

**BMW Touring Club
of New South Wales**



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



September 2020 **NEWSLETTER**



BMW
Touring Club
of New South Wales



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Club Website:

www.bmwtcnsw.org.au



Club Yahoo groups site

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

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South Coast	Steve Treloar	04397 39876 sthcoastregister@bmwtcnsw.org.au
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	No Current Officer	
Sydney North	Craig Hancock	0419 557 014 sydneythregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilseman	0418978781

REGIONAL RIDE CO-ORDINATORS

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

MEETINGS

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.

CLUB POINT SCORE

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



Ride & Events Calendar

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

Past Events August

	Sofala Pub Lunch Run.		
	Grey Gums Run.		

September Events

Thur.10 th	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
12 th – 13 th	Dargo High plains Run. CANCELLED Talbotville Vic .		10
TBC	Far Cairn Rally – Please check newsletter & club web site for details update		12
Thur.24 th	Hunter Social Sip: :Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5PM, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
27 th – 28 th	Sidecar Rally, O'Connell, NSW . CHECK, UNKNOWN IF RUNNING.	02 63375705 Sean	10
Wed .30 th	Club Meeting 7:30pm. Last Wednesday of the month. TBC if online or in person.	Jason Boyd 0412858880	4/6 *

October Events

Thur.8 th	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
9 th – 11 th	38 th Kosciuszko Rally – Hosted by BMW MCCA. Geehi Hut Campground on the Alpine Way, Snowy Mountains. Supplies can be purchased at Thredbo (43km) or Khancoban (31km). Entry of \$20pp includes a raffle ticket. Usual & unusual rally awards. Rally proceeds are donated to the RFDS (\$1000 in 2017). Firewood provided. Ever popular Germanic Kransky & salad + soft drink for \$8. Fresh egg & bacon rolls on Sunday morning with espresso or popper juice for \$6. Kosciuszko National Park has entry fees & remember to please take your rubbish out with you.	TBC BMW Motorcycle Club ACT website	10
Wed.28 th	Club Meeting 7:30pm. Last Wednesday of the month. TBC if online or in person.	Jason Boyd 0412858880	4/6 *
Thur.29 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5PM, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425 777 461	2

Newly & updated items are highlighted ORANGE.

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

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

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



Presidents Report

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

As we adjust to the new normal, there have been cancellations of many rallies, some of which have been run for decades. One type of event that is a little easier to work with are day rides. By virtue of their nature, they generally do not have many people attend and are easier to change at short notice if required. If you want to host a ride, please contact me or Dave Beers and we will get it in the calendar, we can all do with the distraction. In an attempt to get something in the calendar, Alex and I have run two events, a day ride to Sofala, and Yesterdays Grey Gums Loop starting at ProCycles Hornsby. Both of these events were a success, but neither went off without a hitch.

For me the Sofala ride started cool, with broken cloud and even some blue sky. As I approached Richmond I noticed a wall of low, puffy, wet cloud over the hills. It was then I remembered I had left my raingear in my lockup... AWESOME! It was a drizzly ride over the hills but overall we missed the majority of the rain falling that weekend. I recommend the Royal Hotel at Sofala as a great spot for a stop and meal. They are running a fixed menu and conducting business in a very professional manner.



Sofala Pub - Ordering One What Dave?



Sofala



Sofala Pub - A nice surprise! Ello!



Sleety Glendora - Hill End



The K Brigade



An Old, and New Member



Ferry Cross the Wisemans



Thanks to all that assisted...

Yesterday Alex ran a day ride from ProCycles out to Wisemans and the plan was to continue onto Kulnura and GreyGums. Unfortunately, we had a DNF which meant we had a revised runsheet for the day. A new member ran a little wide in a corner and needed some follow up medical assistance. The club wishes Don a speedy recovery and short stay at The Shore.

Ahhh yes, the next item that keeps me up at night - the FCR. I still have personal concerns about this event going ahead even in its low impact format, but it is still bumbling forward. **Please** if you are thinking of going to Tottenham (or anywhere actually), don't be the source of spreading COVID to the region. If you have any symptoms, don't ride and make sure you get tested!

The Slash 5 Tribute event - Henning has asked that all entries be returned to him by 09/09. Further details on Facebook.

AGM, Awards Night and the Club Christmas Party, another cluster of headaches we need to navigate through. RobT had a good idea for the Christmas party. To ensure we comply with maximum group sizes maybe we need to run a few smaller regional events? If you have any ideas or thoughts please drop us an email.

For the foreseeable future Monthly Club Meetings will be held online as a video conference. As / when things change we will move back to the hall.

Anyway that's a page of my ramblings, so remember this is YOUR club and it is only as strong as the membership. See you out there soon... in full PPE (COVID and MCC)

Cheers, Jason, President, BMWT NSW
Email: president@bmwtcnsw.org.au

Club Regalia

Karuah River Rally T-Shirts - \$25
 Design is on back of the t-shirt
 S, M, L, XL, 2XL, 3XL – Some sizes are limited.



