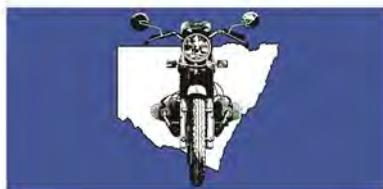


**BMW Touring Club  
of New South Wales**



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

# October 2020 **NEWSLETTER**



# BMW

# Touring Club of New South Wales



## OFFICE BEARERS

### PRESIDENT

Jason Boyd  
0412 858 880  
[president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)

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0439 739 876  
[vicepresident@bmwtcnsw.org.au](mailto:vicepresident@bmwtcnsw.org.au)

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0418 266 924  
[secretary@bmwtcnsw.org.au](mailto:secretary@bmwtcnsw.org.au)

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### SPARE PARTS/CLUB TOOLS

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0408 161 107  
[spares@bmwtcnsw.org.au](mailto:spares@bmwtcnsw.org.au)

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Bob Madell 0428 115 299  
Paul Ioakimidis 0421 758 118  
[mccdelegate1@bmwtcnsw.org.au](mailto:mccdelegate1@bmwtcnsw.org.au)

### WEBMASTER

Michael Sarah  
0438 619 838  
[webmaster@bmwtcnsw.org.au](mailto:webmaster@bmwtcnsw.org.au)

### NEWSLETTER DISTRIBUTION

Tony Conliffe  
Al Peters

### Club Website:

[www.bmwtcnsw.org.au](http://www.bmwtcnsw.org.au)

BMW Clubs  
Australia



BMW Clubs  
International Council



### Club Yahoo groups site

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

## CLASSIC REGISTRARS

<b>South Coast</b>	Steve Treloar	0439 739 876 <a href="mailto:sthcoastregister@bmwtcnsw.org.au">sthcoastregister@bmwtcnsw.org.au</a>
<b>North Coast</b>	Damien O'Toole	0419 296 939 <a href="mailto:nthcoastregister@bmwtcnsw.org.au">nthcoastregister@bmwtcnsw.org.au</a>
<b>Central West</b>	No Current Officer	
<b>Sydney North</b>	Craig Hancock	0419 557 014 <a href="mailto:sydneythregister@bmwtcnsw.org.au">sydneythregister@bmwtcnsw.org.au</a>
<b>Sydney South</b>	Graham Johns	0419 281 875 <a href="mailto:sydneysthregister@bmwtcnsw.org.au">sydneysthregister@bmwtcnsw.org.au</a>
<b>Sydney West</b>	Perry Gilseman	0418978781

## REGIONAL RIDE CO-ORDINATORS

<b>ACT</b>	Dave Ramsay	02 6278 3895 <a href="mailto:actcoordinator@bmwtcnsw.org.au">actcoordinator@bmwtcnsw.org.au</a>
<b>Hunter</b>	Rob Tiedeman	0425 777 461 <a href="mailto:huntercoordinator@bmwtcnsw.org.au">huntercoordinator@bmwtcnsw.org.au</a>
<b>Mid North Coast</b>	Position Vacant	Put your hand up if you're willing to take this on.
<b>South Coast</b>	Tony Schmidt	0407 494 229 <a href="mailto:sthcoastcoordinator@bmwtcnsw.org.au">sthcoastcoordinator@bmwtcnsw.org.au</a>
<b>Central West</b>	No Current Officer	<a href="mailto:centralwestcoordinator@bmwtcnsw.org.au">centralwestcoordinator@bmwtcnsw.org.au</a>

## MEETINGS

<b>Monthly Club Meetings</b>	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month ( <b>except for December</b> )
<b>Sydney Social Sip</b>	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.
<b>South Coast Social Sip</b>	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.
<b>Newcastle Social Sip</b>	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

Organise a Ride or Event	2
Attend a Social Sip	2
Attend a Social night (Restaurant night, party, etc)	3
Attend a Maintenance Day	2
Attend a Day Ride	6
Attend a Weekend Run or Rally	10
Attend a Long Weekend Run or Rally	12
Self-written Newsletter article	4
Attend a Club Meeting – City Member	4
Attend a Club Meeting – Country Member	6
Attend a Night Run	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 September

39<sup>th</sup> Kosciuszko rally

**Wed Weekly**

**Meet at Jerry's Kulnura every Wednesday @ 11am**

**Henning 0457 034 488**

## October Events

Wed 28 <sup>th</sup>	Club Meeting 7:30pm. Club Meeting 7:30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 0412858880	4/6 *
Thur 29 <sup>th</sup>	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

## November Events

7 <sup>th</sup> – 8 <sup>th</sup> DEC	27 <sup>th</sup> Trout Rally- Tumut Valley Riders; CANCELLED due to COVID.	Tumut Valley Riders	
Sun. 8 <sup>th</sup>	Hunter Coffee morning & day ride, 9.00 AM Boat Harbour (details to come).	Rob Tiedeman 0425 777 461	6
Thur 12 <sup>th</sup>	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
Wed 25 <sup>th</sup>	Club Meeting Auction night. 7:30pm. Club Meeting 7:30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 0412858880	4/6 *
Thur 26 <sup>th</sup>	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

