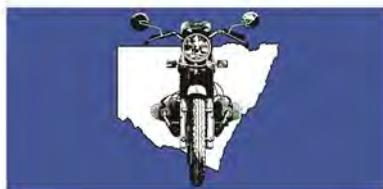


BMW Touring Club  
of New South Wales



Member of the International Council  
of BMW Clubs

# July 2020 NEWSLETTER

Pic by Henning Jorgenson



# BMW

## Touring Club of New South Wales



## OFFICE BEARERS

### PRESIDENT

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

### VICE - PRESIDENT

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0401 444 567  
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### PUBLIC OFFICER

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### SPARE PARTS/CLUB TOOLS

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

### MCC NSW DELEGATES

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[mccdelegate1@bmwtcnsw.org.au](mailto:mccdelegate1@bmwtcnsw.org.au)

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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)



### Club Yahoo groups site

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

## CLASSIC REGISTRARS

<b>South Coast</b>	Steve Treloar	04397 39876 <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

<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

July	Event	Contacts	Points
Wed - 24 <sup>th</sup>	Club Meeting 7:30pm. ONLINE		
Thur-25 <sup>th</sup>	Hunter Social Sip:TBC. Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
August	Events	Contacts	Points
12 <sup>th</sup> -14 <sup>th</sup>	Winter Rally, 4 km south of Nerriga NSW on the Braidwood rd.		10
Thur - 9 <sup>th</sup>	South Coast Social Sip; TBC 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
29 <sup>rd</sup> – 30 <sup>th</sup>	TTT Rally, <b>sign posted 10km's nth of Taralga on Wombeyan caves rd.</b>		10
Wed. 26 <sup>th</sup>	Club Meeting 7:30pm. TBC if online or in person.	Jason Boyd 0412 858 880	4/6*
Thur. 29 <sup>th</sup>	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
September	Events	Contacts	Points
Thur-10 <sup>th</sup>	South Coast Social Sip; TBC. 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
12 <sup>th</sup> – 13 <sup>th</sup>	Dargo High Plains Rally, TBC Covid permitting. Talbotville approx. 40km from Dargo, Victoria.	Dave Beers 0401 444 567	10
20 <sup>nd</sup> – 21 <sup>st</sup>	Far Cairn Rally, Tottenham race course. Tottenham, NSW.		
Wed-30 <sup>th</sup>	Club Meeting 7:30pm. TBC if online or in person.	Jason Boyd 0412 858 880	4/6*
TBC	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
	36 <sup>th</sup> Annual Sidecar Rally, <b>TBC. O'Connell Campground by the fish river, 22klms from Bathurst on the O'Connell Rd &amp; 22klms from Oberon.</b>	<b>02 63375705</b> Sean	10

Newly & updated items are highlighted Yellow.

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

As mentioned last month restrictions due to COVID19 are easing and events are starting to filter back into the calendar. Unfortunately, to stay the right side of these restrictions, events may not be run exactly as they have done in the past. It's a real balancing act between ensuring the health and wellbeing of all, and ensuring the event goes ahead in the tradition of what has gone before. Bottom line, the club will do the best we can to keep things in the calendar, while supporting our charities and communities. If that means things are not what they were in previous years, I do apologise but change is inevitable and this is what we have to work with. We need to just suck it up and get on with it! The show will go on ☺

As mentioned last month restrictions due to COVID19 are easing and events are starting to filter back into the calendar. Unfortunately, to stay the right side of these restrictions, events may not be run exactly as they have done in the past. It's a real balancing act between ensuring the health and wellbeing of all, and ensuring the event goes ahead in the tradition of what has gone before. Bottom line, the club will do the best we can to keep things in the calendar, while supporting our charities and communities. If that means things are not what they were in previous years, I do apologise but change is inevitable and this is what we have to work with. We need to just suck it up and get on with it! The show will go on ☺



So, what has been happening? While the big events have been thin on the ground, scaled down events have been occurring. A "handful" of people attended the 51<sup>st</sup> Alpine rally. It wasn't held at the regular site and was much smaller than previous years. The location was brilliant. Those that did attend maintained social distancing. A total success!. I tip my hat to Paul and Andrea for pulling this together. They did a truly amazing job in very challenging times.

Of course, it wouldn't be a "real" rally if there weren't stories to be told. I'm still not sure who won the debate regarding the brain drain from Germany post WWII... but I think the consensus was the Russians kicked our arse, the Yanks cant think for themselves, and Churchill was the worst leader the UK had ever seen – discussion to be continued.

The overnight temperature dropped to a rather balmy and pleasant -5degC, with beautiful blue skies during the day.



Almost finished riding for the day, Uncle George thought that he would reminisce his flying days before launching himself (in a manner Elon Musk would be proud of) over a 2-meter embankment. Only suggestion I would make George is next time a parachute might be of assistance with the landing. Happily, it was all smiles at the end with relatively low impact panel damage to rider and bike. Thank you to everyone that gave assistance. Facebook quote on George's incident goes to...

*"Chris Huddy - Sidecars are the devils work"*

**The "Lucky" 13<sup>th</sup> Far Cairn Rally** – As mentioned above, COVID19 restrictions are a challenge to holding events. Just a quick note advising that the event will go ahead in September. The club will continue to support the town of Tottenham, the local Lions Club, DR WINGS / MARI and the RFDS. Depending on government restrictions, the way we run the event may have to change over previous years. I hope that the membership support this rally in whatever format it finally takes.



A quick note about an event that Henning is working on, additional details should be in this newsletter.

**BMW /5 & RIDERS TRIBUTE GATHERING - Drag em out & get em goin - 50 years on.** Satdee 17th October 2020, Blayney Railway Station carpark. Enquiries : Henning Jorgensen, 0457034488, or [hj333@gmail.com](mailto:hj333@gmail.com). Please support this event and iconic motorcycle later in the year.



Club meetings will remain a virtual event for a while longer. Even though we may gain access to the hall shortly, the 4m<sup>2</sup> rule would mean we could fit 6 – 10 people in the room... stay tuned for further online invitations.

Club elections – get your nominations in...

Remember this is YOUR club and it is only as strong as the membership. See you out there soon!

