

**BMW Touring Club
of New South Wales**



**Member of the International Council
of BMW Clubs**

**February 2021
NEWSLETTER**



BMW
Touring Club
of New South Wales



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NEWSLETTER DISTRIBUTION

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

Club Website:



www.bmwtcnsw.org.au

Club Yahoo groups site

<http://groups.yahoo.com/group/bmwtcnsw>

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 Gilsonan	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	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

Past Events

Dec	Various Christmas Parties, Hunter, ACT and Southern, Sydney and Central West		
	New Years Gathering Wee Jasper		

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

February Events

1 st Feb to 5 th March	VIRTUAL KARUAH RIVER RALLY	Rob Lovett 0417267425	10
11th	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
25th	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 0425 777 461	2
24 th	Club Meeting 7.30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 04128588880	4/6
26,27,28 th	Farm Camping Weekend Piallamore on the Peel river, Near Tamworth. Ride up Friday and have a meal at local Hotel (Dongowan) Sat road ride 400km mapped by Gary McCarthy, dirt ride mapped by Trevor Hooker. Night BBQ and bonfire at Piallamore farm. BYO GROG. .Home on Sunday Details in this newsletter. RSVP Feb 12, 2021	Contact Stuart 0427767129	10

March Events

6: 7th	Cold flame Rally Pinch River Rally. Barry Way. Monarch MC club	Steve Treloar 0439739876	10
11th	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
20, 21st	Candelo Camping Far South Coast. Dirt Road Travel options, camping, basic in the sports ground, Dinner at Pub, Breakfast Ava. Across the road. RSVP 6th MARCH. For Covid bookings More details in this newsletter	Steve Treloar 0439739876	10
24 th	Club Meeting 7.30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 04128588880	4/6
25th	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 0425 777 461	2
27 th	Movie Night, International Grey Gums Café, Putty Rd Details in this newsletter.	Marie 0428393093	10

Newly & updated items are highlighted ORANGE.

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

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

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



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.

Happy New **CoRVID** to the membership and friends! Last year sent many challenges to individuals and groups

such as ours, with many doing it tougher than usual. I hope that the New Year brings all that you need and most of what you want.

So over the “beak” what has happened? As a bit of a first for the club, (I think?) due to CoRVID we had multiple **Christmas Parties** held by regional groups (Hunter / North (Gloucester), Sydney / West (Cowra) and Illawarra / South (Talbingo)). Each event was a success in their own right, and as a Club we made it work staying within CoRVID requirements (see the Santa pic for our sentiment to CoRVID). A special thank you to RobT, SteveT and DaveB for doing a lot of the legwork to make these events happen.

Karuah River Rally – Aaahhh... yes... another one that affected by the talons of the CoRVID. In this newsletter and on the Facebook page you will notice that the event’s format has changed. Forestry had advised that the club would need an extensive management plan for the site, to have a log of everyone on site at any given time, to be responsible for social distancing, and that only 30 people would be allowed to attend. Deciding which 30 and the logistics of controlling a throng of motorcyclists was just too hard. So, we have cancelled the application for Frying Pan Creek for 2021. The club is **not** supporting camping in State Forestry this year. **Please refer to the flyers for details.**



Far Cairn Rally Badges and Patches – Yer yer yer... I’m slack... I received the patches over the break and so these are now ready to send. I was going to try to put them into the newsletters... but I don’t think that’s allowed? Anyway... they will be posted over the next week. – Lucky Flat Black 13

Henning’s /5 Tribute Gathering – Unfortunately Henning has decided to push this event out till later in the year due to CoRVID risk to rural areas. This reschedule will be formally communicated out over the coming months

I’m sure there is plenty more to talk about... but its not front of mind at the moment

Cheers,

Jason,

President, BMWTCNSW | Contact Email: president@bmwtcnsw.org.au

BMW /5 & RIDERS TRIBUTE GATHERING
Drag em out & get em goin - 50 years on

**Event Date Amended - again,
Now Weekend 16th Oct 2021**



BMW TOURING CLUB NSW

44th KARUAH RIVER

RALLY

Dear Motorcyclist. Due to COVID restrictions and associated uncertainties, the 44th Karuah River Rally will not be held at Frying Pan Creek.

Instead, we are hosting a virtual rally and your participation and support would be most welcome and appreciated. All you need to do is:

1. Provide a photo of you or your bike on a ride in the Dungog region sometime between 1 and 28 February 2021 – this can be from the past or the present depending on your circumstances.
2. Send your photo, name, postal address and phone number to rob@gaslightbooks.com.au. Put KRR21 in the subject line.
3. Transfer \$20 (twenty dollars) to the BMWTCNSW (BSB 032 173 – Account 40 6259) and put your surname and “KRR 21” in the description field.
4. We’ll send you a 2021 KRR badge.

We are seeking to support the community in the Dungog region. As well as the benefit of rallyists visiting the area (if you are able to), the BMWTCNSW will consider how it might support a local community body at some stage in the future.

We’ll accept applications up to **Friday 5 March** before we place the badge order, and of course, it will take a while before you finally get your badge. **Any questions?** Please call Rob Lovett on 0417 267 425.

PLEASE NOTE – Any ride you take for this purpose must be in accordance with NSW COVID health directions and restrictions. Check <https://www.nsw.gov.au/covid-19> for current requirements.