Club Polo – Limited stock - \$20
 Embroidered Logo Front only
 L or 2XL



Far Cairn Towels

\$15



Far Cairn Mug - \$10
 Stubby Holder - \$10



Club Beanie - \$15



Club Badges - \$10

40th Anniversary

BMWTCNSW Logo



Other Assorted rally badges - \$5 – Limited stock

Karuah River Towels - \$15



Giggle Hats – Black IXL, or Blue M/L, L/XL - \$15
Caps – Black - \$15



The Iconic Club Flower! - \$10



Small Club Number plates – 4 character - \$10 – (4 items only available)

Club Patches - \$10ea

Club stickers - \$3 ea

Black FCR t-shirt 2016 – 3XL - \$10 - Special

Black FCR t-shirt 2016 – 2XL - \$10 – Special

Postage on request – eg Small Parcel prepaid \$10

Contact Marie - membership@bmwtcnsw.org.au or 0428393093 for any enquiries or orders



Editors Report

Welcome to the September newsletter, As usual a week before the newsletter is due I remember at the last minute that its coming and send out calls for articles. Thank you to those who have responded The club has had a couple of rides this month, that's great to see. I had the undesirable experience of watching Don leave the road in my mirrors on the Grey Gum ride, at least it meant I was quick on the scene to help remove the motorcycle from his leg. I hope you have a quick recovery.

This month we have a couple of regalia pages in case you're interested in what we have available.

Anyway lets kick off with Justin Dorwards latest gear review

The most useful farkle *

Justin Dorward



Most farkles have served their purpose the moment they're purchased. We hear about an idea or identified a non-issue, think it needs solving, then launch a mammoth research effort to see what is on the market and how others have gone about solving this non-problem.

The crescendo is reached upon purchase and the new item is quickly promoted to pride of place in our well organised panniers like an equivalent Buzz Lightyear. Until a short time later when the utility of said item has passed and it quickly resembles Woody, relegated to a box with previous farkles that outlived their purpose a single use after purchase.

Yet there is one practical item that solves a simple problem. Whether you're doing some quick shopping on the way home or aren't comfortable locking your helmet to your bike on a trek, you don't have to lug your skid lid around, leaving you one-armed until you return to your steed.

The picture says it all, except this simple strap works with all helmets, not just the ratchet type. Simply do up your helmet strap and swing this shoulder strap through. Or use the chin guard (as I do for my Vozz). Adjust the length of the strap so the helmet sits off your hip and be wary of banging it going through doors.

I keep it in my kit next to the shoulder strap for my BMW Softbag 3. Added benefit of extra cred earned by having one more BMW or Wunderlich roundel or logo on your body. \$35 from Procycles.

-Justin

* **Farkle**— (n) *a motorcycle accessory or useful piece of kit in ADV-speak in case you were wondering/confused. Y*

(v) *to farkle your motorcycle is to add accessories or bling.*

You can possess a farkle, your bike can be farkled or even well farkled, these are generally good things!



PITS (Pie in the Sky)

As I live near Hornsby I have occasion to frequent PITS from time to time. I'm sure many members are familiar with the coffee & pies here. Some observations are in order- Weekdays are much quieter (obviously) & are largely absent from 'boy racer' hype & thus the HWP ! It's much more unhurried, relaxed & chilled. However, there's always the feeling the police are lurking around somewhere even on a weekday so beware ! Recently I was coming back early on a Saturday morning from visiting my Mom on the Central Coast. Still lots of fog/mist & wet roads coming down the mountain twisties into Mooney - I had to concentrate a lot for wet/loose gravel etc..by the time I got down to the Mooney flats I didn't realise till too late that a HWP was hiding behind some trees, usually they are pretty obvious, not this time ..Bingo - I got pinged for doing 10 klm over the (60 Klm) limit just near the Workers Club (\$285/3 pts). Lesson learned, the hard way.

I now ride thru there like a pensioner going to church on a Sunday. To be honest, there are many other rides other than Old Pac which don't have such a heavy & continuous HWP presence or the racetrack/ photo op scene attached to them. I would rather ride quietly thru these other places & not put myself under such pressure. Still the Old Pac is a nice bit of road!

Michael Williamson



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BMW R18 Cruiser & R17 Tourer

- First Impressions

I was fortunate to get an invitation by the BMW/MCCA to attend the BMW R18 Road Show and launch at Rolfe Classic BMW Motorrad, Canberra. BMW Ag had also sent out a R17 (1937) from the BMW Classic Museum to support the R18 Australian launch. When you are next in Munich, BMW Group Classic offers members of Official BMW Clubs discounted pre-arranged entry and tours to the museum and plant (<https://www.bmwgroup-classic.com/en/building/fuehrungen.html>).