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

# M inutes—May 2020

## BMWTCNSW General Meeting Minutes

**Date** 27 May 2020

**Chairperson** – Jason Boyd

**Meeting Opened** – 7.30 Pm

**Apologies** – Al Peters

**Visitors** – None

**Previous Minutes** – April not tabled as missed Newsletter.

**Correspondence** - Bank Statements

**Presidents report** - As per Newsletter April 2020

Welcome to our online meeting.

Due to Covid 19 restrictions being lifted some events are now being added to the ride calendar, though not guarantees the events can be ran.

### Vice Presidents Report –

The Alpine rally maybe run on the June long weekend but more likely as a virtual event. If interested contact Andy Price

Neville which is 20 minutes from Blayney has been suggested as a Christmas Party destination.

Awards Night due to the success of last years event that Rylstone could be a destination for this years. Dave is putting the awards together.

**Secretary's Report** – The Tottenham Council has been contacted for the Far Cairn Rally date 20 September 2020. Alex waiting on confirmation from the council.

### Treasurers Report – as of 30 April 2020

Regular bank balance at end of month \$1,170.70

Savings Account balance at end of month \$29,812.26

TOTAL IN BANK \$30,982.96

#### Summary

Total Income \$3,931.57

Total Expenses \$5,706.37

Total Interest earned \$1.38

The new Membership and business card machine has been received. Trevor is setting up so new members can receive the 2020-2021 cards in the new format.

Contacted Cumberland Council and The Toongabbie Community hall where meetings are held is closed until the 30 June 2020, will receive a credit for next year for the meetings unable to be attended our booking is still valid and they will contact us when they are taking bookings.

### Membership Secretary Report –

2 New members 1 is historic who has moved to Tamworth from Queensland.

**Editors Report** – Enough articles to fill the pages more is always welcome.

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**Public Officer's Report** – No report

let prospective members know.

**Asserts & Archives** – Nothing to report

**Regalia** - Woz would like to get the 4 boxes of regalia out of his garage. Photos have been taken but need to be edited to be put in the Newsletter and advertised on Facebook. Some of the items are 12 years old, idea's to reduce the stock to be discussed. Maybe in the membership packs.

**Clubs Australia** – BMW Clubs Australia Motorrad Rally at Stanthorpe Queensland on the 3-5 October 2020 is dependent on restrictions being lifted in time.

There is a new BMW logo but it is only for marketing purposes and will not affect the logo we use.

**Webmaster** – The postal address has been updated on the website and the latest newsletters have been uploaded.

Some emails on the website don't exist on the server and will be removed or made to work. The concern is if someone has emailed these address with no response.

Investigating if an increase of load limit on email is able to be done but this could increase spam.

**MCC Report** – Nothing to report as no delegates attended the meeting.

**Past Events** – No past events.

**Coming Events** – Alpine Rally prepaid only camping may be available depending on the Government Covid restrictions being lifted.

Henning Winter Solace BBQ will be held at Nord Wharf on 21 June the club will pay for the lunch with receipts and social distancing to observed. RSVP required.

### General Business

AGM – Electronic postal votes to be collected by the secretary.

Alex is vacating the role of Secretary but will remain active in the club.

Treasure Alison will continue and willing to take the minutes to assist the Secretary if required.

Membership Marie is willing to continue in the role.

Editor Al is willing to continue in the role. Could the Survey Monkey be used to collect votes.

Due to Covid restrictions is there anyway the meeting can be held later? Alison to check with Fair Trade.

**Far Cairn Rally** Alex has volunteered to help Bruce to make the wooden blocks the trophy bases, quote received was for \$16.50 each. Woz to send photos. Jason to send Marie the Far Cairn Rally flyer.

**Other** GS911 Tool is not suitable for 1100GS as it doesn't have the correct pin configuration but is suitable for the GS1150.

Dragon motorcycles at Mittagong for the resurrection of old bikes great to

**Meeting Closed at 9.10 pm**

## Balance Sheet 31 March 2020

### INCOME:

#### Transaction Account

Balance Forward March 2019	\$	6,089.82
Bank Interest	\$	2.02
Memberships	\$	15,802.90
Membership T-Shirts	\$	640.00
Transfer from Transaction Account	\$	9,645.00
Newsletter Advertisement	\$	1,485.00
Club Regalia Income	\$	615.00
Far Cairn Rally Income	\$	3,072.50
Far Cairn Rally Regalia	\$	235.00
Karuah River Rally Income	\$	3,446.15
Karuah River Rally Regalia	\$	-
Awards Night Income	\$	1,038.00
New Years Gathering	\$	-
Movie Nights	\$	-
Christmas Guest Payments	\$	40.00
Other	\$	429.26
<b>Total Income Transaction account</b>	<b>\$</b>	<b>36,450.83</b>

#### Savings Account

Balance Forward March 2019	\$	29,187.36
Bank Interest	\$	68.57
Transfer from Transaction Account	\$	13,000.00
<b>Total Income Savings Account Balance</b>	<b>\$</b>	<b>13,068.57</b>

### INCOME TOTAL

**\$ 49,519.40**

### EXPENSES:

#### Transaction Account

Transfer to Savings account	\$	13,000.00
Newsletter Printing	\$	7,318.06
Newsletter Postage	\$	3,180.13
Membership Postage/Stationery	\$	1,073.77
Meeting Refreshments	\$	203.82
Council Meeting Fees	\$	675.75
Council Storage Fees	\$	-
Membership T Shirts	\$	1,316.00
Club Regalia Expenses	\$	2,113.60
Far Cairn Rally Expenses	\$	2,042.39
Karuah Rally Expenses	\$	2,244.78
Asset Expenses	\$	565.75
BMW Clubs Australia	\$	295.00
Public Liability	\$	916.00
Movie Night	\$	-
Christmas Party	\$	2,070.00
Awards Nights	\$	1,570.00
Other Events	\$	212.86
Donations	\$	1,416.00
Other Expenses	\$	2,179.91
<b>Total Expenses Transaction Account</b>	<b>\$</b>	<b>42,393.82</b>

**\$ 42,393.82**

Savings Account Expenses \$ 9,645.00

**Total Expenses Savings Account \$ 52,038.82**

## ACCOUNT BALANCES

Regular bank balance at end of March 2020	\$	146.83
Savings Account balance at end of March 2020	\$	32,610.93
<b>TOTAL IN BANK</b>	<b>\$</b>	<b>32,757.76</b>

## Summary

Total Income	\$	49,519.40
Total Expenses	\$	52,038.82
<b>Total Interest earned</b>	<b>\$</b>	<b>70.59</b>
<b>Donations for 2020</b>	<b>\$</b>	<b>1,416.00</b>
<b>Profit and Lost</b>	<b>-\$</b>	<b>2,519.42</b>

# E

## ditors Report



Welcome to the July newsletter, hopefully the last issue arrived with you OK by email. If you haven't seen a newsletter sent out but are aware we have them please check with the membership secretary.