Camping Weekend by the Peel River

February 26,27 & 28, -2021

The BMW Touring Club of NSW is having a camping weekend by the
Banks of the Beautiful Peel River

1052 Nundle Road Piallamore NSW 2340

(Between Tamworth & Dungowan)

Friday Arrive & Set Up

- Friday Dinner @ A Local Hotel

Courtesy Bus Provided

Followed By a Few Ales / Wines around a Camp Fire

Saturday - Ride

Sealed Road Tour Ride of the New England Approx. 350km – Route by Garry McCarthy

or Off Road/Dirt Ride for the more adventurist - Route by Trevor Hooker



Saturday Night- BBQ around the Fire

Sunday – Head Home or wherever your Bike may take you !!!

Breakfast, Sat and Sun and Dinner Sat Night Provided

Cost \$30 per Person (Club Member Subsidy Subject to Numbers)

Toilet and Shower on site

BYO Drinks – Tea and coffee supplied

RSVP: Feb 12, 2021 – Stuart - 0427 767129 or stuart.galand@bigpond.com

Hosts- Stuart & Kate Garland

1052 Nundle Road Piallamore 2340

“All Club Members & Friends Welcome”

***Any COVID19 limitations/guidelines current at the time of the event will be followed.**

CANDELO CAMPING WEEKEND

20TH ,21ST MARCH

Depart Bredbo Inn Hotel 12.30pm Sat, Early Lunch. Get your fuel in Canberra.

BMWTCNSW and

BMW MCCACT Club joint camping Weekend.

2 options. Road / dirt 2 variations.

Dirt. Jerangle Rd. Snowball Rd, snowy mtn H'<way, Packers swamp Rd, to Alexanders Hut.

Back out to Packers Swamp Rd onto Newline Rd left to Tatawangalo Rd left and down to Candelo.
APPROX 4 ½ HRS 229 KMS

Option. Bredbo to top of the brown Mtn. turn off on Packers Swamp Rd to Alexanders Hut. 2 ¼ HRS
154 KMS.

Enduro option, from Alexanders Hut via Postman's Track (river crossing involved, Ask James Kalma) to Tatawangalo Rd and onto Candelo.

Road. Bredbo, Cooma, Bombala (Fuel Up). Down MT Darragh to Wyndham ,1 Km out turn left go over Myrtle mountain Rd to Candelo. Approx. 2 ½ hrs.

Sunday make your own way home Back up the Brown Mountain or to where ever

Camping. Sports Rec ground, only toilets, donation accepted.

Dinner. At the Candelo Hotel. Covid rules apply. 40 people max.

Breakfast. Candelo Store and Café. Quite a nice place opens 8.30 Am, for whatever takes your fancy, coffee, E and B roll Cakes etc. outside tables and chairs 20 odd people. Covid rules apply.

Fuel. Available, Cooma, Bombala. None in Candelo, Closes 1 pm Sat or Sunday. No fuel along the dirt opt. 20 minutes to Merimbula, Pambula, Bega from Candelo.

Come and enjoy some of the far south coasts lovely roads and scenery. At a leisurely pace.

Kms and timings approx..

RSVP. 6TH MARCH.

to book the pub Restaurant. 40 max.

For more info

Steve Treloar 0439739876

Phone or text your attendance.

BMWTCNSW Movie Night

Saturday March 27th, 2021 from 6pm

The Grey Gum International Café, Putty Rd, Putty



- All members, their partners/families and friends are welcome.
- BYO camping gear and chairs (optional).
- The café will be putting on dinner and breakfast at normal prices. More details to come.
- Reply is required for catering purposes.
- A raffle will be run to raise funds for the Rural Fire Service. (Additional prizes would be welcome)
- 28 acres of camping space available, toilets, showers.
- Dinner from 6pm, Movies from 7pm. Bring along your motorcycle DVDs/Videos.

All COVID19 requirements must be met.

RSVP (Mandatory) 19th March 2021

Marie Pennykid

marie.pennykid@gmail.com

0428 393 093

BMW /5 & RIDERS TRIBUTE GATHERING

Drag em out & get em goin - 50 years on

Event Date Amended - again,
Now Weekend 16th Oct 2021



RSVP 01/10/2021

All /5 owners current & previous along with all other BMW riders are invited & welcome to be part of this celebration. The /5 & it's riders broke new ground for BMW with they're success's that led to the 90s & GS range & to what is available now. Also, the /5 was the first to carry The Pudding & to cross the Gunbarrel Hwy, (with a R60 sidecar)

<u>Meet n Greet Dinner</u>	
Date	Friday 15th October 2021 –
Location	7PM Exchange Hotel
<u>Check in</u>	9AM
Date	Saturday 16th October 2021
Location	Blayney Railway Station carpark
<u>Lunch</u> (voucher required)	Ride briefing at 11am. Depart Blayney Railway Station 11.30am. Travelling via Mt Panorama & The Olde Vale Circuit. Lunch at Newbridge Hotel at 1.00pm Total ~60 miles
<u>Show n Tell</u>	3-5pm in Blayney Railway Station carpark. Motorcycles must be ridden here by 3pm. Coffee & cake is available within 60m at Ryan's Bakery
<u>Celebratory Dinner</u> (voucher required)	Saturday 6.30 for 7.30pm in Exchange Hotel for dinner Guest speaker, stories & presentations
<u>Awards</u>	Best R50/5, R60/5 & R75/5 Best original /5 Best pre /5 & Best post /5 Best GS People's choice Best story
<u>Information</u>	
Payment details:	Stroke 5 Tribute. bsb 650000 a/c 538533108 Newcastle Permanent Bldg Soc
Any enquiries:	Henning Jorgensen: Ph 0457 034 488, hpi333@gmail.com Jason Boyd: Ph 0412 858 880, president@bmwtcnsw.org.au
Any proceeds will go to RFDS. Tired bikes on trailers also welcomed. If you have any old pamphlets, pictures, trivia, etc, we could also share them? This will an opportunity to establish a /5 information & parts forum.	