BMW produce motorcycles to compete in various markets and the R18 is the latest and intended for the heavy weight cruiser market favoured by US riders of Harley Davidson, Indian and Victory motorcycles, Japanese manufacturers Honda (Gold Wing), Kawasaki (Vulcan) and Suzuki (Boulevard) amongst others.

BMW's first production motorcycle the R32 (1923) was followed by model upgrades and variants to the R17 (1935-37) and most recent addition the R18 (2019+) that follows the successful tradition of a twin cylinder boxer engine platform.

I believe the R17's lightweight, wide handlebars and low seat height would be most beneficial when riding over soft sand or mud with the narrow tyres easily cutting through to the hard surface if required. The front and rear drum brakes would pull the 33hp engine and rider to gliding halt with panache. Simply adding a set of soft panniers and rear bag for tools, spares and camp chair will make the R17 a most capable off road machine if it were not for the controls. The manual ignition advance and throttle control and side-of-tank gearshift may prove difficult for the modern rider and probably contributed to the R17's replacement by BMW's R71 and R75 models with twist throttle, spring ignition advance and foot gear shift and optional sidecar and panniers that proved popular for European touring 1939-45.

The R18 by comparison will cut in to and through any sand or mud you may encounter on your next adventure ride but the 16 litre fuel tank and ~280km range including reserve will require

some additional fuel; carrying capacity. Whilst not available on this pre-production R18 the production model options include panniers, ape-hangers and even more chrome allowing the rider to preen him or her self from every angle. The slight engine rock and quiet exhaust note may deter the Harley purist but nothing a set of aftermarket straight pipes will not fix.

The R17 and R18 low seat height will get your feet on to terra firma if the going gets rough and ease in mounting and dismounting whilst wearing Harris Tweed or Leather Conche riding apparel, check out BMW Rider & Leisure Wear collection for details.

Reportedly, 70 of the initial 120 shipment of R18's to Australia have been pre-sold and I look forward to taking one on a test ride when they become available in early 2021.

Rob Lovett and happy birthday to me

(Words and pictures by Garry Smee)



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Specification	BMW R17	BMW R18 ⁱ
Start of Production	1935	2021
End of Production	1937	
Numbers Produced	434	1 @ July 2020 (Aust)
Price	2,040 RM (1937 Reichmarks) Or 10,146.86 Euro ⁱⁱ / A\$16,520 ⁱⁱⁱ @ 2020 (you wish)	TBC, estimated ~A\$33 000 ride away (July 2020)
Engine		
Internal Designation	M 60	
Motor Type	Four-stroke two cylinder flat twin	Air/oil cooled two-cylinder four-stroke boxer engine
Bore x Stroke	83 x 68 mm (3.26 x 2.67 In)	107.1 mm x 100 mm
Displacement	736 cc	1802 cc
Max Power	33 hp at 5,000 rpm	91 hp (67kW) @ 4,750 rpm
Max Torque		158 Nm @ 3000 rpm
Compression Ratio	6.5:1	9.6:1
Valves	OHV	OHV. (two chain-driven camshafts above the drive shaft)
Carburation System	2 x carburettor Amal 76/424	Electronic intake pipe fuel injection, BMS-K+ electronic engine management with overrun cut-off, twin-spark ignition: BMS-O with e- gas. Fuel, PULP 95
Engine Lubricating System	Forced feed lubrication	
Oil Pump	Gear pump	
Power Transmission		
Clutch	Double plates, dry	Single-disk dry clutch
Number of Gears	4	6
Shifting	Manual	Manual
Gearbox Ratios	3.18 / 2.06 / 1.42 / 1.09	
Secondary Drive	Shaft drive	Shaft drive
Rear Wheel Ratio	1:4.07 (1:4.75 with sidecar)	
Bevel/Crownwheel	14 / 57 teeth (12 / 57 with sidecar)	
Electrical System		
Ignition System	Battery	12 V / 26 Ah, maintenance-free
Generator	Bosch B 242 RS 108	Permanent magnet generator 600 W (nominal capacity)
Spark Plugs	Bosch M175 T1	BMS-K+ electronic engine management with overrun cut-off, twin-spark ignition

Specification	BMW R17	BMW R18 ⁱ
Frame	Twin loop pressed steel frame	Double-cradle steel frame with screwed-on underbeams
Front wheel suspension	Telescopic fork	Telescopic fork, 120 mm
Rear wheel suspension	Rigid	Steel swinging fork with central shock strut, 90 mm
Wheel rims	3 x 19	Spoke wheel (front only) Front 3.5" x 19" Rear 5.0" x 16"
Tyres, Front	3.5 x 19	120/70 R19
Tyres, Rear	3.5 x 19	180/65 B16
Brakes, Front	Drum brake 200 mm / 7.87 in diameter	Twin disc brake, diameter 300 mm, 4-piston fixed calipers
Brakes, Rear	Drum brake 200 mm / 7.87 in diameter	Single disc brakes, diameter 300 mm, four-piston fixed calipers
ABS		BMW Motorrad Integral ABS (partially integral)
Dimensions/Weights		
Length x Width x Height	2100 x 900 x 940 mm	2440 x 964 x 1232 mm
Wheel Base	1380 mm / 54.33 in	2440 mm
Fuel Tank Capacity	14 litres	16 litres (inc. 4 litre reserve)
Unladen Weight with Full Tank	Approx. 165 Kg (without consumables)	345 Kg
Load Rating	Approx. 210 Kg	215 kg Max. permitted weight 560 kg
Fuel Consumption	4.5 - 5 litres per 100 Km	5.6 L per 100km
Oil Consumption	Approx. 1 - 2 litres per 1,000 Lm	
Top Speed	140 Kph (120 Kph with original sidecar)	Over 180 km/h