I'll say it again, thanks to all who have been contributing content to the newsletter. All I can say is keep it coming

As always send any content for the newsletter to [editor@bmwtcnsw.org.au](mailto:editor@bmwtcnsw.org.au) the deadline for content submission for the next newsletter is Saturday 25th July. I will be putting the newsletter together on the 26th and would like all material with me before I start, otherwise it may be too late. Also please send articles as attachments to an email. Having the text of the article in the email itself is a nuisance and anything sent by Messenger or similar will be lost because I don't look there.

If you are interested in the celebration of the 50th anniversary of the /5 models please look at the flier for this event in this issue

AI

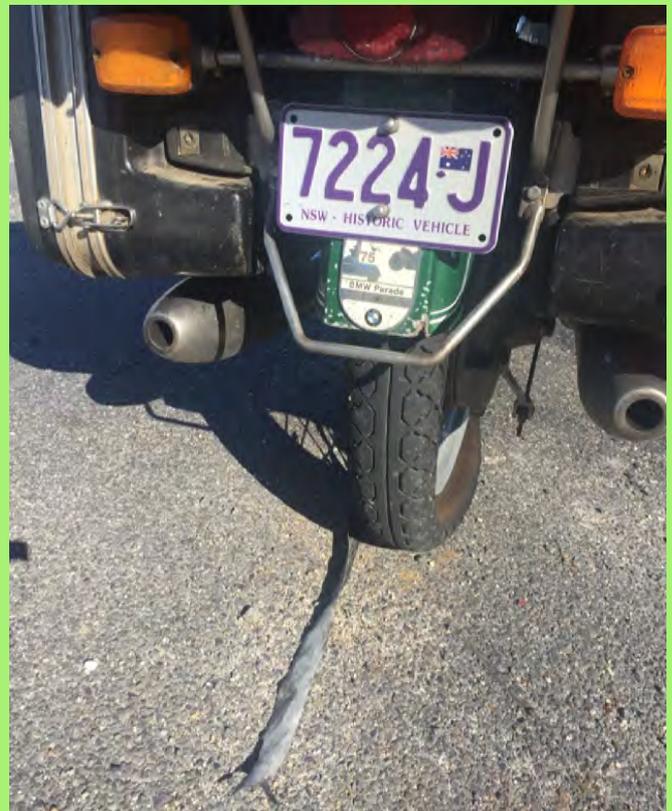
# ALPINE 2020 BETWEEN YOU and ME

I & a cuppla others were gunna camp somewhere in the Brindabella's for the Alpine on the long weekend. I also wanted to do a recon to Blayney for my proposed /5 & Riders Tribute & that was the then plan.

Just after 7am I set off for Bathurst via Bylong Valley with the pleasant 5 hours passing extremely quickly & event free. Coffee'd then a lap of Mt Panorama & the Old Vale Circuits prior to lunch in Newbridge Pub.

As I was preparing to turn left off the Vale Road to follow the Olde Vale Circuit I experienced that all familiar (annual) rear end flat tyre wobble. So I quickly crossed the road for a safer worksite, not part of the plan. I was then startled by a lady, who not knowing what she could do, offering her help. Then a lady on a pushy stopped & another in a car then several blokes. Then, this fellow Steve, appeared from his \$250 1998 BMW car & remarked 'is that the bike i saw in the mags that's done 1/2 million miles?'

'Yep'  
Well I've got a BMW '97 1100GS and a 2006 HP2 ..  
..... Can I help?



## THE ALL NEW R 1250 GS RALLYE.

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So we removed the wheel & found a used rivet in the tube & the valve torn out. We also discovered the broken rack. Steve then took my rear wheel to BX for a new tube. On his return he also had a contact in Blayney to repair the rack. After a lot of verbal exchanges we parted, me to complete the Olde Vale Circuit & Steve to Newbridge Pub where later I rewarded him with a beer & thanking him for services rendered.

Now being a cuppla hours behind in my planned /5 recon, I headed for the nights home, the Exchange Hotel in Blayney. But firstly to the rack repair opportunity. Yep, no probs Ian said, just remove it & it'll be ready in the morning. \$10 was the highly discounted charge (even painted) together with a chat & viewing of a \$140k WW2 floating Jeep. This sort of mishap, as always, makes the adventure by meeting so many helpful people, what it is.

The towns facilities all had a visit so the /5 & Riders Tribute now has a venue.

With a -2deg frost, bike repaired & loaded I finally off set at 11am ish for the Brindabella's via Crookwell, greeting Allen Peters & learned a few days later that about 1/2 dozen friends had also passed through Crookwell that day, then Gunning, Wee Jasper & lastly via Nottingham Rd & started making home at Micalong Ck for the next 3 nights at 4pm ish.

Some GS's parked on the rode & the rode bikes road into the campsite, which, in the wet, would be a spectator sport!!



Mr Scarfe tried to steal the show by trying to commit suicide & was unsuccessful, but he succeeded in having us all worried. His bike didn't get as much sympathy. Gladly George was not as damaged as was first thought.

About 40 camped with about 20 visitors making this the 1st post virus rally. Which is deserved rewards for Andrea & Paul's marathon efforts to make it so & keep the Alpine alive. Well done. Glad that the knockers found a better option.

The 3-4 campfires were very active well beyond moonrise, with the BMWTCNSW club being, as in the past, the most volumous.

A bottle of Stones per night by the fire was the requirement which apparently also curbs all virus's!!