Note: This gathering may be subject to further COVID19 restrictions.

Event details may change closer to the date

Please contact Henning or see the BMWTCNSW Facebook page for current status

Entry is at your own risk & only you will be responsible for your own actions & possessions



Editors report

A

REMINDER

Dear Membership,

If you want to hold a club event, and a little cash support would help, all you have to do is let the committee know in advance (not as you walk into the pub for the meal). The reason for this is to allow it to be put in the newsletter and give all members opportunity to attend.

The committee have agreed:

- Groups within the club are encouraged to arrange social events with costs to be subsidized, based around \$100 minimum, or \$15 per person to the value of \$300
- That if costs look to exceed the \$300 limit, talk to the club executive **IN ADVANCE**. *Please note we don't want people out of pocket, and if all 250 members attend, this will be seen as a raging success rather than a negative thing. We understand more people mean more cost, just the committee are bound by the constitution on how money is spent*
- **Alcohol will not be reimbursed under any circumstances**
- All costs incurred **MUST** have supporting receipts in order to be refunded
- The event **MUST** be in the newsletter calendar to allow all members the opportunity to attend
- It is expected this may drive questions from other locations or other active sub groups within the club. The club is prepared for this, and we will review any query from other groups / people based on its merits

Regards,

BMW Touring Club Executive Committee

Welcome to our first newsletter for 2021, I hope this finds you all well. Like a lot of you I haven't been riding an awful lot, hopefully that situation will improve as the year progresses. I've now retired so that impediment no longer exists. There are many projects to keep me busy (including 2 x K series bike that might now get finished at last) There are a few things planned for members now but we still have to respect any limitations that the COVID situation puts on us as we don't want the club in a situation that we get fined.

We finally have something to tell you about this years Karuah River Rally. Check the flier in this newsletter for further detail.

The deadline for the next newsletter is: end of Saturday, 20th of February. *Anything* received later than that will be burnt, thrown out, sent to Russian hacker, deleted or similarly dismissed completely. NO late entries will be tolerated. I would like to start on the Sunday without having to look for late material, so I wont be looking

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Financial Report (November)

ACCOUNT BALANCES	
Regular bank balance at end of November	\$ 362.98
Savings Account balance at end of November	\$ 36,222.28
TOTAL IN BANK	\$ 36,585.26
Summary	
Total Income	\$ 991.58
Total Expenses	\$ 1,901.79
Total Interest earned	\$ 1.58

Financial Report (December)

ACCOUNT BALANCES	
Regular bank balance at end of December	\$ 520.61
Savings Account balance at end of December	\$ 32,223.65
TOTAL IN BANK	\$ 32,744.26
Summary	
Total Income	\$ 4,869.37
Total Expenses	\$ 8,710.37
Total Interest earned	\$ 1.37

The annual donation to the Royal Flying Doctors Service was made in December.

Please remember when depositing into the club account to put your name in the description of what the deposit is for ie Ashby Membership FCR/KRR.

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

Welcome to the new members of the club:

- Christopher Wood (Orange)
- Bryan Crooks and Christine Jeffrey (Wallsend)
- Paul O'Shanassy (Bowral)
- Geoffrey & Anne Olsen (Balgownie)
- Thomas Rostig (Winmalee)



WELCOME TO BIKEBIZ BMW MOTORRAD

We are pleased to welcome you to our BMW Motorrad dealership in Sydney, Bikebiz Granville.

We have a full range of demos available, a professional workshop for all of your servicing needs and a full range of genuine BMW accessories and spare parts. Come and visit us for all of your BMW needs. Open 6 days.

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T 02 65836655 1800 00ROCK
rockmotorcycles.com.au
sales@rockmotorcycles.com.au

BMWTCNSW Introduction Cards

The club has produced introduction cards printed on plastic 1/3 the thickness of a credit card.

The card has brief details of the club, website and meeting place.

Cards are included in the newsletter this month.

Cards can be personalised on the front. Up to 3 lines can be printed with your name, description (committee member, club member) and a telephone number if wanted.

If you want some more personalised cards please send an email to Trevor Dean bmwcadelegate@bmwtcnsw.org.au with the following details:

- Line 1 Your Name
- Line 2 Description - Club Member (or leave blank)
- Line 3 Mobile Number (or leave blank)

The personalised introduction cards will be sent out in a future newsletter.

Trevor Dean

SAMPLE:



Note: Due to changes in all BMW club logos coming in the near future, the logo and some wording will not be the exactly the same as the sample shown.

BMW F900R – MY PERCEPTIONS



I believe the BMW [F900R](#), and to an extent the F900XR, are BMW's attempt to expand its product range into the now awakening mid-range sector. This is their attempt to compete against some popular other models, namely their main competitor the Yamaha MT-09 and possibly the Triumph Street Triple R and the Kawasaki Z900. Read that the F900R replaces the F800R, which had been in production for some time and missed producing an F850R model.

I was luckily able to get my hands on a San Marino Blue metallic F900R courtesy of City Coast Motor Cycles, Wollongong – the F900R also comes in Blackstorm metallic and Hockenheim Silver metallic/Racing Red. My first impression wasn't overly favourable, as I'd been led to believe it was quite a bike. Initially it felt quite doughy, especially in the lower rev range, didn't help that I was caught in some suburban traffic. But, when I opened it up above 5,000, or so revs, what a revelation – it really picked its tail up and literally blew me away.