## December Events

5 <sup>TH</sup> 6 <sup>th</sup> DEC	Hunter Regional Christmas Party. Gloucester caravan Park. A camping area has been reserved for our group. Cabins Ava. form \$55. PH. 65581720 to reserve your site, when booking mention, you are with the BMWTCNSW. Spit roast will be ava. to financial members. You MUST advise Rob T. if you are attending for catering purposes.	Rob Tiedeman 0425 777 461	10
5 <sup>TH</sup> 6 <sup>th</sup> Dec	ACT and Southern Region Christmas Party. To be held at Talbingo, Country Club. Make your own Accommodation arrangements Talbingo Tourist park. Ph. 69495239. 4 cabins ava and plenty of camping. Talbingo Motor Retreat 69495253 could not confirm <b>what's</b> ava at the time of the call. Please contact Steve or Dave for numbers.	Steve Treloar 0439739876 David Ramsay 0427264196	10
11 <sup>th</sup> Dec	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
12 <sup>th</sup> 13 <sup>th</sup> Dec	SYDNEY AND CENTRAL WEST Regional XMAS Party. At the Cowra Club RSL. Make you own accommodation arrangements plenty of options Ava. You must Call or Text David Beers if you are attending	David Beers 040104440567	10
	SOCIAL SIP/ DINNER 7:30pm. instead of club meeting Last Wednesday of the month.		
25 <sup>th</sup> dec	Merry xmas . Santa <b>were is my new Bike...</b>		

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](mailto:vicepresident@bmwtcnsw.org.au)

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



# 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.

Last month, the club held our annual AGM. It was held a little later than usual, and online due to COVID, but we managed to get through the formalities. Thank you to Woz for chairing the meeting and thank you to Trevor for making sure we followed protocols. We now have all executive positions filled.

Welcoming **Steve Treloar** to the Executive Committee filling the position of Vice President. Steve has been an active member in the club for many years, participating in too many rallies to mention. Steve is joining the committee from his home on the Far South Coast, where he already holds the position of South Coast Classic Registrar. Having Steve actively involved in the committee is one of the few positive outcomes of COVID, and has been enabled by our monthly meetings being held online.

I would also like to introduce **Justin Dorward** to the Executive Committee as General Secretary. While Justin is relatively new to the club, he is certainly not new to the motorcycling environment with his ties to both the Motorcycle Council and Rider Training programs. Again, I appreciate Justin stepping up and supporting the club bringing new ideas and perspectives with him.

And now the goodbyes... A sincere thank you to **Dave Beers** (ex Vice President), and **Alex Spiteri James** (ex Secretary); Thank you Dave for assisting in the role of VP over the last few years. VP is probably one of the more "challenging" roles in the club, chasing membership for rally attendance and maintaining the calendar to name a few of the duties... it is best defined as a role where you herd cats. Your efforts pulling together our calendar has been behind **all** of our events in recent years. Thank you. Lastly, and certainly not "leastly", thank you Alex. You came to the role of Secretary telling me that you hadn't done this sort of thing before, but that you wanted to help and you wanted to push yourself. Sir, I can say hand on heart that you met the challenge head on with enthusiasm and achieved both goals. I personally have appreciated you as a sounding board for ideas, and hope that you continue to assist the club with "location research" and feedback into the new year. Thank you.

To all existing committee and position holders, I also thank each of you for again stepping up and continuing your work to keep the club moving forward. Sometimes it is difficult to see the difference we make, but small collective efforts really do add to making a big difference in tough times. Thank you to each and all.

### BMWTCNSW 2020 – 21 COMMITTEE

<b>PRESIDENT</b>	Jason Boyd
<b>NEW VICE-PRESIDENT</b>	Steve Treloar
<b>NEW GENERAL SECRETARY</b>	Justin Dorward
<b>TREASURER</b>	Alison Ashby
<b>MEMBERSHIP SECRETARY</b>	Marie Pennykid
<b>BMWCA DELEGATE</b>	Trevor Dean
<b>EDITOR</b>	Alan Pennykid
<b>REGALIA</b>	Warren Buffett
<b>ASSETS and ARCHIVES</b>	Mal Cattermole
<b>PUBLIC OFFICER</b>	<b>Vacant</b>
<b>SPARE PARTS/CLUB TOOLS</b>	Rob Edgar
<b>MCC NSW DELEGATES</b>	Bob Madell & Paul Ioakimidis
<b>WEBMASTER</b>	Michael Sarah
<b>NEWSLETTER DISTRIBUTION</b>	Tony Conliffe + <b>Vacant</b>

**Far Cairn Rally Patches, Badges and T-shirts:** Thank you all that attended the COVID Edition of the FCR during September. Official cut-off for photos was last week, I now need to get the memorabilia sorted. Please have a little more patience while I close this out

**Christmas Party Event(s):** Regional Christmas party events, keep an eye on the calendar. Numbers are strictly limited and attendance preference will have to be given to financial club members

**Club Meetings:** Will continue online. If you haven't received an email link to the meeting in the previous 9 months, your details are incorrect with the club. Please contact the Membership Secretary to resolve this.