This site, with a dunny, benches & shelter & located on the Hume & Hovell walking track, may well be revisited.

A fine weekend was had with -4 deg starts, fine days & adequate firewood to assist with the nights

comfort factor.

Saying farewells at 11am Monday & riding out through Brindabella & Tarago I only had a cuppla showers when 20kms from home about 7pm.

**Henning #33  
R75/5**

*Footnote : the low setting on my handlebar heaters failed & I had blisters from the high setting - ahhhhhh luxury!!*

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# BMW'S MISSING MIDDLE

Despite the heap of things not going all that well in this modern world, there is one thing for sure, and that is, we are enjoying a "golden age" of motorcycling not seen since the 1930's. Never has our choice been so great and so varied with the only engine configurations missing being radial and a rotary engines (but there were a few rotaries about 30 years ago). We have flat twins, in-line V-twins, transverse fours, V-fours, vertical singles, sloped singles, transverse triples, one in-line triple, transverse V-twins, a transverse six and a flat six all either cooled by water (or mixtures of), oil, air or a combination.

Motorcycle technology is also becoming a science fiction-like reality as more and more marques stress their bikes systems technology attributes with data processing controls approaching artificial intelligence levels. Data management programs now regulate fuel and air delivery, spark, torque and power profiles along with suspension, traction, stability and lean angle thresholds. Engine performance profiles can be adjusted from placid to fanatical at the press of a button and delivered in seconds in a way that took an engine tuner in the 1970s weeks to do.

These days, all the rider has to do is twist the throttle, apply brakes, don't lean over too far or run into anything. As artificial intelligence technology is further applied to motorcycle design, even basic rider functions might get surrendered in favour of autonomous management systems where all the thinking is done for you (so keep hold of an old bike where you have to do the thinking)!

Amongst all this mind boggling choice, our favourite marque, has reached back into its past to give us our latest option for the future. Very soon, BMW will put its R18 on the market and provide us with even more choice and more to crave (perhaps).

The R18's styling is inspired by models not seen since the late 1960s and will be the largest capacity machine BMW has ever produced. At 1802cc it will be 153cc larger than the K1600 (1,649cc) and heavier at 345kg (vs 336kg for the K). In contrast, the Triumph Rocket 3 (2,458cc) is a more feathery 294kg. The R18 puts out 67kw at 4,750rpm and 158nm by 3,000rpm, so it will feel grunty but soon run out of puff (if you need puff then get the 207hp S100RR). The big R18 has 120mm of fork travel and 90mm in the rear, so, it's not a pothole basher or corrugation glider by any means. Its 16 litre tank will take you about 233k with 3 litres left (be careful here because you won't push it very



The R18 will be BMW's largest capacity motorbike ever – wonder how it will sell in Australia?



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Insurance



The Ultimate Riding Machine

far)! Seat height is a sensible 690mm and positioned rearwards of the massive engine. It has integrated ABS and a computerised engine management system, so it shouldn't do anything nasty to you, and with its 6-speed 'box it will pull 180kph (which means it's probably all together at 115 - 120).

Photos of the R18 suggest it will be handsome, perhaps pretty or maybe even beautiful, but you'd save this judgement for when you meet it in person. It sounds like the sort of bike for a country pub run, or to your favourite café, or even the dentist. A quick run to Cape Crawford or Alice Springs would not be its forte and for this an R1250GS Adventure would better guarantee you won't be pushing to the nearest petrol supply. But the big R will also give cruiser riders a very serious alternative to all the others now running around. And if BMW has got the styling right, it might be the sort of bike where you say "I've got to have it!" as soon as you lay eyes on it.

Now what's all this raving got to do with "BMW's Missing Middle?" Well here goes. The R18 is another step in BMW's gradual upscaling of its entire model range done across several model cycles. Currently, BMW's smallest machines are the G310R and G310 GS weighing in around 158.5 / 169.5kg with a 313cc engine. Their next lightest bike (ignoring scooters) is the S1000RR at 197kg (152kw), then the F900 R (895cc and 73kw) at 211kg. After this, it's all uphill in terms of weight and function as you move into R series boxers, the F series GS's, the XR's and the Big K.

So BMW have now reached a point where they have nothing to compete with the likes of Suzuki's DR650, Kawasaki's KLR650, Yamaha's new XTZ 690 (ie Tenere 700), Suzuki's DRZ400 or KTM's 690. But BMW is in good company here with Honda having nothing in the 600cc adventure bike range, ditto Triumph, Harley-Davidson (that's a silly thing to say isn't it?) and most of the other Italian marques (except the 600cc SWM) and Sweden's Husqvarna's 701.

The gap that BMW has (or its "missing middle") was not always a gap. Between 2006-2009, they marketed the dirt-oriented single cylinder 650 Cross Challenge and there was also a 450cc version. From 1993-2009, BMW marketed various iterations of the G 650 GS (all singles of around 650cc and 50hp) before replacing them with the 798cc twin cylinder F series. At that point the idea of a light and versatile single was forgotten and so we ended up with the 229kg (wet weight) F850 GS or the 244kg (wet weight) F850 GS Adventure. The latter makes the basic R1250 GS (249kg wet) a tempting proposition because there's practically no difference (but the F series GS's do have 21 inch front wheels and lazier fork geometry).

So, BMW can't escape the fact they are ignoring a large slice of the adventure and soft adventure markets by cramming all their adventure bikes into the heavyweight end of the model range. These machines are expensive, are getting heavier and getting less suited to dirt riding (despite adverts of them mono-ing and wheely-ing in-the-dirt).

So, what BMW badly needs is something in the vicinity of a 600-650 cc adventure bike in the 175-185kg (wet weight) bracket, of high quality and suitable for male and female riders alike. It must have a good range and good dirt capability and need not have the technology of an F35 Lightning!

The COVID pandemic is probably going serve up a nasty shock to the motorcycle market and rough times might be ahead for manufacturers and probably all of us together. Maybe, this is a great opportunity for BMW to rationalise its fragmented and bottle-necked model range and plug something into the "missing middle". It must be a simpler tech level machine with good stability and a decent range that lets us go out into the bush with a tent on the back and a bit of beer. What about it BMW??