The twin cylinder four-stroke 895cc parallel twin develops 77Kw/105hp at 8,500 rpm with 92Nm of torque at 6,500 rpm which probably explained the sudden surge of power when the revs built up. Needless to say, after some time in the bike I was mightily impressed. I found it very compliable, extremely flickable on tight bends and on sweepers it held its line as if glued to the road. So, no complaints in the handling department and I believe, under perfect conditions – which doesn't need explanation – not much would keep up with it up Macquarie or Jamberoo Passes – I know, a big statement, but it really handles exceptionally well.

For a twin I found it to be quite smooth – BMW have got rid of unwanted vibration by using a pair of counterweight shafts ahead, and behind, the crankshaft. They have also incorporated a 270/450 degree firing order, which sort of, simulates the feel/sound of a vee twin.

Found the F900R to be a very easy and forgiving bike to ride. The suspension, though not in super-bike league, did soak up most road imperfections admirably - with 135mm at the front and 142mm at the rear being reasonably generous.

Not only does it go well but also stops phenomenally well – at the front, twin 320mm floating discs with Brembo 4-piston radial brake calipers and at the rear, a 265mm single disc with a Brembo 1-piston floating caliper - with stainless steel braided brake lines. Also, the bike I had was equipped with ABS Pro – need I say more.

The F900R, at least the one I tested, comes with a large range of high-quality standard equipment – vis; a 6.5 inch TFT Screen, Connectivity, LED's all round, Standard Modes – Rain, Road and on this model, Dynamic, Two-way Quickshift, ABS & ABS Stability Control.

To work your way through the various settings on the TFT Screen is relatively straightforward. One of the displays is the cornering angle – great fun but found it a bit disconcerting – as, how far can it be leaned over, watch the angle, still try and go a bit lower and consider where you're going. Got to well over 40 degrees before I piked out and still nor scraping – remember, getting old!!!



As is BMW's wont, there is a large range of optional extras, including; Adaptive Cornering Light, Keyless Ride, Dynamic ESA (Electronic Suspension Adjustment), Riding Modes Pro, Shift assistant Pro, Intelligent Emergency Call, ABS Pro, MSR (Engine Drag Torque Control), DJC (Dynamic Traction Control), DBC (Dynamic Brake Control) and RDC. All, no doubt, at an extra cost.

The price for the Roadster F900R I tested was stated at \$15,145, on road (the Adventure Sports F900XR at \$18,335), plus any options of the aforementioned you may desire. Personally, I was quite happy with what was offered on the test bike. Remember, I'm an old fart and find too many things to play with confusing and only detracts from the pure pleasure of riding.

Now my pros and cons. Extremely impressed with the ergonomics, handling, characteristics and overall set-up of the bike. Loved the Muffler lay-out which flows with the bikes lines and the aural pleasure emanating from it. But I couldn't come to terms with the miserly 13 litre fuel tank and the seat, which looks good, but I found it to be on the hard side. Would imagine the F900R would be a great urban/gorge missile as it's very well balanced, narrow, powerful and lane-splitting is a breeze. Not so sure about long trips, which I do a fair amount of – my bottom was pretty numb after about one and a half hours and fuel range restrictions apply – think the XR might be a better choice in this respect. In regards, to the seat I would highly recommend replacing it with the Optional Accessory Comfort seat.

You may note that I just touched on the F900R Specifications and I just haven't enough room to list them. Obviously if you are interested may I suggest you check them out on the BMW web-site. As noted, this is my perceptions on the F900R and not a technical break-down of it.

Now the question, did I enjoy my time with the F900R – Obviously, yes hysterically so and as noted my only gripes were the seat and the fuel range. As always, I would like to thank Tim & Paul of City Coast Motorcycles, Wollongong for making the BMW F900R available to me.

Gerry Bloemen



CITY COAST MOTORCYCLES

262 Keira St, Wollongong
4228 7392

MAKE LIFE A RIDE



Bing Syndrome.

On a trip from Nowra NSW to Ayers Rock and back the highlight of the trip for Andy and me was the tour of the Olympic Dam Uranium mine near Roxby Downs SA. We had stayed at the lovely Spuds Roadhouse AKA 'The Pimba Nightclub' just outside Woomera.



Spuds roadhouse offers very cheap accommodation and excellent simple food. Sunday night is Stitzel night with a range of Stitzel's from around the globe and often some form of entertainment.

Just down the road is the town ship of Woomera which is well worth a look. The place has a tremendous cold war and rocket history which included the development of long-range weapons systems to counter the Soviet Union ballistic missile threat. Things to see are Missile Park which displays missiles, rockets and aircraft that were used in trials. There is a very interesting museum and an excellent display of the story of legendary Len Beadell, who laid out the range from Woomera to the coast of Western Australia. There is accommodation at the ELDO Hotel (European Launch Development Organisation) and meals at the RSL, also a good supermarket and bottle shop.

The Olympic Dam Uranium mine was one of the things we wanted to do. If you haven't toured the mine it is highly recommended and a real eye opener. The size is massive with the largest known single deposit of uranium in the world.

Tours can be arranged through the Roxby Downs Visitor Information Centre, best to call in advance.

The morning started with a short ride from Spuds Roadhouse to Roxby where we were to board a tour bus for our tour of the mine. Unfortunately, on the short morning ride Andy's classic BMW twin suffered Bing Syndrome. To those not familiar, this is the leaking of fuel due to failure of the carburettor float needle system, often intermittent and usually when stationary but not this time. This time the result was a petrol soaked right boot.