ⁱ <https://www.bmw-motorrad.com.au/en/models/heritage/r18/technicaldata.html#/section-technical-data>

ⁱⁱ <http://www.lawyerdb.de/Inflationrate.aspx>

ⁱⁱⁱ <https://www.xe.com/currencyconverter/convert/?Amount=10147.00&From=EUR&To=AUD>



Bike Trip 21/3/14 to 28/3/14

- to Gayndah Qld - Laurie Boyle

I had been planning an extended bike trip this year as I only had a 3 day trip to Eden last year.

Option 1 was to do a trip down the coast towards Caan River then back up through Bombala and around the Alpine region, option 2 was to travel to Gayndah (Qld) and see my Aunt & Cousin in Gayndah.

I decided to do the run to Gayndah, this was about 2 weeks before I intended to set out.

I did some research on roads, distances etc as I had ridden to Maroochydore in 2010 and was looking at different route.

I was going to go the F3 & go up through Dugong to Gloucester then over Thunderbolts way to Walcha with an overnight stay, I had previously ridden Buckets Way. From there I was going to head for Uralla via Kentucky, several options from there on.

Closer it got to trip the worse the weather forecast was, wet!

On the Wednesday (19/3) forecast was not good, so I revised trip to be on safe side, F3 via M7 (rip off toll for motor-bike (\$14 one way!)) Pre booked online with RMS.

As I would be travelling the Pacific Highway and being a Friday I pre booked into a motel at Coffs (Coffs Motor Inn - more later on)

Set off at 8am, had packed top box & 2 panniers, took sleeping bag and a Trail Rider water proof bag to put the lamb's wool seat cover and other stuff in case it rained (famous last words!!). Packed light but took extra clothing due to pending rain.

Decided to head out along Heathcote Rd to Liverpool then

onto M7, trouble is you cannot turn right onto highway at Liverpool, so I went down to Hoxton Park Rd, should have chucked a u turn and turned left onto highway, no - will do it my way. Eventually asked for directions from a mob at carwash - no English, asked a customer - take next right, couple of K's, then a left for a few more K's - can't miss it - love people who say that, I did not miss it but there were more than a few K's and lots of signs.

Anyway had a boring trip along M7, bit of a bottle neck at the Pennant Hills Rd then slow trip to F3 turnoff.

Rode to Karuah and stopped to fuel up and have a cuppa, clouds from the north not looking too good, decided to stay on highway and not take any detours (bit of a habit I have - look for alternate routes) anything to stay of highways!

Got to Bulahdelah, clouds getting pretty heavy, stopped under a bridge and put on wet weather gear (R Jays), took stuff out topbox and put into weather proof bag, sleeping bag went into topbox with seat cover - bummer - no pun!

Rained on & off with some heavy patches to Taree, eased off a bit but then really copped it from Port Macquarie to Nambucca Heads, it was that heavy at Kempsey I didn't even get to see the new bridge! Between Kew and the Wauchope/Port Macquarie intersection the rain was like a sheet of water, I have been in some heavy rain before but this was just constant, at least it wasn't cold.

Stopped at Macksville for fuel & a feed (bike riders favourite - Raisin toast & coffee), also chance to dry out a bit, wet weather gear can only stop so much (did not have the \$1200 BMW gear!), pants wet, jacket wet, boots/socks - gave up at Taree, seals on the boots had started to come apart, have had the Falcos for 13 years, good boot but wear & tear got to them. Also Backpack I had on copped some water as it was resting on the water proof bag and water was entering through bottom of backpack - lesson - carry plastic bags and put stuff in them then into backpack!



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Got into Coffs around 5.30/45pm, looking for Coffs Motor Inn, just south of the Shopping Centre near the Big Banana, Chris (owner) had said when I booked it, you can't miss it, this boy did, riding down a 3 lane highway on a Friday afternoon in Coffs trying to keep away from trucks and cars, looking for a sign amongst what seemed hundreds that said Coffs Motor Inn, so I turned right at shopping centre, went back a few streets, no go so I pulled over and called Chris, HI Laurie – you are about 400 mtrs north, great, rode on down and booked.