**Rob Lovett**

## Motorcycling by Numbers

Justin Dorward

For every kilometer we ride an unseen rider, volunteer, mechanic, salesperson, instructor and even public service employee is quietly working to oil the mechanisms that keep our passion for motorcycling humming along. On the latter occupation, employees of various government agencies attend meetings, crunch numbers and make decisions based on these numbers.

The RMS-sourced data (scope: NSW) shown below provides some perspective, because we are a little curious and have plenty of time on our hands right now. But as one friend and police officer of mine once said, "Statistics can speak volumes."

### How many of us are there?

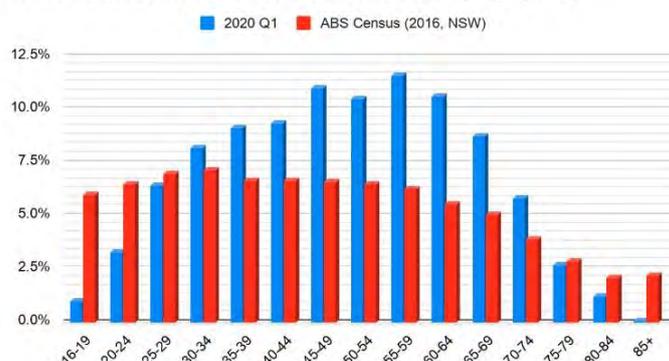
Learner	Provisional 1 (Red)	Provisional 2 (Green)	Unrestricted
26,249	20,506	8,772	576,517

Source: RMS

As of Q1 2020, there were 632,044 licensed riders in NSW. By license, our community breakdown is: Why so few P2 license holders? P1 riders that are 25+ years old and hold an unrestricted car driver's license bypass the P2 stage. The number of people gaining their learner license has been increasing for the past four quarters, but has been hovering between 25,000 and 26,000 for at least the last three years.

### How young are we?

NSW licensed riders Vs NSW population, by age group



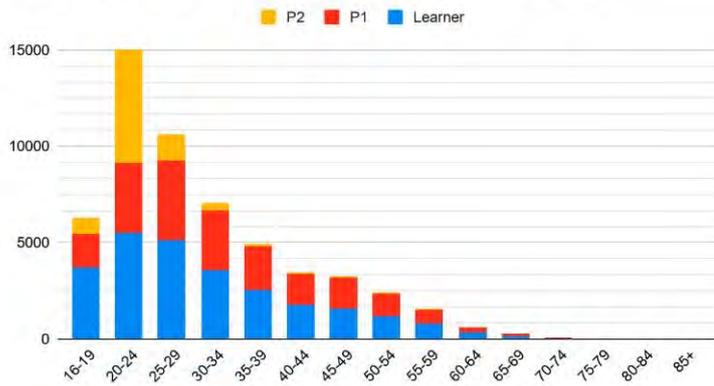
Source: RMS, ABS

As of Q1 2020, 53.2% of licensed riders in NSW belong to the 45-64yo age group. Interestingly, this age group represents 25.0% of the NSW population.

As of Q1 2020, except for the 16-19yo age group, the majority of riders have an unrestricted license. The below chart shows the graduated licensing scheme (GLS) at work. The majority of riders in the 16-19yo age group have a learner license while most riders in the 20-24yo age group have progressed through their learner and provisional 1 license, to their provisional 2 license. The sharp drop in P2 license holders from the 25-29yo age group (onwards) may reflect riders using the P2 bypass for unrestricted car driver holders.

These age-related charts, combined, may demonstrate that riders are mostly learning during their early adult and working life stages and keep their riding license until well after retirement age.

NSW licensed riders (excl. unrestricted), by age group



Source: RMS

### Where are we?

As of Q1 2020, the top 10 Local Government Area (LGA) for licensed riders are as follows. Naturally, LGA's with higher population density appear in the list, yet the top two LGA's are outside Sydney, perhaps representing commuters. Lake Macquarie and Wollongong are also within reasonable proximity to popular motorcycle routes.

Local Government Area	Licensed Riders
Lake Macquarie	22579
Wollongong	18671
Sutherland Shire	17463
Blacktown	16709
Gosford	16195
Newcastle	16186
Wyong	15792
Penrith	15426
Sydney	14711
Warringah	14475

Source: RMS

### How many active riders, though?

To the best of my knowledge, the RMS does not track the number of active motorcyclists in NSW. Without standard criteria, the definition of 'active motorcyclist(s)' is subjective. This approximate information may be gleaned from the number of active motorcycle registrations.

As of 31 December 2019, there were 235,011 registered motorcycles in NSW. The ratio of registered motorcycles-to-licensed riders in NSW is 2:5. In other words, if each currently registered motorcycle had only one owner, 341,506 riders would not have a registered motorcycle.

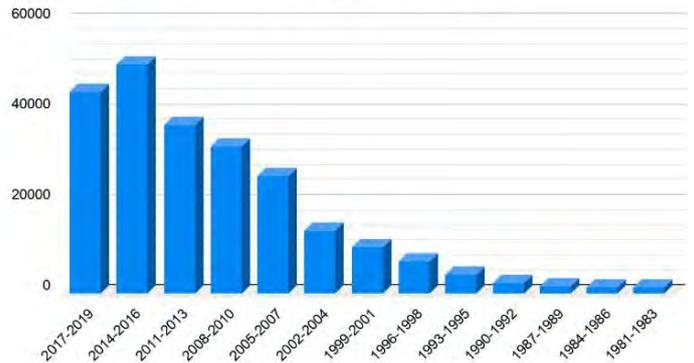
Over 94% of the total registered motorcycles are classified as 'general private' use.

### How old are our bikes?

As of 31 December 2019, 71.0% of registered motorcycles were manufactured in the last ten years. The average age of motorcycles by LGA is also available. Harden has the oldest registered motorcycles, on average as of 31 December 2019, at 13.8 years. These are perhaps farm vehicles deemed fit for purpose as long as they run and are road-worthy.

Strathfield LGA has the youngest average age of registered vehicles at 6.2 years with Auburn following at 6.8 years. Data is available to manufacture year 1950.