After much complaining, sock wringing, hand and foot washing in the local public convenience it was clear that he would just have to live with it for the day. So it was, and after boarding the tour bus with 20 or so very friendly grey nomads we set off on our tour of the mine. Within minutes a slight odour of petrol was noticed in the bus which caused a lot of muffled comments and a slight coughing fit from one of the passengers. Windows were opened and the short journey continued until arrival at the mine when the driver commented that there was clearly something wrong with the bus and she would arrange for a replacement. The bus was cleared, and we waited patiently in the entrance foyer of the mine visitors' centre.

There were several comments of "good to be out of that stink" and "you'd think they would look after their equipment better" and even a couple of "that stink is hanging around" (strange).

A new bus arrived, and we boarded to continue our tour, thankfully the sink had subdued slightly but was still present. The tour was completed without further incident though the stink continued at a reduced level.

All in all, a most interesting day and as I mentioned previously well worth a look, preferably with without a petrol-soaked boot.

You can get the [Roxby Downs Visitor Information Centre](#) on (08) 8671 2001

shot of Jack please.

Chapter 3 – The repair begins. Pofter no good this one. - My Yugoslav mate down the road.

I took the gear box to Tony at Motahunsa. As soon as I told him it was out of a R1100, Tony said great, "I hope you bought your money with you". I swear I could hear that Gremlin giggling. It was a few weeks before I heard from Motahunsa again. They told me that a cir clip broke between 1st and 2nd gear and the grinding noise I heard was actually 1st gear grinding against the selector bar, I had a gear box full of iron filings, also a few teeth on the cogs were chipped thanks to the cir clip floating in the box. Also to cheer me up more Tony told me they have no more R1100 gear boxes to strip down. They were going to have to either try and replace the broken bits with new parts from Germany or try and source 2nd hand parts from other BMW shops around the country or I could try and locate another R1100 box to use as a spare parts bin. As I had a so called gen 3 R1100 gear box, the supposedly last updated one before they went to the R1150 gear boxes, I wanted to try and keep that one alive.

Gail and I had a trip to Canada planned and we were due to leave in a few weeks. I felt sick to the core to have to fess up that the gear box was stuffed and it was going to cost up to \$3,000 to fix, I figured the best thing to do is just blurt it out. All Nurse Gail said was "yeah and I thought it would be about that" and walked off. Man I gave myself ulcers worrying about what Gail would say and all she said was "yeah and". I guess Nurse Gail has been with me long enough to know anything involving BMW isn't cheap.

As we were down to the guts of the bike, the idea was to put a new clutch plate kit in plus Evan was adamant we replace the rear main seal as well. As Evan said I don't want to be pulling down this bike again. Shhhhh! There did you hear the Gremlin laugh. Yeah me neither. A week before we were due to fly out to Canada hey, Tony rang me, they had figured out a plan, they were going to re-mill the gears and bevel them, something BMW should have done when they first made them up, they had to get a new selector bar and bearings and the whole job would cost me \$2,700 and I would have a new gear box. I had about that saved up in my secret squirrel jar that all married men have, but it would leave me destitute again.

It would be six weeks before this story started again.

Chapter 4 -The rebuild begins – German Engineering absolute brilliance with a handful of stupidity right in the middle that takes hours to get to - My Dad, God rest his soul.

Nurse Gail and I got back from Canada, British Columbia, I was all fired up to sell everything we owned and move over there to live for a few years, I was pretty much the same when we got back from New Zealand a few years ago. I'm still here though. I rang Motahunsa, good news the gear box was ready. All I had to do was pick it up. They were spot on with their quoted price, builders could take note on how Motahunsa quote prices, instead of worrying about the price of wood going up in Kurdistan that was really going to push up the price of pine in Australia.

Evan had an issue with the new rear main seal that BMW have decided to use. They basically look like a jar lid instead of the normal U shaped seal us old people are used to. I since learned that they are the same type of seal Land Rover use, but it does not explain why some Engineer in Germany thought "Das is gut ya". A German thinking a Land Rover is good, I worry about Germans some times, especially since the British love building things that leave oil on the ground, when they are parked for any length of time.

Anyway with advice from Dave Blunn and Motahunsa, Evan put the seal in and hoped it was right. Once again I should have heard the Gremlin laughing. The bike went together smoothly if not slowly as were retracing our steps for the first time, amazingly we had no bolts left over. It still looked like a R1100RS when we had finished. That in itself is a fantastic achievement for me, because if I had done the job on my own it would have looked like next Wednesday night's garbage collection.

Test ride time. Now you see those movies where Father and Son are in a predicament. The Father says, "I will die for you son", or "take me I've had lived my life, let my son live". Yeah well that's bullshit. Evan you rebuilt it you ride it. I don't want to die yet, someone has to look after your mother. Evan came back. There was no blood on him so it was all O.K pretty much same as how anybody that is older than 50 got their first bike licence as well. You ride around the block, you come back with no blood on you, and you passed your test. The clutch needed adjustment but all was good.

As it was pretty late Saturday night when we finished, we locked up. Evan went home and it was a week later before I got a chance to ride the bike again. I thought I will take it around the block which is about a five kilometre ride, I was coming along the home stretch, the bike was running pretty good, when it coughed once and died. It gave me a scary jolt as I grabbed for the clutch as the torque reaction was about to kick in and throw me over the bars, I managed to let it roll to the side of the road, where I pulled up, there is no curb and guttering and you end up sitting in a drainage ditch, trying to stay away from speeding mothers who dropped their kiddies off to school and are racing home to watch the last ten mins of Morning with Bert Newton, they might miss some important health and beauty tip or an advertorial on how to remove soap scum of the bath room wall.

So here I am sitting on the side of the road a dead bike, then I notice oil all over the casings and dripping onto the ground. The look alike Land Rover seal is working excellently, although its losing a bit more oil than German engineering tolerances will allow. It seems the bike cut out when the oil level got too low, thank God, saving me from a blown motor. I still had to get the bike home, so I figured I was only a mile from home I can push it from here.....Yeah sure Dad.