Chris could see I had had a long wet ride, so he booked me into room 1 opposite the office, also had additional space to put bike in so it was tucked under eaves out of weather. Coffs had rain earlier in the day but was now dry. Had a good yarn with Chris (bike rider himself, said he has had several bike groups stay with him, no dramas. (I booked the motel through "Bookings" on web page) cost \$75, clean & tidy, hot shower and hair dryer – for boots, pants etc. Stuffed a couple of hand towels down boots, dries them out ok.

Chris told me about back road to Grafton through Sealy Lookout, place where Russell Crowe has some stuff then onto Glenreagh, can't miss it – big sign on side of road. Asked Chris about place to feed, recommended Greenhouse Tavern just down the road. Had a shower, unpacked gear and laid it out to dry.

Had a beer \$4.50, was starting to get busy, Tavern catered for all types, workers, families etc. Ended up with 2 course meal for \$10, used my seniors' card, had another beer then decided to head back, picked up a bottle of Stout on way, early night.

Saturday, left Coff's around 8:00am, headed north past Big Banana (hasn't changed much over the years) rode along looking for turn off to Sealy Lookout (can't miss it – I did!) kept going along highway to Grafton, seen a turn off for Upper Corindi & Glenreagh. I recalled I went through Glenreagh a couple of years ago so I took the turn. About a K along the road it went from bitumen to dirt, was in a fair condition with a couple of 4wd drives coming opposite way so I kept speed down and stayed on left side, went for around 27 k's past farmlands, eventually rode into Glenreagh. Town looks like it is falling apart, used to have rail-road, station was dilapidated as was tracks.

Rode into Grafton, nice scenery and road, stopped at Tourist Information Centre, had a yarn with one of the volunteers (they do a great job & really know the area) got directions and map for Lawrence Road to Lawrence.

Stopped at local shopping Centre in Grafton and had a Sausage Roll & Coffee (Breakfast!). Found Lawrence Road and had a great ride along the Clarence River on the Western side (took a couple of photos) after the wet ride on Friday sun was shining, no clouds but temperature was starting to climb.

Rode to Lawrence, really tranquil place by the river then took road to Summerland Way, pretty average ride to Casino (straight road, very little variation).

The temperature was really getting on the warm side (30+), stopped at Casino miniature railroad setup for a break & drinks, and took a few photos – good layout.

Decided I would ride onto Kyogle and take the Lions Road into Qld, I had previously been on the road but in a car (2000?), little traffic on the road, winding road with a lot of one lane bridges, I did not have to overtake any cars, actually hardly any traffic to speak of.

Got to NSW/Qld border (few photos for prosperity) then rode into Qld, really dry & hot, grass & fields brown, hardly any water in creeks or dams.

Rode into Beaudesert, temperature in high 30's, unzipped jacket to let wind in to keep cool, a small thunder storm was ahead, could see rain but it swept past, and was not keen to

put wet weather gear back on.

Stopped at a Macca's, mainly for a break, been on bike for a while, say it again really warm. Local paper was saying farmers selling calves that were to be kept till 2015/16 as there was not enough feed, drought really bad. Fuelled up and headed to Boonah then to Ipswich, bugger of a town, took the Cunningham H'way thinking it would get me to Brisbane Valley Road. Stop/Start traffic (did I say it was hot?) Asked a truck driver beside me in traffic if I was on right road (of course not) said to turn around & head back to Ipswich, Brisbane Valley Road about 20k's NW, went through Ipswich (again) chucked a left through centre of town, stop/start – yes hot!) Eventually get to turn off to BV Road, road works – slow ride through then got to open road - opened it up a bit to cool off.

Rode to Fernville then took the Somerset/Kilcoy road, takes you around Somerset Dam, good roads, few bends & sweepers, had a great ride, it had cooled down just a little (was getting into afternoon by this time) stopped along way & took a couple of photos.

Rode into Kilcoy around 5.30pm, had been on bike since 8:00am with a few breaks (did I mention it was also hot) around 600k's, was going to see if pubs had accommodation, seen a motel with a pool & thought bugger it I will see what they are asking.

Pulled in to Kilcoy Motel, bloke was really friendly, cost \$90 but room was really large, furniture was wood & really clean (Got the Daphne Room) all rooms named after local females in the early part of the century and were locals.

Stripped off, jumped into pool – luxury! Dried off and sorted out gear, bike was under cover in front of room, asked owner about feed, said pub across road was ok, so I went for a walk around town, not much to see (2 cross streets), has 2 pubs. Checked both out, had reasonable menus.

Went back to motel & had a shower, got changed and was walking to pub, did not really feel like a large meal so went to IGA and got a frozen Chinese Lean Cuisine, some fruit and bread rolls, called into bottle shop and got a few beers to wash down feed - early night.