**Club Events:** While rallies are a bit thin, we are working in day

rides and mid week events for those that have the time. In the next newsletter, I also hope to introduce a yearlong **Rally Ride Initiative**. Keep an eye out for a series of events that get you lot out and about, and will challenge you a little.

Remember this is YOUR club and it is only as strong as the membership.

Cheers,

Jason,  
President, BMWTCNSW  
Email: [president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)

**BMW Touring Club**  
New South Wales

**Christmas Event(s) 2020**

Due to COVID social distancing requirements, organised event numbers are restricted making it impossible for the club to have a single event. For 2020 the club will sponsor each region to "aprox" \$30 per head for a regional Christmas event. Regional Ride Coordinators will assist with making this work. All events will be open to all members, but to be fair, members within the region organising the event will have preference to attendance.  
**See the club newsletter for details**



# Editors report

As usual, I'm always looking for further content for the newsletter, please contact me ([editor@bmwtcnsw.org.au](mailto:editor@bmwtcnsw.org.au)) if you have any questions. The deadline for content for the next newsletter is Saturday 21/11/2020.

## **Financial Report October 2020**

### ACCOUNT BALANCES

Regular bank balance at end of September	\$ 1,281.43
Savings Account balance at end of September	\$36,819.21
<b>TOTAL IN BANK</b>	<b>\$38,100.64</b>

### Summary

Total Income	\$ 2,086.28
Total Expenses	\$ 2,059.64

Total Interest earned \$ 1.64

Any enquiries please email [treasurer@bmwtcnsw.org.au](mailto:treasurer@bmwtcnsw.org.au)

Thanks for the huge response this month when I asked for newsletter content. This month I have submissions from 10 members, some for the first time so it probably won't all make this issue. I am sure this month will be a good read though. If you've sent something, I will use it be assured just maybe not this month. I've included a couple of Kosciuszko Rally articles as it was a recent event.

If you do send me content, I prefer a simple .doc/x file sent to my email address ([editor@bmwtcnsw.org.au](mailto:editor@bmwtcnsw.org.au)) or even just text within the email itself. If instead you send me a link to a file in Google docs, dropbox or similar please ensure I'll be able to open it when needed. Once I start putting the newsletter together I really don't have the time to ask and wait for permissions to access the file. Yes I was an IT Teacher for 15 years (>2015), but the further away I get from that life, the more Luddite I become. I have no love for technology. KISS

As a member which committee members do you contact? That really depends on what you want to do or find out. The Pres will talk to you and direct you to the correct person most of the time.

-You want to suggest an event for the ride calendar or find a date on the calendar to host an event or ride? Contact the VicePresident, the VP is the one that puts together the calendar (I only publish it -ed).

-You want to change some detail about your membership, contact the Membership Secretary

-You want to see something on the club website, contact the webmaster

Look in the front of the magazine for the contact details for each committee member

### ***Welcome to the new members:***

- **Paul, Leanne and Deaglan Fahey (Port Macquarie)**
- **Bernard Smith (Raymond Terrace)**
- **Zhao Feng Sampson Tam (Hurstville)**
- **Jason Roach (Killara)**
- **Justin Ryan (Waterloo)**
- **John McKellar (Springfield)**
- **Lloyd Goss (Mount Nathan)**
- **Garth and Karen Courtney (Perthville)**

**BMW MOTORRAD**

**CITY COAST MOTORCYCLES**  
262 Keira St, Wollongong  
4228 7392

MAKE LIFE A RIDE



# KOSCIUSZKO RALLY 2020

Steve Treloar

Hamish and I planned to leave Friday afternoon and head to Dalgety for the evening on route to the Kosciuszko rally. As Hamish's R65 LS was still headless .He took my R80 road bike and I was on the mighty G/S PD. Mid afternoon I received a call from Henning saying that he was on his way to Bombala en-route to Geehi and was getting fuel at Cobargo on his way through .He did mention it was his first fuel stop, though had numerous Pee stops. We were just about ready to depart as we heard the gentle rumbles of Henning's bike coming down the street stop for a quick chat lock the house and headed off on our bikes as it started to rain ,not too heavy.

Onto Pambula and then up the Mount Darragh towards Cathcart and onto Bombala. The bushfires early in the year had ravaged the forest and the road, though signs of recovery were everywhere which is good to see. This road is a great motorcycle road though there has been new speed restrictions of 60 and 80 km/h imposed. The wet surface kept our speed to a reasonable and safe pace. I was thinking of staying at Bombala with Henning at the Imperial hotel though Hamish was keen to continue on to Dalgety, after a beer with Henning and social distancing. The rain eased off and stopped not far out of Bombala. The Snowy River Way was dry all the way from the Ando turn to Dalgety. Stopped to have a leak up at the windfarm and continued on. Daylight saving was saving our bacon with the light sort of, with the sun still up. Perhaps Kangaroos don't follow daylight savings time. On our approach to Dalgety 2 km, GoPro footage from Hamish his helmet cam tells the story...