Registered motorcycles by year of manufacture



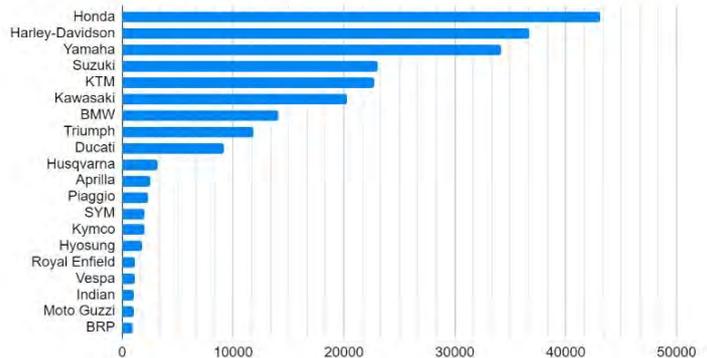
Source: RMS

### Which brands are we riding?

As of 31 December 2019, the top 20 brands represent 91.6% of registered motorcycles. The entire list is 91 brands long, so feel free to ask about a favourite manufacturer of yesteryear (such as BSA).

As of Q4 2019, 94% of riders renew their registration for an annual term. The remainder register their motorcycle half-yearly.

Registered motorcycles by brand



Source: RMS

### Fatalities on the fall

During March 2020, there were four rider fatalities recorded; six fewer than the same month last year. This may be attributed to fewer road users during the COVID-19 pandemic.

YTD as of 31 March 2020, ten rider fatalities were recorded, half the number of rider fatalities recorded for the corresponding period in 2019.

For the 12 months to 31 March 2020, there were 58 mo-

torcycling fatalities, representing a 5.9% reduction on the three-year average of 61.7.

## Conclusion

Perhaps this topic is rather dry, but it is interesting nonetheless. How often, as riders, do we review information along these lines? Perhaps now, as our motorcycles sit parked, is the best time to refresh ourselves on some quantitative elements of the NSW motorcycling community, including ourselves.

# I want to go Rally/Touring Part 5 – Tools & First Aid

An occasional series intended for the new or current rider who wants to take up motorcycle rally/touring. It is not a definitive on how or what to do, rather provide you with a starting point to get out on the road, gravel or trail.

**Note:** I have jumped my planned Part 4 Food & Cooking. During a review of a recent ride of ~ 10 members, one rider got a flat tyre and recovered some hours later using his BMW Road Side Assist (card). Whilst not on this ride I was surprised to hear that no one had a tyre repair kit. Given the ride was ½ day and ~200 kilometres – it was probable that no one had a first aid kit either. In my opinion, two must have items for any but the shortest of rides.

## Disclaimer

Product and brand names are likely the ones I have used or are using now but otherwise representative of the concept. There will be cheaper, equal or more expensive alternatives in the marketplace and therefore not a recommendation. Look around and talk with others on their experiences when making your choice.

## Tools of Yesteryear

BMWs used to come standard with a tool kit the envy of every touring motorcyclist and capable of disassembling your motorcycle on the side of the road. With the addition of a couple of tools for example BMW combination steering head & swing arm bearing spanner you could also put it back together albeit without the use of a torque wrench – but then it was the era of steel frames and proper aluminium J. Often the Tourer would carry assorted spare clutch, brake and throttle cables, spark plugs, carburettor diaphragm rubbers (anecdotally a condom will also work), oil and fuel filters along with 500ml of engine oil and some even gearbox/drive oil.



*the authors R100RS under seat toolkit today.*

Rally trivia: At a long ago Wombat Rally (Oallen Ford) we repaired a rock holed engine sump with a flattened beer can, tube of silicon and combined 500ml of engine oil.

My 1981 R100RS came complete with a set of spare globes, tyre repair kit, manual pump and first aid kit along with the tool roll. It was too new to get the earlier models embroidered BMW cloth towel. Perhaps replaced by the BMWTC Flowel in recent times.

My latest BMW came with 3-year Road Side Assist (card), a combo screwdriver and a couple of suspension spanners that require the strength of Hercules to use. Unused I may convert them to axes in the future.



*The RnineT 'tool kit'*

## Tools for Today

The introduction of motorcycle fuel injection paralleled the demise of roadside mechanical repairs other than basic battery and fuel (quality and type not delivery) faults and flat tyres. Add an assortment of cable ties and roll of duct tape and you will have most contemporary mechanical issues covered.

You and others may have undertaken complex roadside mechanical repairs, but what I have experienced, seen or assisted in over recent years more often than not involve these three.

**Battery.** As a weekend and infrequent rider I leave my current bikes connected to a 'smart charger' when in the garage. Whilst a fan of Ctek chargers there are other brands including BMW but the cheaper one's may not be so smart and can kill an otherwise good battery. At the first sign of trouble – like slow cranking speed, delay in starting or 5+ years of age – consider buying yourself a new battery. The ~\$200 may save you the embarrassment of failing to proceed. Modern AGM batteries can and do fail with little notice and worn ones are not doing your motorcycles electronics any favours either.

Clearly not a BMW Tourer solution so get yourself a set of 20A motorcycle jumper leads from bike shop, online or made up vs car rated 200A ones. BMW decided to put the F800GS battery in some inaccessible, if safe, position under screwed covers so I have added an Anderson Plug & cap extension lead to an accessible area, same on my



RnineT Urban G/S. Own a R100xx or R1200xx then simply open/remove the seat.

So the next time you see another rider stranded at a cold winter rally on Sunday morning you will be ready and capable to assist.

**Fuel.** I choose to purchase fuel from branded service stations, who if nothing else have their brand name to protect and if riding off the main roads suggest you regularly replace your bikes fuel filter(s) and look for the service station that has the appearance of being maintained at least above ground. However, when you need fuel even half a tank is easier than pushing your motorcycle.

Service stations offer E10, 91, 95 and 98 RON Petrol and Diesel at most combination bowlers. Your bike will likely run better on one of the petrol variants than diesel and the shortest queue at the pump, stained dirt or concrete beside the pump may be a telling factor in helping your fuel selection, or so I heard.

**Flat Tyres.** Most of my flat tyres occurred in the last 1000km of tyre life whilst trying to squeeze in that one last ride. Today, not having to commute, more conscious of tyre performance vs degradation and able to afford them, change tyres on a more conservative basis.