Filled up next morning at 8:00 and decided to take the Jemina Rd to Murgon, really good road from Kilcoy to Jemina (20k's of bends, sweepers etc) I knew what was coming as I had rode down ranges from Murgon to Kilcoy a few years ago, 90k's of dirt road.

Bit of a wakeup call, just before I got to the dirt I was taking a sweeper & front wheel skipped out – loose gravel, controlled bike ok but made me a bit more cautious as I was really riding the bike, especially in the turns – not speeding too much, just getting into the ride.

Hit the dirt, was ok, usual ruts, corrugations & loose dirt in places, cruised along between 60 & 80K's, few places slowed down on bends as a few 4wd's coming opposite way and they sometimes tend to cut corners.

Got to see a metre-long Goanna sunbaking on the track, couple of bush wallabies hopped in front & a Kookaburra with a Black snake flew along in front of me for about 100 mtrs, snake did not look to happy, was wiggling about a fair bit!

Saw a signpost to Goomeri, knew I would pass through (it is on north side of Murgon) so took turn off, dirt got really bad, had not been graded for a while, however did see signs that school bus uses road so I thought cannot be too bad. Understatement, I felt as if all my bones had been rattled, suspension got a work out (mainly due to corrugations and some bloody big potholes).

Eventually got to Goomeri, stopped for a drink and bread roll from night before, again really dry – took few photos & headed off to Gayndah, was on Burnett Highway which goes up to Rockhampton.

Gallery



Casino Mini Rail



Clarence River near Grafton



Coffs Motor Inn



Glenreagh Rd to Grafton



Lions Border Rd to Qld



Kilcoy Motel



Kilcoy-Goomeri Rd—90kms dirt track



Somerset Dam—Qld



Goomeri Swimming Pool Qld



Dalby—Wet!