I had a little incident with a kangaroo where it decided it wanted to be on my side of the road from where it was and tried to beat me. Probably lucky for me I was on my R80 g/s pd and not my F650. Basically it head butted the cylinder head and not my leg which sent it spinning down the road with Hamish nearly collecting it as well. Not a great deal of damage to my bike though unfortunately the Roo was deceased. We dragged the roo off the road and reattached the pannier, realigned the bracket so the pannier wasn't rubbing on the rear wheel and proceeded to the Buckley Crossing Hotel for a few calming ales. Arriving to cheers from a crowd of young farmers out the front. After dinner and a few more beers before moving on down to beside the Snowy River and camped for the night under the stars under a picnic shelter. Very pleasant, cool but not cold. Onto Jindabyne for breakfast and supplies in the morning. With time on our side we headed up to Perisher and Charlottes pass for a look about; there was snow still about but the chairs had stopped spinning for the season. We stopped in at the wild Brumby Distillery, sampled some Schnapps, coffee and got some Gin to take home. Checked out some work Hamish had been doing



at Crackenback.

Wandering on through Thredbo, Dead Horse Gap, up over and down along Alpine way to Geehi passing a few other rally goers along the way. The word had got about of the wildlife killer on the loose.... in the high country..The go pro footage was shown over and over. A relaxing afternoon ,wondering up the the Hut and checking out other rally goers bikes and camp setups. Garry Smees and the BMW ACT club put on a great event. We had a lazy weekend enjoying their clubs cooking skills. The percolated coffee and egg and bacon rolls went down well for breakfast. The trip home was uneventful which I was happy about. Now a little panel beating realigning crash-bars, oh no, Roo bars and welding to sort out.

A great weekend had by all and great to get away. Geehi is a favourite area to visit.



# Kosciuszko Rally 2020

Credit to the ACT BMW Club for holding a non-virtual rally event in these difficult times. It was a much anticipated, pre booking affair with permission given for 60 participants. Held at the usual spot near Geehi on the Swampy Plain River with majestic views of the Alps, and the soothing soundtrack of the fast-flowing river.



Fellow club members Cheryl (F650GS) and Tony Schmidt arrived at my house in Canberra on Friday night in time for dinner and a natter. On Saturday I took the road through Namagi National Park via Shannons Flat to Cooma. Wow... has the country changed since the fires. I had a rare animal free run through the park and I took the time to stop in the silence of the scorched surrounds which afforded open views into the distance. I reflected on the summer's inferno.

Out of the park and heading toward Cooma the country opens up, the fields were a picture of green with the upper Murrumbidgee draining recent rains. On to the first peek of the white tops north of Berridale. We had arranged to meet up with club member Michael Williamson at Tracies Café at East Jindabyne (fuel, supplies, coffee and eats conveniently in one spot). I dislike Michael, only for the fact he has job he loves (tuning pianos), which involves him riding his F800 around the countryside. I have also always been envious of the guy who rides and sharpens restaurant knives off the back of his BMW. I digress. Michael had never ridden the



Alpine Way so he was in for a treat. Its great introducing people to new terrain.

The run through to Swampy Plains was uneventful. Fire damage did not seem too bad. I got ahead and took a few pics of the crew crossing Leather Barrel Creek. Steve Treloar (R80G/S) and his son Hamish (R80) rolled through, then Cheryl, Tony and Michael.



The site was busy on arrival with much focus on the wombat that was sniffing around tents. Lots of TC were present. I noticed some COVID19 compliant Victorian friends were also there. Mudguard was on his Mad Max inspired Z1.



Stevie Treloars video of his skippy strike was doing the rounds. We set up camp, nabbed some firewood and settled down to a relaxing evening, its one of the prettiest spots in Australia. We did not need to cook as the ACT BMW Club provided catering and firewood - thanks Garry and team.

It was overcast with soft light and misty into the evening, but no rain. The sun arrived mid-morning, almost bursting the eyeballs as I climbed up to Dead Horse Gap. We regrouped again at Serges Café in Jindabyne, said our good-byes (all staring down at our phones). Back through Namagi again a bit of sand, grids, potholes and windy tar top to Tharwa and home. A thoroughly satisfying way to spend a few days - highly recommended.

Dave Ramsay #36



## Spring Sessions

**Justin Dorward**

### The lead-up

It's the end of March and the world is awash with uncertainty. The world is changing daily and the grape vine is busy trying to figure out if recreational riding is considered exercise. Then I get a call from work (Stay Upright). To keep staff and students safe, we're closing for the month of April.

No riding at all. Not even for commuting anymore. We all understand the circumstance, especially since an accident would add a needless patient to the hospital and healthcare systems. Nonetheless, there's an itch that isn't being scratched.

It is not until late April that Gladys Berejiklian tells Ben Fordham of 2GB that recreational riding is considered exercise. That night, a friend and I rode civil laps of the Old Pacific Highway, smiling the whole time.

Work returns in early May, which means I'm back at work barely days from receiving permission to ride recreationally. Cannot complain though, but it seems like things are getting back to normal.