That does not mean I have not had flat tyres whilst riding. Of my three probable causes for your enforced stop, tyre punctures are the least predictable if not a certainty on kilometres ridden/time. Moreover, in the majority of cases repairable by any rider with basic mechanical skills using nothing more than a multi-tool and tyre repair kit on the side of the road. I will dispense with the 'how to' as there are hundreds of You Tube videos on your preferred or optioned fix, failing that read the instructions.

You will need a **Multi-tool** or needle-nose plier equivalent to remove the cause of your flat tyre. Most probably a hardened point self-drilling screw, but other causes include hi-tensile fence wire or that unseen rock in the creek bed. By the time you realise your tyre is flat, the offending item will have ground down to be level with or slightly below the tyre surface or may be found hiding at the bottom of the tread. Sidewall tears and dinged rims are also contributors to flat tyres.



*NMR14 multi tool & plugged tyre rim*

**Tyre Repair** kits include combination micro sealant and air in a can, plug and bead kits or liquid micro sealant used with compressed gas cartridges or 12-volt plug in air compressor to reinflate the tyre.

I can recommend Slime liquid sealants (<https://www.slime.com/au/products/auto/>) that unlike earlier similar products does simply wash off with water when you change the tyre out. The simplest type is the single use Slime QuickSpair - remove the cause of the flat, screw on the QuickSpair can and press the button, ride immediately for 20+ kilometres, check and adjust your tyre pressure at the next opportunity. Plug/patch or replace the tyre when home or next town.

Tyre Plugs or Bead (aka rope, dog turd). Most motorcycle dealers or accessory shops have these or easily found online individually or as kits. Remove the cause of puncture with your multi-tool and kit rounded file to

clean out the hole and kit second tool to push the plug or rope in to position. You can trim off or leave a small amount of the rope sticking out. Make sure to wear your gloves if reinflating the tyre with gas cartridges to protect against the risk of freeze burn or use a 12-volt plug in air compressor. My preference is the rope type as they adapt to odd shaped holes or when fixing rim/bead and tyre sidewall punctures. The addition of liquid Slime/sealant will increase the likelihood of successful patching of larger or odd shaped punctures.

Note: BMW CANbus system and Merit accessory socket will not power any 12-volt handheld air compressor. Revisit the battery/jumper lead/extension lead combo Anderson Plug section.

**Tubed Tyres** can/may be repaired using liquid sealants, but more likely require the removal of the front wheel with the aid of a rock or log pile, panniers or other jacking system and use of rim guards, tyre levers, adhesive patches or new tubes and air compressor / hand pump. Your rear wheel should be sitting in the air if you have a centre stand.

Rally Trivia: it takes ~300 strokes of a BMW hand air pump to inflate a R100 3.25 x R18 tubed front tyre.

Finally, throw in a pair of nitrile gloves or detergent/soap to clean your hands and detergent will help re-bead your tubed tyre.

### First Aid Kits



Whilst it is important to have a first aid kit, it is just as important to know how to use it. A 2 day (one online, one classroom) accredited first aid course can cost as little as \$100 per person. These include a CPR component with trainers, professionals and statistics telling us that ANY ATTEMPT at first aid is ALWAYS better than doing nothing.

You can find first aid kits in various sizes and types in shops or online, larger kits have more options, and do not forget to take your prescription medicine (and scripts) sufficient for the duration of the ride with spares for that unexpected or delayed return. If you are riding in a group, tell at least one person that you are on prescription meds and under what circumstance you may need them.

If lucky, you will only need something to remove a splinter or application of antiseptic & Band-Aids in various shapes or that bottle of sterile eyewash.

The next level may include treating some sort of reaction to an insect bite warranting an over the counter antihistamine or minor burn, cut or graze requiring a sterile gauze dressing and bandage. Snakebites usually involve you chasing the snake

not the other way around. Snakes go in to tents by mistake not intent, leave the door open or close them in the first place. Boots left on their sides or bags open under the tent fly also make an attractive if temporary home.

Motorcycle touring is a lot of fun but not without risks including significant self-inflicted or imposed trauma. First aid requires cool heads and best outcomes have a number of people involved and a lesson here in the dangers of sole riding. If you come across a serious accident then expect to be there for some time and prepared to deploy your last line of immediate first aid tools the combination of sterile dressings and 1+ triangular bandages to stabilise the injury.

Having been sold into the nations service (Navy) at 15 I was subjected over the years to the merits and many uses of the Australian Department of Defence 'shell' dressing', post Navy I came across the Israeli Defence Force (IDF) 'combat dressing' that is a quarter of the size when packed or smaller than a packet of cigarettes. These are for sale individually on eBay (vs UK MoD minimum 20 000 order) and can attest to their use on a non-motorcyclist split forehead injury during a Cairns stopover on the way to OCR 2012 and swathed dressing drawing favourable comment from the Queensland paramedics when they arrived. How you can get that much sterile dressing and metres of bandage into one pack must require the use of a tank or tank equivalent.

Lastly, once the excitement of immediate first aid has passed, you will need to turn your mind to rider and then motorcycle recovery. However, that is a story for another day.

