" Paul has lost his false teeth in the river and three mice are in your pannier eating our breakfast. "Yes whatever" I replied. "No seriously get up."

So, I stick my head outside the tent, it had rained quite hard that night as I remember and I'm greeted with dark clouds and a slight mist. I look over to my bike and Ian is peering into my pannier. He then pulls out some cheese with a large hole in the wrapper. I peer in the pannier and sure enough see three mice running around inside. So, we start pulling items out of the pannier. Muffins are partially eaten, but the rest were untouched. Bacon wrapper intact. Eggs not broken. Tomatoes eaten and three mice running around a now almost empty pannier. Right 'let's kill the bastards' was the cry. One mouse jumped out and headed right for my tent. Ian tried hitting him with an empty wine bottle and missed him by a mile. At this stage I was unsure if I had zipped up the tent so I started panicking thinking the bloody mice would make a home in my sleeping bag so I race over and zipped up my tent. In the mayhem mouse number three had taken the opportunity to break cover and leapt out of the pannier and disappear into the bush. Meanwhile Paul



was over at the campfire looking like he had, dare I say it, been kicked in the teeth!! His nashers were gone. Paul had got up in the morning to brush his teeth and gone down to the river and slipped into the river only to drop his teeth in a large whirlpool and within a few seconds watched in horror as his teeth either sunk or floated away. He sat there in total shock as he recalled the story of trying to save his teeth. Paul had traveled a few meters down the river and to add insult to injury, had lost one thing as well as his teeth. My stomach hurt that much from laughing. I think the whole campsite could have heard us.

Being practical we decided a cooked breakfast was still on the cards and we decided to cook up the bacon and eggs and salvage the last few rolls and dine in style.

Paul joined us for breakfast but sadly did not savor the crispy bacon and eggs. OHH and the black pudding, the breakfast was a great way to start the day I thought.

After a brief conversation and a lot of laughing we decided to make our way home. After all Paul was now speaking a

very funny language and was sounding as though he was permanently drunk!!.

We packed up in super quick time well, two blokes did. I did drag the chain because I was chatting to the young couple of travelers and explaining why they had woken up to our fits of laughter.

I packed up the last of my gear and with the boys watching on I folded down the tent, picked up the tarp and saw two mice scuttle away. All of a sudden, a butcher bird swooped down and caught one of the mice. He skillfully pecked at the mouse, playing with him until he picked him up and flew up into the tree. I breathed a sigh of relief because at least I was not going to be the culprit who brought the mouse plague to Sydney. I then got fully kitted up and walked back to the river for one last laugh looking into the water where Paul had lost his teeth. By now the boys are on their bikes with engines revving and heading up the steep bank to get to the carpark and onto the road.

All of a sudden I feel my feet slip from under me and in a split second I'm on my back sliding towards the river feet first fully kitted out in my motorcycle gear. I hit the slippery rock on my back and was now heading towards the river. I must have looked so funny heading into the river like a log launched from the riverbank. One good thing was I was heading feet first and my boots hit the water first. All I remember is my heels hitting a rock and giving me traction to stop the slide. I jumped up like a demented lunatic and immediately gave a sigh of relief none of the boys had seen my slide. As I walked up the bank I heard a loud cry of laughter and the two young campers I had been talking to earlier about Paul's teeth cried out "we saw that" and continued laughing.

I mumbled out the importance of wearing motorcycle gear even when walking by the river and humbly mounted my bike and rode up the steep bank to catch up with the lads. Keep that to myself I thought.

The ride back was funny especially when we stopped at a great coffee shop in Uralla called wait for it "The Alternate Root". It was here that Paul's mates Ian and Alex came to Paul's rescue as most people would have thought Paul was some kind of nutter who could not speak Aussie.

Paul stood at the counter and tried to order a long black and soup of the day. The young girl at the counter looked in complete disbelief as she tried to interpret a language that she had never heard before. Luckily for Paul I jumped in and said, "long black and soup with two straws and no lumps in the soup please" and added "it's okay we have trouble understanding him too".

I remember sitting at the outside table and eating our great food and drinking our respective coffees and constantly laughing at each other.



We finally headed off from Uralla and while riding I thought to myself, I don't want to go home yet. You know what's it's like, you are wearing your helmet taking in all that's happening actually living in the moment... no worries, just loving life. It was at that point I decided to continue on my journey for a few more days at least. I think just before Tamworth I talked to Ian and Paul and told them I would turn off and stay a few nights at Chaffey Dam.