### Winter is coming

But all of a sudden, 'normal' is a relative term. New COVID procedures have allowed us to return to running the licensing courses and our own Roadsmart courses, but they've had an impact on the usual routine in more ways than one. For instance, one month of no courses creates a wonderful backlog, which has essentially nullified the typical winter lull. Six and seven day working weeks allows lost ground in April to be regained, but with mixed feelings since some friends aren't working and are taking the opportunity to ride. And I can't join them.

The winter rides themselves aren't as they used to be, since many venues have closed and others are requiring bookings only. Quickly, organising rides becomes a smaller affair to prevent the usual public invite to have 30+ riders attend.

I manage to make a few trips to PITS and Road Warriors with one or two friends on the odd day off work, but working every weekend from the start of May to the start of September means I'm not seeing many friends, even if we are allowed to ride. Many have chosen to err on the side of caution for any number of valid personal reasons and not ride, as well.

### Spring is in the air

As much as I thoroughly enjoy my job, it is possible to overdo it. My work over winter is being rewarded. I'm able to negotiate a full time position with a rotating fortnightly roster, which includes a four day weekend (including Saturday & Sunday). It is time to unleash the ideas filed during the downtime when all we could do is plan, imagine and hope.

Our good friend, Claire, moved to Canberra before the pandemic hit and she has purchased a BMW R1250R. Her brother-in-law, Anthony, has purchased a brand new BMW S1000RR. We hatch a day ride plan for my first four-day



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weekend, which is the last weekend of August, and invite some friends.

### Bateman's Bay #1

It didn't take much convincing to gather a small cluster of friends to hit the road. Perhaps our eyes were bigger than our stomachs, but no one was complaining by the end of it. We planned to ride to Bateman's Bay and meet our Canberra friends for lunch, then return home. We extended our departure time from Heathcote from the usual 8.30am to 10am for a friend whom we haven't seen in a while. Pete is great value, as well. Along with Ed, Theo, Ian and Martin, we left on time and skipped the Royal National Park.

The Macquarie Pass run was busy with vehicles of the four-wheeled variety, but everyone was happy just to be there. I practiced delayed apexes at slower speeds. Our plans were changed for us when Jamberoo Rd was closed, so on to Sheepwash Rd and down Kangaroo Valley Way. It has been years since I've travelled this road, and I don't know why it had been so long. I'll be back.

A late lunch at the Kangaroo Valley Bakehouse went down well and although we were running later than we'd planned, the mood was relaxed. A decent rest stop and we started on the road again. A quick splash 'n' dash at Milton after a relatively open (and spirited) ride through the twisties at Barrangarry and we were quickly coming up to Bateman's Bay via the Princes Highway. Ed and I had ridden a Cobargo charity ride in February and saw first hand the destruction of the bushfires, so we were heartened to see so much regrowth. Many buildings fenced off, awaiting demolition though.



The Canberrans arrived barely minutes after us and it was a pleasure to spend some socially distanced time together. An hour went by quickly and while the Canberrans weren't in a hurry, if we had any hope of getting home before dark, we'd need to leave soon. Some experimenting with route and time ideas lead to a plan being hatched. We would ride with the Canberrans up the Kings Highway and turn north at Goulburn Rd to head past Wakefield Parkway then Hume Motorway home. At least we got some riding done together. It was glorious riding. Not only in terms of the weather and road (I'd never ridden Kings highway before), but riding with Claire on her R1250R in front of me and Anthony, whom I'd just met, on his S1000RR behind me.

We waved goodbye and gave the obligatory horn toot when going our own ways not long after Braidwood. An uneventful ride home, arriving in the dark, assisted by a longer than normal fuel and rest stop at Goulburn. As soon as we realised we were already getting home in the dark, we weren't in a rush. But it is the last legs of a ride where the next ride plan starts to hatch.

### Bateman's Bay #2

The first ride seemed to be proof of concept, so now it's time to make a weekend of it! It was almost like we were all making up for lost time spent riding together. The plan was to ride the same route as two weeks earlier, but spend the night at Bungendore and have the Canberrans join us Sunday morning for a ride to Lake George Lookout then on to Bundanoon for a brunch. However, we couldn't get accommodation in Bungendore because of a lack of rooms available. Many accommodation venues had temporarily closed their doors due to COVID, so we moved up the road to Queanbeyan.

We left slightly earlier this time and decided to take Kangaroo Valley Way despite not being able to ride the planned Jamberoo Rd last time. After lunch we had a spectacular ride up Kings Highway and I'm again wondering how I'd never come to ride this road until two weeks ago. A fuel stop at Bungendore and we started hunting out a cafe that opened early the next morning. Everyone is getting tired despite the ideal weather and road conditions, but all we can do is smile.

The Motel was more than accommodating and we'd happily return. The location was excellent, but a sign of the times arose when the local RSL wouldn't allow entry to one of our party as he was from a COVID hotspot. Nevermind they were using an expired list, we were happy to seek an alternative. A short walk around the main street and we found a lovely Italian restaurant that compensated for a longer than usual wait by serving delicious meals.

We head back to the motel at a reasonable hour and purchase some beverages from reception, noticing many more motorcycles in the carpark than before. It doesn't take long for the other group of riders to appear and join us. It seemed there was no one else staying in the motel, and we didn't hear anything of anyone else throughout the night either.