Stanthorpe Inn Parking

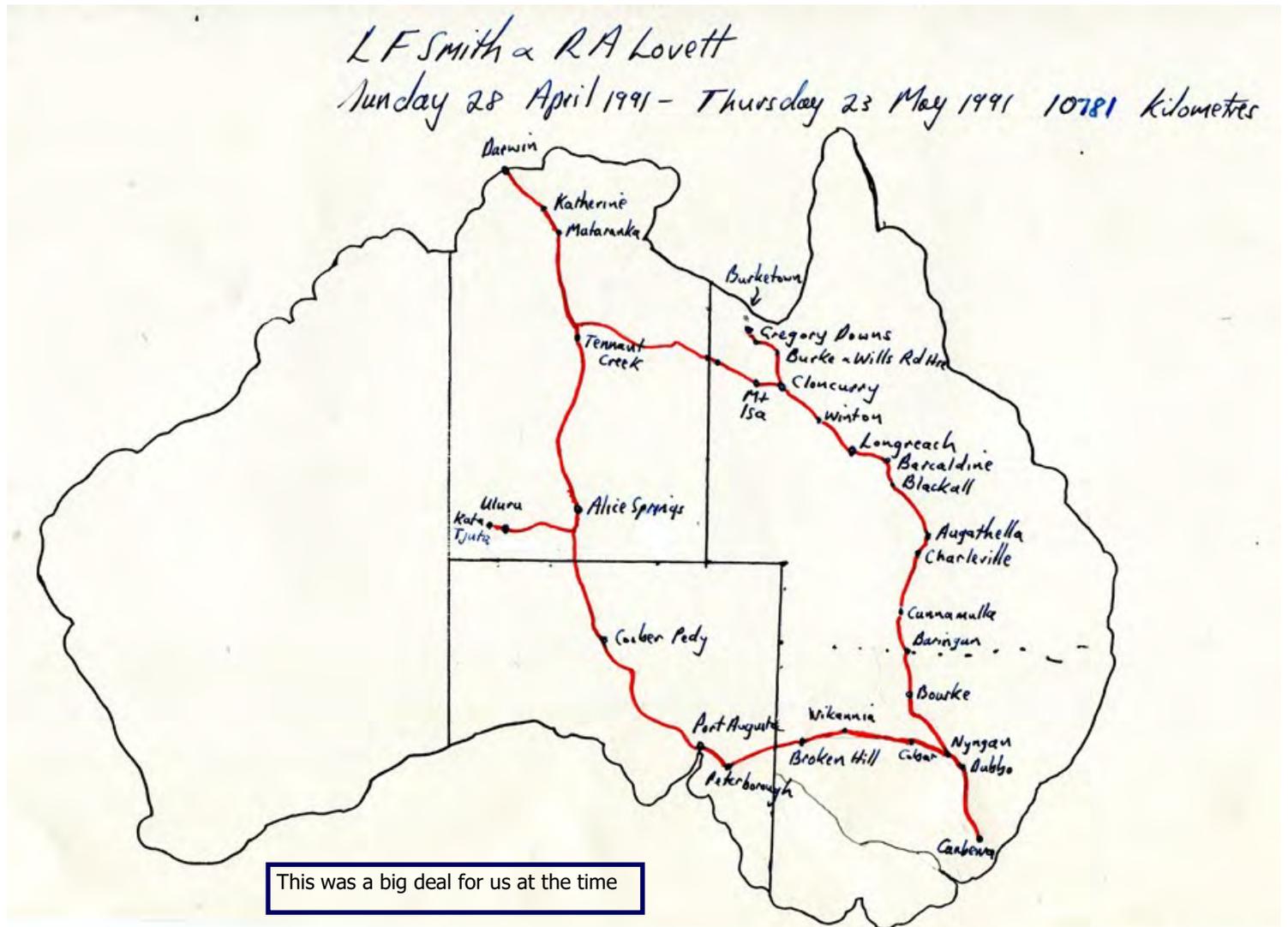


Willow Creek

Welcome to the new members!

- Daniel Santamaria
- Lincoln Yeo
- Kasper Ewenson
- John Sjollema

Recalling Past Horizons



Thanks to our current plague there hasn't been a lot happening in terms of saddle-work so I thought I'd bore you with a great run I did with Les Smith some 29 years ago (which still feels like last week).

Les was my fist boss in Defence in February 1969 and when I got my bike two years later, he would tell me all about a ride he and a mate did in 1954 from Sydney to Broken Hill on Douglas 350s. His yarn made an indelible impression on me. Fast forward to 1988 and Les was close to retirement. He rang me one day and said "Guess what I've just done?" "Wouldn't have a clue Les, tell me!" "Come outside (the Russell Offices Canberra) and have a look." And there was a sparkling new R80ST. I thought this a good move by Les but a bit humble compared to my almighty R100S (me silently gloating).

From then on, our conversations drifted towards riding and in 1989 we did a run up to Cooktown for my very first long distance run. From then on I was hooked but my job putting together the Army's budget seriously cramped any riding aspirations. In early '91, Les mentioned he'd been invited up to Burketown to stay on a nearby property for a week including a flight over to Sweers Island in the Gulf. "Why don't I ride up there with him?" he said. After a few months agonising I signed up as it would basically be a simple run up through central Queensland, a relaxing stay on a cattle station and home via Cairns or something (there was no fixed plan for the home leg).

I made sure Doug Bryant had the 100S in world-conquering condition including new Metzlers and I also fitted R100RS handlebars. I did these on the delusional presumption that more rider weight towards the front end would make the bike more stable (bloody idiot)!

It's an amazing sensation when you head off on a big trip knowing that you and the bike would be living together for the next month with your house on the back (we mainly camped). The plan was to stick to the tar as long as possible with the dirt starting not long after Burke and Wills Roadhouse enroute to Burketown. We regarded Nyngan as the jumping-off spot (and I still do) with great riding up through Bourke (top notch Lasagne), to Baringun then about 300k of rain to Charleville (quite miserable).

From Charleville, the awesome expanse of Queensland opened up before us including thousands of dead roos along the Landsborough Highway thanks to several wet seasons. You certainly had to stay focused as there were around a dozen carcasses per kilometre for perhaps a thousand K. By Mt Isa, we badly needed downtime and two special events happened there. Les had been a teetotaller since 1981 but at the Irish Club one night I convinced him to have just one little middy and he agreed to a glass of stout. As far as I know, that is the only alcoholic drink he's ever had since 1981 to date. The other special event was meeting Francine Recordon at the town's lookout. She

was riding alone around most of Australia on a Yamaha XT600. I couldn't believe a female would be game enough to do this (note I had no idea of Elspeth Beard or others). We would bump into Francine several more times on this run.

At Cloncurry it really felt like we were in the outback and every kilometre was an adventure with the Burke and Wills Roadhouse a place to fix a hard earned thirst. Shortly before, Les's side stand fractured and one of the mechanics there kindly welded it up (he was wrapped). The next day, my pompous gloating over the superior power and looks of the 100S collapsed into shock and despair.

The dirt started around 5k past the Roadhouse and the first 30 metres felt ok at 80kph albeit with a faint weave. Over the next 50 metres this became more violent and KEBANG!! I was arse overhead (or more precisely, the front wheel tucked in and there's no recovery). This was quite traumatic as the perspex upper half of the fairing popped off and I thought the bike was critically injured. But there were more scratches on my helmet than the bike thanks to a good quality bulldust and sand mixture. Les studied the problem and had the screen re-attached in 15 minutes as all the plastic studs were still on the fairing body. From then on it became hard work (thanks in part to the RS `bars) as the sand became deeper and deeper. I think I paddled most of the run to Gregory Roadhouse and Les wasn't much better. Somewhere along this stretch, we met a Swiss couple both on R80GSs and I became envious of their sensible steeds with lovely wide handlebars and 21 inch front wheels. At Gregory, we learnt that the people hosting us at the cattle station had suddenly gone to Canberra. This killed the whole purpose of the trip and was a shock to Les but we thought we'd push onto Burketown just to see it. About 5k north of Gregory we gave up as the sand was getting so deep that we might do our clutches in. So, we reluctantly weaved and paddled back to Burke and Wills where Les thought we should just go home.