Fuck me this was much easier when I was twenty. I used to push my old Suzuki GT 380 for miles, shit I saved some money on fuel with that old Suzuki. Anyway a few guys pulled over and offered to help, but I refused. There was not much they could do and mothers racing home to Bert provided a cool breeze as they whipped past me by microns. When I got home I rang Evan and told him the

good news.

I rang Motahansa and told them. They said "yeah seals will do that if they are not inserted right", now there is some great advice right there, but over the phone Tony advised me on how it must be fitted, I took a drive to Brisans, as they were much closer to get to. They had a seal and their head mechanic showed me how it must be inserted. Apparently you have knead the flap of the seal inwards, carefully slip it over the shaft. Then use a feeler gauge to make sure the flap that is pointing inwards seats right. It's simple in theory, when shown how to do it.

Once again, Evan was back to strip out the gear box. At least for some reason I had the foresight to order an oil proof clutch plate and kiddies they do work. Oh boy yes they do. The strip down only took three and a half hours this time and the rebuild much the same. We were getting better with our times and the job went very smoothly.

Chapter 5 -The shake down ride

- I ran into the fortune-teller who said beware of lightning that might strike I haven't known peace and quiet for so long I can't remember what it's like.- Bob Dylan Idiot wind.

Well after many agonizing months of frustration, way more money than I wanted to spend and personal highs and lows, I didn't think a person of my age could feel any more, the R1100 was finally ready for is "Official" decent shake down run.

Now before we get on with the story, be aware that Evan and I took the R1100 on the around the block test runs, about 5k. Then on the week end after, I took the R1100 along Yarramalong Valley to shake up the oil a bit, then I took Nurse Gail on our battery charge ride with the R1100, which is to Jerry's at Kulnura, then to Pie in the Sky on the Old Pacific Hwy and back home. It's a decent sort of short ride.

So on Saturday I arranged to meet Glenn and Evan at Freeman's Waterhole for our free spirited battery charge ride we do quite regularly to shake out the straight line expressway fever out of the K1200 and the R1100. So I punted the R1100 down the express way at a nice pace and it felt fantastic, I had to squash that spider that lives on the other side of the 110kph mark on the R1100 speedo. The bike pulled well and ran smooth enough for a lumpy R1100, no hint of anything going wrong.

When I pulled up at Freeman's, I could smell oil again. I thought, stuff me I washed the bike thoroughly with degreaser, maybe I missed a patch. I could not see how. Anyway I went and ordered coffee, then went back out to check it out. I noticed a thin stream of oil on the casing again under the gear box. First thing I thought was fuck me the main seal let go again. As I sat there drinking my coffee waiting for Evan and Glenn to turn up, I watched the bit of oil turn into a puddle that ended up being the size of a Cottee's jam lid. Then the most dreaded happened, up rode three Harlies, two Japanese copy Harley Cruisers and the token sports bike riding with them.

I didn't want to clean the mess up as I wanted Evan to see for himself. Anyway nobody noticed the oil leak under the BMW, till the other riders started filter back outside carrying their coffees and Spring Rolls, customary road food for the masses. Anyway the inevitable happened. One of the Harley riders said "Hey mate you got a pretty bad oil leak under your bike mate" (I thought bad oil leak, how long you been riding for boy. I guess you never seen Norton's, Triumphs, Harlies and Land Rovers with a "Bad Oil Leak" this is just annoying stuff") I said yeah I know and I told him about

the gear box rebuild.

I said to the Harley guy, "Well it's not often you see an oil leak on a BMW is it". He actually looked quite surprised and said "I don't like seeing oil leaks on any bike, most of us older guys have been on that bike". We had a good talk after that and then he made sure I was right to get home.

Evan turned up, I told him the news. He looked at it and said "Dad this isn't engine oil its gear box oil". Off course being the father it's my civic fatherhood duty to argue with my 10 year trained mechanic son, I said it can't be its motor oil. He argued that engine oil doesn't smell like that it's definitely gear box oil. To settle the matter we moved the bike onto flat ground and checked both engine oil and motor oil. The motor oil was still at the level I filled it up at and after cracking the gear box filler plug we found the gear box was down about 5ml of oil. So it looks like the input shaft oil seal blew. I don't know if Motahansa replaced it on the gear box rebuild, but I can't think why they would not have Still it's a blessing to know it's not our fault this time, but it still means another day job to pull the thing out just for a \$20 dollar seal. As Evan said, we are now experts at pulling R1100 gear boxes out, we will have it out in two hours this time. At least I still rode the old girl home after we topped up the gear box, I rode it back home at a much more sedate pace this time. The R1100 didn't lower itself to be driven home on a trailer,

Chapter 17- Haven't we been here before – I want to get out of the Army Sir. Why do you want to get out of the Army Son? Because I'm crazy Sir. If you are crazy then you would not want to get out of the Army. Joseph Heller, Catch 22

For those who have been following my exploits of the saga of the R1100RS rebuild like the green Hornet on 2KY, I have the final chapter for you. Have you hankies ready. It has a wedding, a funeral, a birth and a murder, but it's all my idea. It's nearly as exciting as Big Brother and Coronation Street combined.