After some sleep we high-tailed it back to Bungendore to find the exact reason for lacking overnight accommodation. Thirty riders of the same group had booked out every bed in the place! This is something we've done before, but I've never been on the other end of it.

Claire had purchased a new jacket and I finally fit into her old BMW Club jacket. We'd arranged for me to collect it on this ride and we caught up with each other at breakfast on Sunday morning. A table wasn't hard to find but it soon became apparent that the group that had booked out all the accommodation had arrived and ordered before us. It took over an hour to get our food. As much as we sympathised with the lovely staff, we preferred they'd been more honest about the wait time.

A cool and windy greeting was waiting for us at the Lake George Lookout, where we'd heard some weeks earlier the lake had filled with water. A rarity, for sure. This may have been the case, but when we arrived, it presented the same vista of distance water and lush green carpet grass as any-time before. Nonetheless, an obligatory photo and we went back through Bungendore and up to Bundanoon. The rain had started rolling in, so an early lunch was in order while we chatted with the locals seemingly surprised to see motorcycle tourists around again. We patiently waited for the rain to pass and still arrived home, dry, at a decent hour .



### Walcha

Now on a roll, it was time to head north. I'd been thinking about the route we usually take to Forster via Putty Rd, Dungog and Stroud. We'd still do Putty, but then get some efficient kilometers done by travelling along the Hunter Expressway to lunch at Heatherbrae, before heading up Bucketty Way to Pioneer Lookout and on to Walcha for the night. Sunday would be a sleep-in, coffee at Walcha then brunch at Ginger's Creek Cafe. Refuel at Nabic before having some fun on Wootton Way and heading home.

I doubt it was the riding appetite that was diminishing, but none of the Bateman's Bay crew could join us two weekends following the second Bateman's Bay ride for this journey. We're not wanting to post an event and get too many people attending, particularly since it had been hard to find and get accommodation and restaurant bookings for larger numbers at this time. It had been a while since we'd ridden with Lance and many years since riding with Rod, both of whom had done the second lap around Tasmania with us some years ago. Both confirmed, accommodation at Walcha Motel booked and bags are packed.

From time to time, smaller, intimate rides challenge the concepts that more riders means a better ride. Sure, different group dynamics are at play, but the four of us had already ridden thousands of kilometers together, spent many a night at pubs and clubs gasbagging, so I guess it was of no surprise it didn't take long for us to click into our routine and start having fun.

This ride started with a positive omen, according to my wife. Apart from being "bird people" by owning a cockatiel and we feed the wild lorikeets, cockatoos and magpies that visit our 13th story balcony at home. North Ryde Shell, this cocky wanted to come along with us! For a moment, I was considering he was a lost pet since he was so friendly.

We stopped at Grey Gums Cafe after a wonderful sunny



morning along Putty. We admired some bikes, spoke with Kim and left after a short coffee. An effective leg to Heatherbrae for fuel and someone suggested a pie shop. We seem to understand each other's timeline quite well and stood up to leave at the same time without discussion.

We make good time to Gloucester for fuel, even if the petrol station isn't where I thought it was and do a few laps of the main street. I don't think I've ever been lost in such a small town before! We keep heading north to Pioneer Lookout, which is as much as a rest stop as it is a beautiful view. A car coming from the same direction as us seems to let us know about a motorcycle crash ahead. Due to sparse details, we give it little weight and keep going.



The run through Mares Run is spectacular, but the day changes in quite a hurry once we reach Nowendoc. The highway is closed and all traffic is being directed onto Brackendale Rd, which involves 25km of stable gravel / dirt track. It may not be a problem for many, but i was not keen

on taking the K1300S anywhere near a dirt track anytime. And one of the other riders is very nervous about unsealed roads. We speak with a local tow truck driver who has come the other way and his local knowledge and advice is invaluable. We contemplate turning around and heading back to Gloucester for the night, but in the end we head on. Lance and Rod go ahead as their bikes are more suited to the terrain while I idle along to make sure everything is OK.

The detour adds an hour to our trip time and we arrive at Walcha Motel just on last light and as the temperature is quickly dropping. Everyone is relieved to have a hot shower and soon we're outside the motel walking to Walcha Royal Cafe for dinner.

This is a beautiful, cozy ex-hotel come restaurant and cafe with a well constructed vintage motorcycle theme.



Our planned late start was rewarded with a frosty morning. We rolled the bikes into the shade so they'd melt and dry quickly. Our ride routes are always negotiable. The approach is generally something like "this is the plan that everyone agreed on, but if there's reason to change it, we do."

At breakfast, we think to look up the news about the New England Highway road closure and the news that it wasn't a motorcycle crash comes as no comfort when we learned it was a head-on crash that resulted in the death of one driver and a girl in the other vehicle.

Since we'd all visited Nabiac Museum and a visit requires at least some time to appreciate the timeless exhibits inside, we figured we'd stop at Apsley Falls instead. I'd never visited and while the others had, not while water was flowing over the falls.

This came about while enjoying the wood fire at the Cafe and watching local Sunday morning life in Walcha come and



go until 9am. It was a nice stop about 20km down the Oxley Road, but whether it was an itch to get some riding done in this beautiful weather or the feeling the day was starting to get on, we didn't stay long and headed to Ginger's Creek Cafe for brunch.