Upon arriving at Chaffey Dam, I decided to camp at the high point called Bowling Alley Point. I turned traction control off and hit the throttle arriving up the top in no time. I found a great camping spot and set up camp. There I was on my own with nobody to joke around with and the only person I could take the piss out of was me. And so, I did. While camping at the dam I saw an amazing sunset and brilliant rainbow.

After an early night with no firewood and nobody to laugh with I emerged from the tent and decided to ride with very



little luggage down one of the lanes at the Bowling Alley. There are a total of three lanes to ascent or descent, each with let's just say different characteristics. Some rocky, some muddy and all steep. After gingerly riding down I headed towards Nundle for the day. As I approached Nundle I noticed a lot of cars parked outside the local school and it turned out to be the Great Nundle Dog Race which is an event organised by the local community to raise money for the school. What a great day! Young kids were racing their dogs by standing on one side of the field and their parents holding the dogs and then releasing the dogs while the kids encouraged the dogs back to them. There were dogs and kids running everywhere. I pity the poor judges trying to work out who won. I then watched an event called the high jump which was a jump placed on the back of a ute and the dogs of various sizes were encouraged to scramble up to the top of the wall. To cut a long story short the event was won by a red cattle dog who set the Nundle record for 7 foot 2 inches. I can still picture the determination in the dogs' eyes as he curled his paws over the top plank and heaved his strong body over the jump to the delight of the crowd watching. It had the atmosphere of a footy match.

After my day in the sun I ventured into Nundle town and decided to try the food at the only petrol station in town, which had been taken over by new owners as I remember. I ordered a burger and chips with the lot. As I ordered the old bloke behind the counter said '30 mins wait mate'. 'No worries' and he replied with a nod of the head. So, I ambled outside and sat down right out the front and basically people watched for a good 30 mins. Was it worth waiting 30 mins? Ohh it so was. The burger was the best I have ever eaten with great chips and homemade burger patties, fresh eggs, cheese, beetroot, pineapple, bacon and a great bread roll. Not the cheap and horrible white stale roll you sometime get. After that a quick schooner at the pub and I headed back to the Bowling Alley. I went via a back road and basically circumnavigated the dam. Smashed it to the top of the Bowling Alley and pulled up a chair and watched a magical sunset.

The next day I had trouble starting my motorbike with the spare key but worked it out after a phone call to Ian and Procycles with Anthony helping me out by talking me through the process over the phone. Then I headed back home via Garoo, New England and the Putty.

Conclusion

First, I personally would stay away from keyless engine starts which are okay until it all goes pear shaped. Riding solo is good but being a member of the BMWTCNSW is awesome. You have the confidence of riding with a group plus the banter and picking unknown roads or tracks to explore.

There's also somebody to help you pick your bike up, and best of all lads that point out your shortcomings in a humorous way. Lads that help you out if you forget something. You can share food, alcohol, jokes, tents tools and best of all stories you can laugh at.

Cheers

Alex



TO A MOUSE

-ROBERT BURNS, 1785

WEE, sleekit, cowrin, tim'rous beastie,
O, what a panic's in thy breastie!
Thou need na start awa sae hasty,
Wi' bickering brattle!
I wad be laith to rin an' chase thee,
Wi' murdering pattle!

I'm truly sorry Man's dominion
Has broken Nature's social union,
An' justifies that ill opinion
Which makes thee startle
At me, thy poor, earth-born companion
An' fellow-mortal!

I doubt na, whyles, but thou may thieve;
What then? poor beastie, thou maun live!
A daimen-icker in a thrave
'S a sma' requet;
I'll get a blessin wi' the lave,
An' never miss't!

Thy wee-bit housie, too, in ruin!
Its silly wa's the win's are strewin!
An' naething, now, to big a new ane,
O' foggage green!
An' bleak December's win's ensuing,
Baith snell an' keen!

Thou saw the fields laid bare an' waste,
An' weary Winter comin fast,
An' cozie here, beneath the blast,
Thou thought to dwell,
Till crash! the cruel coulter past
Out thro' thy cell.

That wee bit heap o' leaves and stibble,
Has cost thee monie a weary nibble!
Now thou's turned out, for a' thy trouble,
But house or hald,
To thole the Winter's sleety dribble,
An' cranreuch cauld!

But Mousie, thou art no thy lane,
In proving foresight may be vain:
The best-laid schemes o' Mice an' Men
Gang aft agley,
An' lea'e us nought but grief an' pain,
For promis'd joy!