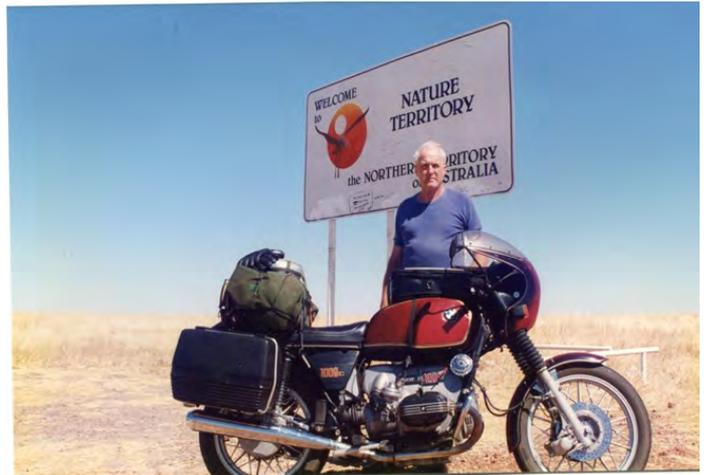
Over a few beers (me not Les), I convinced him we should at least go over and have a look at Camooweal. Once there, we both agreed it would be silly not to have a look at Three Ways. And of course, once you got to that iconic junction, you may as well pop up to Darwin for a look, and of course we did. At Adelaide River we bumped into Francine again and we rode together until we left Darwin (we met again somewhere before Katherine).

It was an absolute buzz to arrive at Darwin's outskirts thinking of the sheer expanse of country we'd covered. We took in the military sites (Les was an ex Commando) and pubs of course. On heading south, we spent several days exploring around Alice and Larapinta Drive (the S despised the loose stony surface) before climbing The Rock and checking out the Olgas. One morning at the Alice camp ground the S's dash lights went dull. I feared for the worse and opened the headlamp cavity. On a Stroke 7, don't do this unless you know what you're doing as there are several metres of wiring, a fuse unit and other strange things. All the while Les was saying "check the battery terminals" – "no Les I know what I'm doing!" An hour later I had the headlamp unit back together and once more, Les made his common sense suggestion. I reluctantly checked the terminals to find both slightly loose and tightened them in less than a minute. The dashlights then lit up like a Christmas tree as usual proving I'd wasted well over two hours buggerising around in the headlight shell – a place where I should not ever have been!! We then headed to Port Augusta to do a north-south crossing of *Terra Australis* then onto Broken Hill and home.

The trip rewarded us with an amazing ride, meeting amazing

people eg a couple in Mt Isa cycling to Darwin who were in their 60's, several blokes riding around Australia at their own pace in their own space and many good natured liars at isolated road houses. About 10 years later, Les went over to Switzerland and caught up with Francine and did some great riding with her in the Alps. He and John Minogue also rode around Australia. The spill on the S was the only one I ever managed on that bike and I still have her (last ridden in 1999). Les was 61 at the time of this trip and I still catch up with him at Albion Park. He sold the R80ST about four years ago and unfortunately I wasn't in a position to buy it as I'd already had the R80 Wozz put me onto (I should have bought for the memories it delivered).

Rob Lovett



The NT border past Camooweal – the blowflies were horrendous and you could only spend a couple of minutes exposed to them.



We met Francine here at Mt Isa Lookout and bumped into her several times after – she had come from Melbourne and would ride to Perth before flying home. Francine said the Swiss called BMs "gummy cows" due to their soft suspension.

For Sale:

1976 BMW R75/6



Never believed we'd get this far (and weren't supposed to).

Nut & Bolt restoration.

NEW parts:

pistons, valves, clutch, F&R SS spokes, seat, electronic ignition, every bearing, every seal, every rubber boot/grommet, chrome crash bars (never fitted), SS headers, screen, brake pads and shoes. Ported Heads for flow, gearbox shimmed, matched original BMW metallic green paint, hand drawn pin stripes, frame, subframe, swing arm, stands in satin black, heated grips. Original tool roll (complete) Krauser panniers, Conti-pipes. Original Schorch Meier dealership badge, all aluminium cleaned as new.

~2000k since rebuild, 10 months full NSW rego.

Contact: Robert Nash

0434647010 or robertnash1974@hotmail.com



For years I wondered what it would be like to push on.

In November 2019 I found out via Landcruiser coming from WA – a fantastic trip also.

As Bugs said

*That's All
Folks!*

I have nothing else

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

12th-13th September Dargo High Plains rally **CANCELLED**

20th-21st September Far Cairn Rally –
check newsletter for details

27th-28th September Sidecar Rally (tbc)

9th-11th October Thunder Rally

38th Kosciuszko Rally
(tbc ACT BMW MCC)