The day started of really well, Evan got there early. No sign of Rachel (Evan's wife) having contractions leading to Nurse Gail's and my first grandchild appearing on the scene, Logan- Malaki is waiting patiently for his Grand Dad to get his R1100 back on the road, so Grand Dad can escape the nursing mothers, cooing Grand Mothers, baby stories on how best to bring up children and the thousand photos of the first child syndrome that will be soon appearing in our house hold. As much as I hate to say it, I'm not a baby person, I much prefer children when they can go fetch things. You can feed them chocolate and red cordial and we can go annoy Grand Ma's cats. (A Birth)

As Evan was trying to snick the gear box into the motor housing, it seems that I had forgotten to chock the front wheel and lock up the front brake. The R1100 very nicely thank you was pushed off the centre stand trapping Evans leg under the collapsed gear box, the rear brake rotor landed on my little toe, not severing it luckily enough, so real proof that Japanese Safety Boots do work, I'm trying to hold the bike from not falling and Evan yelling "lift the bike! lift the bike". Now even though I take full doses of vitamins and constantly watch all the advertorials on gym work out equipment, it seems that I am not able to lift up a half stripped R1100 with no gear box attached in a clean and jerk fashion. Even though in my mind it's an easy enough thing to do, even without talc on my hands to soak up the sweat. Luckily the motor was sitting on the wheel arch of the movable dolly it had the bike on so the full weight of the bike and not on Evan's leg.

We managed to free Evan's leg. Then trying to stop the bike from falling we managed to get the dolly away and rest the bike onto the garage floor. After checking ourselves for blood, severed limbs or future scarring that was going

to make a fantastic future camp fire story for Logan, that I can repeat for him every time we go camping, alas nothing, we both came away pretty well unscathed. All Evan could say is cool its Low Rider. Now we had the problem of trying to lift up the bike off the floor and reset the centre stand. I had an old boat winch and with a system of ropes, winch and pulleys that would have made the Egyptians green with envy we managed to get the bike back up onto the centre stand, without caving in the garage roof or breaking the bike.

Luckily there was no damage to the final drive or gear box, as it just slipped out of the sliders when the bike rolled forward. As the R1100 has a flat bottomed oil pan there was no damage there either. So after chocking the front wheel and locking on the front brake, we had a second attempt at refitting the gear box and final drive housing which went back together this time with no trouble at all. (A Wedding)

So even with our little episode of "Pimp my Ride" we still had the R1100 back on the road in two hours. The test ride went well. So today I will see if I can get the R1100 further than Freeman's Waterhole without it coming home in disgrace.

Post Note. The story goes that bad luck comes in threes. So the R1100 had its so called "Three's". When I started this little adventure the strip down of the R1100 took four to five hours, the rebuild was much the same. After the FUCKING third time, the strip down was down to two hours, same with the rebuild. The angst, agony, time and money to reach this two hours bench mark were not really worth it. The bonding exercise with my son was.

On a sad note, Dave Blunn who has been an immense help on the project, with advice and patience with the loan of specialized tools, well when the bike collapsed it bent Dave's gear box sliders, not badly bent but bent. So I have an engineer mate, who I went to see in the afternoon to mill me up a new set of sliders for Dave. (A Funeral)

When I came home, Nurse Gail informed me that our new oven that we fitted in last week blew the internal glass in the oven door. So that bastard of a Gremlin that I finally chased out of the R1100 came inside the house on the bottom of my thong, jandals, flip flops and decided the oven was a nice place to live. (A Murder)

Screw the Chapters, this is getting tedious -"Would you tell me, please, which way I ought to go from here?" "That depends a good deal on where you want to get to." "I don't much care where -" "Then it doesn't matter which way you go." Lewis Carroll, Alice in Wonderland

I gotta say yesterday for me was a very Ying and Yang Day. This should have been the end of the story, but as with life, does the story ever end. I should have been a Grand Father now with a classic BMW sitting in my garage, ready to travel the furthest regions of Australia if I should so desire it, and that.

Sunday morning I arranged to meet Damo Gardner who now just lives around the corner for me, he just bought himself a VFR Honda and was keen to go for a ride, I had my three times rebuilt R1100RS and we were ready for a run. Our favourite ride is down Yarramalong Valley to Jerry's at Kulnura a coffee and a chat then we decide on any number of fantastic Central Coast rides we could avail ourselves too. Jerry's is around 20k from my place and one set of traffic lights to get to it.

We set off and the R1100RS just handled unbelievably. It was nimble, spirited and wanted to run, we got up to Jerry's I parked and Damo pulled up beside me. First thing he said was I can smell oil, I told him I hadn't washed the

bike from the last pull down and that's what he can smell. As I stepped away from the bike I saw oil on the casings which should not be there and oil dripping onto the ground, much quicker than I could believe. I could not believe this, I told Damo I've got to get this bike back home, I didn't even stay for coffee, I just fired up and rode back down Bumble Hill, I pulled up along Yarramalong road and re-topped up the gear box as I had the fore sight to come prepared.

I just parked the bike in the garage, I was shattered, I'm over this I could not deal with this anymore. I rang Evan and told him the gear box seal let go again, he just grunted, I guess I had used up that avenue, I was not going to pull this down again. Nuse Gail was in Sydney for the day with our daughter, my soft corner and mentor wasn't there to boost me up this time, I was on my own.

For some reason I rang Paul Evans. I need advice from someone wiser than myself and considering I'm a dumb shit, I had a huge list to call on, but Paul got selected. As it was he was driving and had me on speaker phone. I got out one fuck blurted out before Paul hurriedly told me he has the Grand Kids in the car so I had to control my emotions, much more than I wanted. After I told Paul what happened all he said was, "Mick, get up and keep walking. Don't sit down get up and walk Mate, we get knocked down we get up, no matter how many times we get knocked down" Thanks Paul you don't know how that inspired me to get up and keep walking.