Still thou are blest, compared wi' me!
The present only toucheth thee:
But Och! I backward cast my e'e,
On prospects drear!
An' forward, tho' I cannot see,
I guess an' fear!

Aunty's Corner #2

The crisp, screech became a searing wail, a moment, then another screaming sharp withering ever ascending wail going on and on as it diminished into the distance. There was a feint blue whisp, a slight sting in the nostrils, unmistakable, and, a little unpleasant. The young rider stood staring, wondering, searching the distance. The motorcycle had come and gone. In a heartbeat, it had appeared quietly at first, rounding the adjacent street corner, it's pilot pulled the trigger, resulting in chaos, fear and smoke. The front wheel came off the ground. The young rider felt as though he had witnessed a savage dog attack. How could this be? Later, the young rider learnt, after telling and re-telling his story to other members of his tribe, he had witnessed a Kawasaki 750 H2. He learnt also it was a "Japanese" motorcycle? A two stroke one with 3 cylinders!



Such a bike must surely be the "fastest thing on Earth"?...and yet it was there to see, in a showroom, with a number plate. People of the tribe could put paper on the counter and the man would give you the key!...and you could just 'go'! How could such a machine park next to a four stroke one, with only half the capacity and one third as many cylinders? How was it that the machines could be so different and both be here at the same time? How was it the little four stroke motorcycle with only the one cylinder could also feel so 'amazingly fast', as well? This was a great mystery and one that won't go away...

Going "fast" was one thing, getting there "faster" was another. So violent was the transition that many pilots faltered simply using the throttle. Then when, "there" it soon became apparent the lack of fairing brought it's own limiter to play. The "Great Ones" had fairings, and even more powerful machines and, most importantly knew how to use them. They did so, on the sacred ribbons of gladiatorial tarmac, for their incarnations were "not for highway use". They were the most special of the special and only those so gifted and talented, so wise and experienced, so well provisioned and catered

for, could ever have their unique experience of one.

Time and it's owner the "Great Equation" conspired. There were many wonderful creations. They became cleverer and cleverer. Even Isaac Newton and Albert Einstein would have been impressed, but they also knew, as did the Great Equation, that if you go fast enough, the air gets thicker, and thicker, and thicker. More and more power was poured into the game, until the air got so thick the driving wheel began to spin and more power would not work by itself. "Sharpen the pencil" and they got even cleverer. Some time ago Loris Capirossi took his red bike practising and almost did 350kph. Almost a decade later his countrymen went a little faster around 355kph. Their glorious motorcycles were hand assembled works of art beyond all measure, virtually unpurchasable and, they had grown wings. Not to help them fly, but to 'not' help them fly. More and more the thick air would determine the outcome. Those of the tribe who practised earthbound flying in machines with four wheels knew this. They worshipped a little less at the dyno', but more often in the wind tunnel. Aero. The aero package was an absolute necessity. The Great Equation says so, and so it must be....



Were all these special pilots venturing far into the accident without actually having it? I think not. Our motorcycle booklet has a fun "Join the 300 Club" logo. It is housed in a speed limit sign amusingly enough. However, recently, a special rider, one might say a master of riding, a champion with more World Supersport victories than any other, climbed onto a bike on a road, and eclipsed 400kph. The motorcycle had wings, and a supercharger along with much other cleverness. The rider worked up to this feat, after much preparation meditation and focus. There was no "savage dog attack" here, just pure speed and refinement. The motorcycle was called an H2R. It came from the same 'place' as the first ones did, and we should agree that it is special in all sorts of ways. It is amazingly unique, and yet it's a "production" bike, and it's road registrable "twin", like it's ancestor, has a numberplate.



Hummertopf Rally 2021



The BMW Owners Club of South Australia wishes to invite you to our biennial rally (the Hummertopf - Lobster Pot) which will be held at the Tarcoola Campsite, Robe, South Australia, Friday to Sunday, 22nd to 24th of October 2021. All responsible motorcyclists are welcome to attend.

The site offers dormitory bunk accommodation and a limited number of camping areas with showers and toilets available.

There are limited caravan sites (unpowered) in the main parking area. If you require a powered site, the Lakeside Tourist Park is only 280m away across the road. The Robe Beer Festival is being held on Saturday the 23rd so it might be advisable to book a site in advance if you are contemplating attending the rally.

A central kitchen will act as the registration office for the weekend and the venue for catering and Saturday night's awards presentation including a pre-dinner wine tasting.

Awards will be available for both BMW and non-BMW riders and will include longest distance [from home] for solos, sidecars, pillion passengers, youngest and oldest rider, hard luck and best interstate club attendance.