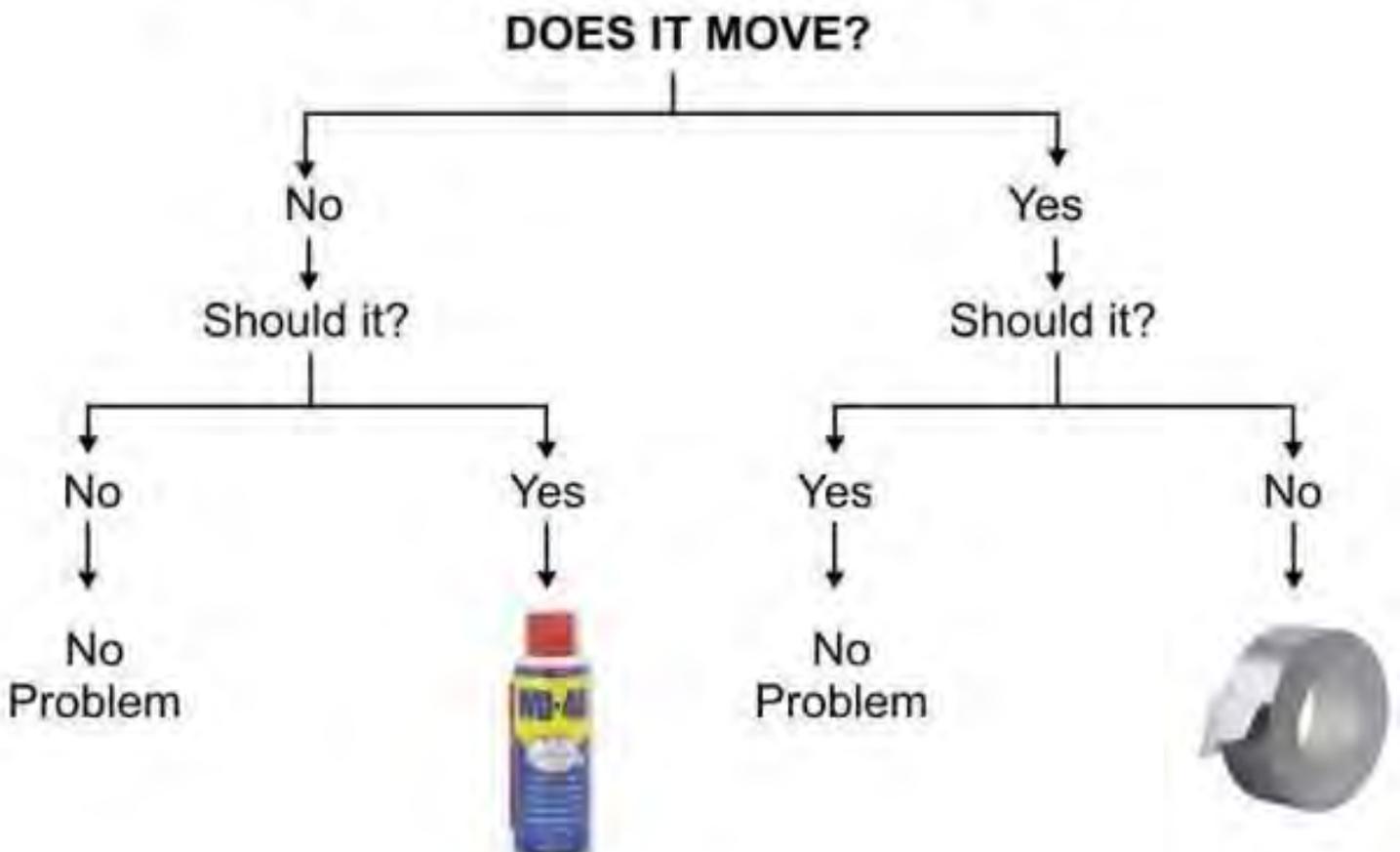
Happy riding

Garry Smee

## WELCOME TO THE NEW MEMBERS!

- Robert Pinter (Bredbo)
- Peter Harman (Berkeley Vale)
- Damian Godsell (Grose Wold)

# Engineering Flowchart



# BMW /5 & RIDERS TRIBUTE GATHERING

**Drag em out & get em goin - 50 years on**



## INVITATION

All /5 owners current & previous & other BMW owners 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)

Check in: 9am  
Date: Satdee 17th October 2020  
Location: Blayney Railway Station carpark

Lunch: voucher required  
-Ride briefing at 11am & to depart Blayney Railway Station 11.30am, travelling via Mt Panorama & The Olde Vale Circuit, for lunch at Newbridge Hotel at 1.00pm. Total ~60 miles.

Show n Tell :  
3-5pm in above carpark  
Motorcycles must be ridden here by 3pm. Coffee & cake is available within 60m **at Ryan's Bakery.**

Celebratory Dinner : voucher required  
Saturday : 6.30 for 7pm in Exchange Hotel for dinner, guest speaker & presentations.

AWARDS  
Best R50/5, R60/5 & R75/5  
Best original /5  
Best pre /5 & Best post /5  
Best GS

People's choice  
Best story

## ENTRY DETAILS -for 1 per rider

Name.....  
Pillion .....

Address.....  
.....

Email..... Tel .....

Club.....Licence No .....

Bike #1: Year..... Model .....

Rego ..... Miles ..... Purchased .....

Bike #2: Year..... Model .....

Rego ..... Miles ..... Purchased .....

## GATHERING EXPENSES

	COST	No Reqd.	Total
Entry	\$30	.....	.....
Saturday Lunch	\$25	.....	.....
Saturday Night Presentation Dinner	\$35	.....	.....
Polo Shirt	\$40	.....	.....
Mug	\$15	.....	.....
Beanie	\$20	.....	.....
Wine glasses & sticker \$20		.....	.....

## INFORMATION

Payment details: Stroke 5 Tribute.  
bsb 650000 a/c 538533108  
Newcastle Permanent Bldg Soc  
Any enquiries: Henning Jorgensen  
Ph 0457034488 e: [hpi333@gmail.com](mailto:hpi333@gmail.com)  
Any proceeds will go to RFDS.

Entry is at your own risk & only you are responsible for your own actions & possessions.

## YOUR ACCOMODATION OPTIONS

Goldfields Motor Inn	0263682000
Blayney Central Motel	0263683355
Exchange Hotel	0263683786
Tattersalls Hotel	0263684465
Royal Hotel	0263682210
Blayney Tourist Park	0263684455
<b>Ryan's Bakery</b>	0263682372
Blayney Shire	0263682104
Blayney Hospital	0263689000

If undeliverable return to :

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PO Box 549  
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Australia

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

12 <sup>th</sup> -14 <sup>th</sup> August	Winter Rally
29 <sup>th</sup> -30 <sup>th</sup> August	TTT Rally
12 <sup>th</sup> -13 <sup>th</sup> September	Dargo High Plains rally
20 <sup>th</sup> -21 <sup>st</sup> September	Far Cairn Rally
27 <sup>th</sup> -28 <sup>th</sup> September	Sidecar Rally
9 <sup>th</sup> -11 <sup>th</sup> October	Thunder rally