It's since disappointing to hear that the Ginger's Creek has had to close for some months for a number of reasons, but I'm glad we visited when we did. I was looking forward to seeing the same birdlife in their cages out the back, but no cockatoo to be seen. I did spend some time with the ring neck, though.



We had our fill and paired up for some spirited riding down the second half of Oxley. This is the first time I had done it in this direction, and the first time Rod had done it at all. Lance left a few moments before us and I shadowed Rod with Ed following a few moments behind me. Half way down, Rod and I changed order and he shadowed me. We felt quite lucky that there was little car and bike traffic (even coming from the other direction) despite the wonderful weather. A quick refuel at Wauchope and we headed to the final waypoint, Wootton Way.

Lance and Rod had never ridden this road but the grin on their faces when we stopped at the United on the other end told me everything I needed to know. Speaking in terms of "firsts", this is the first time I've travelled all of these roads on the K1300S. Wootton Way is one of those rare roads that doesn't really seem to have a purpose since it connects to the Pacific Highway at each end with nothing much along its route. Traffic is low, cornering and camber is excellent, the surface is smooth and the speed limit is generous. Had this stretch of road been closer to Sydney, it would attract too much attention and be spoiled.

We stop at the United petrol station even though none of us



into boredom like we were just ticking off waypoints and landmarks. Commonly, it's the company that makes a ride, but acknowledging group dynamics at play and even the same four people riding the same route a year later would have a different feel. Perhaps this is why I enjoy riding with the same friends and acquaintances and never get bored with them (and I hope them not me, either).

We get fuel at the M1 Motorway and procrastinate a little while longer since we'll all get home around 5pm, which is a decent time. It's good to have the roadworks along the M1 finally completed. Ed and I live very close to each other on the Lower North Shore, so we do a little debrief across the Sena intercom for the 20km home and recognise as much as COVID has changed the world right now, riding our motorcycles across the countryside will adapt from an event planning point of view, but all we really need as countryside riders is a few good friends, fuel in the tank, a route and then we ride.



need fuel until the M1 Motorway service centre, but a feeling of the ride now coming to an end is descending upon the group. It had been an interestingly calm ride despite any last minute changes or surprises. I can't say there weren't any highlights or excitement, but the four of us had gotten into a rhythm and just rode. The sense in the air never descended



# **I** **N** **THE** **BEGINNING** -Rob Lovett

Last August (just gone) our great club turned 55 and over this time we have all had an obscene amount of fun doing its organised and un-organised rides, its rallies and its adventure runs. Many of us have formed lasting friendships and catching up feels more like a family gathering than a random assortment of strangers. Some club member's riding lives exceed well over half a million kilometres with their experiences and achievements the envy of many. The Club continues to attract new members and remains active across the riding spectrum ranging from short coffee runs to horizon-busting rides over many weeks.

Despite its name, the BMWTC NSW has a very special feature, and that is, you don't have to own or ride a BMW. It was this restriction imposed by another club that triggered our foundation back in 1965.

In the early 1960's, there was a BMW Owner's Club of Australia with an active membership in the Sydney area. Club membership was conditional upon owning a BMW and a few members became a bit disenchanted with this.

By 1964, Bill Cooper and a few of his riding mates began having meetings outside the BMW Owners Club. Apart from Bill, and at various times, these included Wendy Cooper, Terry Pailthorpe, Terry Lauer and Rob Popplewell. They'd meet at Bill and Wendy's place at 5 Acacia Street, Rydalmere. At one of these get-togethers, the group decided they ought to form a BMW-related club of their own without it being compulsory to own a BMW. Sometime between May and August 1965, the BMWTC NSW came into being.

The first formal meeting (at Bill and Wendy's place) established the committee positions and included:

Bill Cooper –	President (R50)
Terry Lauer –	Secretary (bike unknown)
Wendy Cooper –	Treasurer
Terry Pailthorpe	(R60)
Rob Popplewell –	(Yamaha YDS 3) – Rob was invited by Terry
Ron??	(BSA Outfit plus a BM)
Dr Pat?	(250 BM)

Others soon joined this more flexible institution with Paul Evans (R60) making it to the second formal meeting (held at the Rydalmere Scout Hall then later on in Parramatta). Dave Thompson (Triumph Trophy and current member number one) joined in June 1966. All up, there were about 30 members by the late 60s with rapid growth occurring in the 1970s.

Club runs in the 1960s included many off-road and dirt rides (because there was lots of dirt back then). The first major ride was in August 1966 to Alice Springs via Broken Hill, Nyngan and Cobar- all dirt back then with Nyngan onwards a primitive dirt track. Club members on this run included Terry Lauer, Bill and Wendy Cooper and Dave

Thompson (Dave on his Triumph turned back at Adelaide). This run set the scene for what many club members like doing the most (not all of course). The Club soon established the reputation as a heavy-duty touring outfit and especially where destinations lay beyond the tar.