I just went to bed and curled up into a little ball, I didn't cry cause that would just make me a little bitch, but I could not deal with this anymore, I tried to sleep, then the little man started in my head, get up and keep walking pussy, so what you little bike is broken Boo Fucking Hoo get up pussy. You got a great Wife, , great kids, great friends, a great job a great k1200, get up and keep walking.

Later on I rang Al Pennykid. He hates R1100 worse than me so we had a great chat and a ray of sunshine started to appear. I had decided that come Monday morning I would ring Tony at Motahunsa, tell him what happened, I can't deal with this anymore and I'm sending the bike to him and he can burn it for all I care, I'm over it. When I spoke to Tony I he could not believe the seal gave up twice, he wanted the bike as is, he would pull it apart because he wanted to see what's going on, as he said he has only seen one other R1100 fail due to a gear box seal they had put in. In Tony's words I trade on my reputation and pride of my workman ship. I just have to say thank you so much Tony. You are a rainbow in my rain storm.

So that's where we are at and that.

The End or maybe not.

Mick F



FOR SALE

BMW R75/5, 1970, 750

Epidog – When you hear the bang, your part in the play is to say “Hark I hear the guns firing” BOOOOOOmm“FARK what was that” – A very old joke

Since we spoke last the gear box issue has finally been resolved. After taking the bike back to Motahunsa, they finally found that it was the internal input shaft seal that was leaking and not the outer seal as we all originally thought. Profuse apologies from Tony, but as I said to him at the start, I’m not out for a Witch hunt I just want to finally be able to ride the R1100 for some distance before coming back home covered in oil.

Now I’m not a Christian of any sort. I don’t believe in it, I believe that Christianity was formed to keep humans in line and basically have a controlling influence over us, but we now have Governments that do that job just fine. Still I believe in a cosmic force, Spirit Guides or form of Deity watching over us, whatever form it may take in your own mind. Well I tell you, I’m sure my Spirit Guides took a vacation, stuffed if I know where Spirit Guides go when they go on vacation, but mine went. You see I reckon my Spirit Guides came back from holidays, said let’s check on Mick shall we, give him a bit of dry food and a big cuddle and we will let him sleep on our bed tonight.

Cause I swear last week the pot hole in my cosmic highway just got filled in. You see in the space of a week my R1100RS was fixed, I rang Harvey Norman who we bought the oven off over a year ago, they told me the oven is still under warranty and will be fixed for free and best of all I got Bruce Springsteen tickets at Hope Estate wineries, seated (Who sits at a Springsteen concert Gail) and near the front.

Goodnight, now throw the cat out will you.

Article written for the BMWTC Magazine 7/9/2013



- ENGINE HAS BEEN REBUILT, NEW VALVES, 83mm PISTONS/RINGS,
- BEARINGS REPLACED ON WHEELS, SWING ARM, STEERING, SS SPOKES.
- NEW BATTERY, BRAKES, TYRES, FORK SEALS, COILS, SEAT RECOVERED.
- FITTED WITH NEW MIKUNI CARBURETTORS, ELECTRONIC IGNITION.

BIKE IS ON VINTAGE CLUB PLATES (not transferable).

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Editors note:

If your article didn't appear this time around, its not forgotten. I just ran out of space.

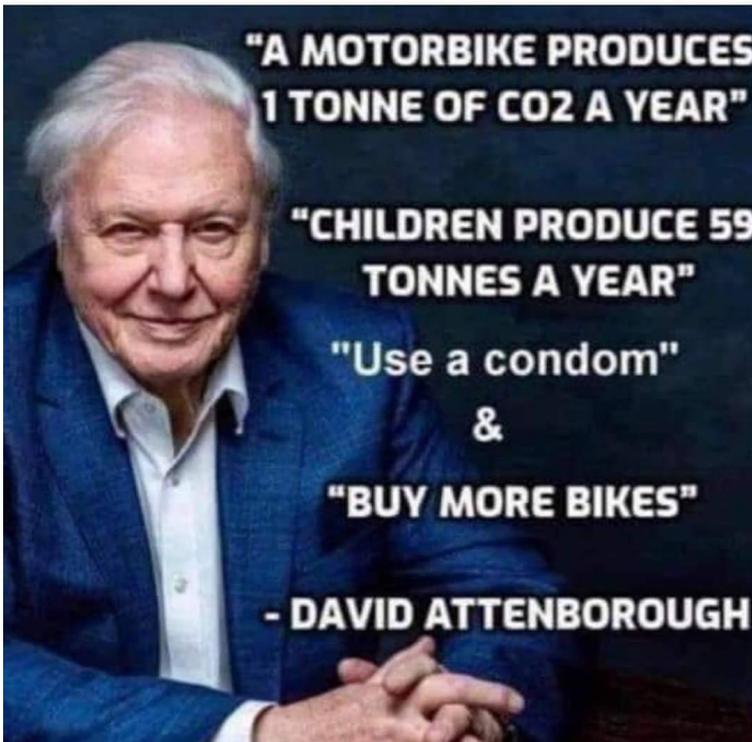
**"A MOTORBIKE PRODUCES
1 TONNE OF CO2 A YEAR"**

**"CHILDREN PRODUCE 59
TONNES A YEAR"**

**"Use a condom"
&**

"BUY MORE BIKES"

- DAVID ATTENBOROUGH



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(check for current Covid19 restrictions before going) :

Wednesdays

**Wednesday weekly rides
(historic and fully registered)**

1st Feb to 5th March

Virtual Karuah River Rally

16th-29th Feb

Farm Camping Weekend

6th- 7th March

Cold Flame Rally

20th-21st March

Candelo Camping Weekend

27th March

Grey Gums movie night/camp