The event is held on Crown land and anyone involved in a vehicular accident will be subject to an alcohol breath test.

Payment can be made payable to: BMW Owners Club of South Australia, PO Box 193, North Adelaide, SA 5006.

Direct deposits to BMWOCSSA BSB: 085 443 Acc: 50806 5526 (Please include - Hummertopf Rally - Your surname). Use MS Word to complete the Booking Form and email to bmwocspresidentsblog@gmail.com or snail mail a printed copy to the above PO box.

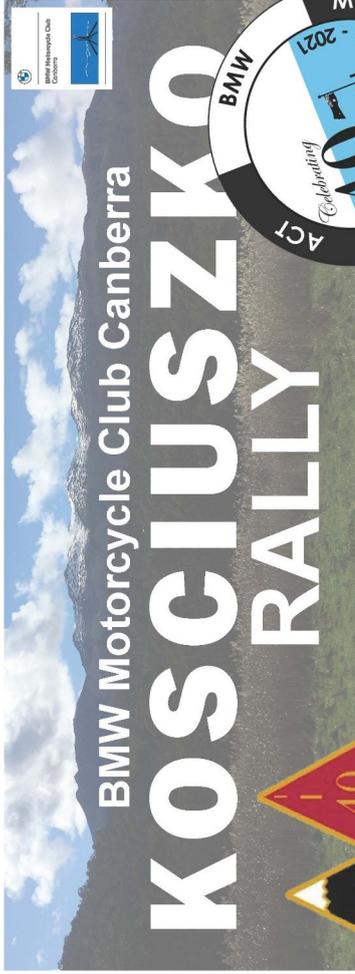
Booking Form

-----X-----

Name:	
Pillion/Passenger:	
Address:	
Bike:	Club:

Entry Fee - (includes badge)	People	Subtotal
\$20.00 ea/per person	X 20.00	\$
Family @ \$35.00		

	People	Nights	Subtotal
Accommodation			\$
Dormitory/Camping/Caravanning \$25.00 ea/per person/per night Bring your own pillow & sleeping bag.			
Friday Night BBQ			
Meat and salad - \$10.00 ea/per person			
Saturday Night Dinner & Awards			
2 Gourmet courses - \$25.00 ea/per person			
Sunday Breakfast			
Bacon & egg roll, coffee or tea and a panadol (if required) - \$.8.00 ea/per person			
		Total	



OCTOBER 9 & 10, 2021



The 40th Kosciuszko Rally will be held at the Geehi Hut Campground located on the sealed Alpine Way in the picturesque Snowy Mountains and home to some of the best motorcycling roads in Australia. More details at: <https://www.bmwmcact.org.au/page-1428503>

Kosciuszko National Park has entry fees, with free camping. Rally supplies can be purchased at Thredbo (43km) or Khancoban (31km).

Your entry of \$25pp includes a badge and firewood along with the hidden costs of rally organisation. The Club does not raise operating funds from the rally, whilst your buying a raffle ticket not only gets you the chance to win some great prizes but all proceeds are donated to charity.

In 2020 BMWMCCC donated \$1500 to the Royal Flying Doctor Service.

The Club offers a pre-purchase Saturday night dinner of Germanic Bratwurst sausage on a fresh Corryong Community Bakery roll, steamed pudding dessert and Sunday breakfast of egg n' bacon rolls and espresso coffee, tea or juice to help you on your way.

The Club freely gives out rubbish bags and asks that you take your rubbish home.

You can check on local road conditions on the NSW Roads & Maritime Services website <https://www.livetraffic.com/desktop.html>.



The BMW Motorcycle Club Canberra Incorporated is not responsible for any loss or damage to, by or from riders, pillion or participants attending the rally. See www.bmwmcact.org.au.

If undeliverable return to :

BMW TOURING CLUB OF NSW
PO Box 549
TOONGABBIE NSW 2146
Australia

BMW TOURING CLUB OF NSW NEWSLETTER

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Watch out for these upcoming events
(check for current Covid19 restrictions before going) :

9th-10th July	Winter Rally
17th-18th July	Annual Awards Night (Canowindra)
31st July-1st Aug	Hat Rally
8th Aug	New Members Ride
28th-29th Aug	TTT Rally
4th Sept	Movie Night, camp at Grey Gums Café
11th-12th Sept	Dargo High Plains rally
17th – 19th Sept	Far Cairn Rally
9th – 10th Oct	Kosciuszko Rally
15th-17th October	BMW /5 Tribute Gathering