In its first decade, the Club developed its very own and unique personality. Many in the motorcycling community treated BMW riders with scorn (BMW's looked stodgy and a bit upper class thanks to their high price), but our boys didn't take this meekly or lightly. Many of the club's early events involved choir singing, movies and plays. But at some rallies and ride events, we became loud, raucous and possibly a bit objectionable. We weren't afraid of a drink or two, and would sing bawdy songs (with much tone and volume) late into the night (eg to 4 – 5 am I'm told). In fact, we were so socially compatible and compelling that some rallies and events allocated a special area just for us, and thanks to our genteel temperament, some rallies actually advertised that the BMWTC NSW was not welcome at all! All this of course occurred well before modern corporate standards and image expectations were defined and mandated.

Club favourites included the Kangaroo Rally (1966 – 1969) the 2-day Clubman navigation run organised by Paul Giles (which ran until 1968), and later on, members did Paul's Alpine Rally. In many instances, the Club would ride as a group to an event and in its day would have been quite a sight.

Sometime later, Dave Thompson and Rob Popplewell and other committee members along with the Four-Owner's Club chose the site for the Australia Day Rally (Frying Pan Creek on the January long weekend) including the design of the rally badge (Australia sitting on a boomerang). This site remains the location of the Karuah River Rally which is basically the Australia Day Rally taken over from the Four Owners Club in 1978.

My first recollection of the Club was an entry in Two Wheels No 6 (July - August? 1969) where the BMW Touring Club of NSW first appeared in that magazine. The contact was Robert Popplewell at 239 The Promenade, Sans Souci, 2219 where you could contact him on 529 7012. I'm sure much has changed since then including Rob's address and phone number!

With a heritage like the one created in the mid 1960s, I'm sure our future is guaranteed. I'd love to do further work and expand this summary (and get hold of photos from those earliest days) – it's a great beginning and a great past to build on – and one we should treasure.

**NOTE** – *this summary has been constructed from discussions with senior club members present around the time of its foundation. It's a first go at pulling their recollections together and may not be complete or accurate in every respect – but we can work on that.*

# Far Cairn Rally 2020

I decided early in the year to do the Far Cairn Rally so I asked my mate David from Wollongong if he wanted to do it again. We did this rally 2018 and yes, he was in, riding his 2017 Harley Ultra. My son in law Ben who lives at Kalkite also decided to come along on his R1200GS.

Early in the piece we all decided to meet at the servo on the Hume Highway at Yass on Saturday out to Tottenham and home Sunday. That all changed when David and Ben could get Thursday off work.

Ben and I left my place at Avonside near Jindabyne, me on my R1100GS, on Thursday at about 1030 and arrived at the Yass servo just on 1300 and while refueling the bikes David pulls up for fuel. Good timing. We decide to record our distances and fuel per bike for comparison.

We had something to eat and set off, got to Young and I convinced the other two to have a look at Mad Harrys shop that sells all tools and just about everything else that was ever made. While there we met Harry and he gave us a tour out back to his private antique collection which is amazing. The place is worth a look before things change as a Buntings is being built across the road. Harry is worried.

Stayed the night in Young, next day headed to a pre booked night at the Rabbit Trap Hotel at Albert. On the way via Grenfell had a look at the painted silos then through Forbes to the Dish at Parkes. Then up to Peak Hill, Narromine, Trangie the Albert. The beer, food and company at the Rabbit Trap was enjoyable even with Covid distancing and the accommodation was good in the dongas out back. I went for a walk Saturday morning around the dozen or so caravans across the road and the big fuel depot which must service the local farming community.

Saturday morning got an early start as no breakfast at the



Rabbit Trap so headed straight to the Cairn took some photos then back to Tottenham for breakfast. On arrival the only person around was Barry a local club member the welcoming committee. Purchased food and coffee at Rumours Takaway and it went great and while eating, Barry gave us a run down on the history of Tottenham.

After brekkie we made tracks for Condoblin and checked out a display of utes in the park which all have a story to tell.

We then headed for Junees Chocolate Factory, closing time 1600. We had to push things a bit and arrived at 1555. We topped up on chocolate and were now sure the girls would be happy when we arrived home.

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Stayed the night in Junee then Sunday morning awoke to things a bit wet but not raining. Headed to Gundagai where David would head to Wollongong while Ben and I would head to Tumut then to Adaminaby, Berridale the home. When Ben and I left Tumut and around Blowering the weather was very wet, cold and fog all the way to Adaminaby the sunshine from there to home.

Stats: Yass to Gundagai

R1100GS – Distance 1055 – 59.48 litres

R1200gs – Distance 996 – 44.97 Litres

Harley – Distance – 1063 – 56.51 litres

it was a good ride given none of us had ridden this year due to the covid rules. I believe the club decision to proceed with the Rally with revamped plan and conditions was a great idea.

Neville 'Nifty' Brown



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

Wednesdays	Wednesday weekly rides (historic and fully registered)
5 <sup>th</sup> -6 <sup>th</sup> December	Hunter Regional Christmas Party
5 <sup>th</sup> -6 <sup>th</sup> December	ACT and Southern Region Christmas party
12 <sup>th</sup> -1 <sup>st</sup> December	Sydney and Central West Christmas Party