

**BMW Touring Club  
of New South Wales**



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

**May 2020  
NEWSLETTER**



**BMW**  
**Touring Club**  
**of New South Wales**



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### Club Website:

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



### Club Yahoo groups site

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

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<b>Mid North Coast</b>	Position Vacant	Put your hand up if you're willing to take this on.
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## 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



# President's Report

I do not know about you lot, but I am ready for some bugs in the teeth, stench of roadkill in my nose, and smoke in my eyes around a campfire. Restrictions on public gatherings and non-essential travel are stifling for the soul, however it will eventually come to an end. It's a good opportunity to prepare the mighty steed for the next pilgrimage and to plan where that will be exactly.

In order to keep the club operational, this month's meeting was held online. Details were emailed to the account you gave to the Membership Secretary. If you didn't get it, maybe check with Marie what your listed email address is?

With not much happening, I am struggling to find content for this month, so I won't try too hard and just add in some pics of where the club might take you in the future instead.

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

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



# Editors Report



Welcome to the May newsletter, hopefully the last issue arrived with you OK, It was a little late as Marie and I had to bag and mail it as there was no meeting where it would normally be bagged.

As there will be no further club meetings till restrictions on social gatherings ease, the newsletters will be distributed by email and website only during this period. The timing will be the same with the newsletter being distributed at around the last weekend of each month. Keep an eye out in your email for the newsletter and any news about meetings being held online.

Thanks to all who have been contributing content to the newsletter, you are what makes it a worthwhile read, keep them coming. We do have some fresh content again this month

As always send any content for the newsletter to [editor@bmwtcns.org.au](mailto:editor@bmwtcns.org.au)

I copy all articles into the template that I use for the newsletter with the aim that the newsletter has a consistent look/

feel and so an article always starts at the beginning of a page. If you send me a completely formatted article you have wasted your time and my time as I still have to copy your content into the template that I use and make it fit as well as including our regular ads etc. A simple word file is ideal.

There's no calendar included this issue as we have no idea how long our activities will be restricted.

AI

## WELCOME TO THE NEW MEMBERS!

- Garry Jackson (Carlingford)
- Guy Cook (Glenmore Park)
- Andy Dunn (Nowra)
- Joe Thompson (Vacy)
- Edward Cashen (Adamstown)
- Jose DeOliveira (Baulkham Hills)
- John Burge (Cobbitty)
- Richard Brown (Singleton)
- Robin Sellar (Cooks Hill)

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# Ride to the Cold Flame

-George Scarfe

The Cold Flame Rally's been held at the Pinch River Campsite on the Barry Way south of Jindabyne for many years. It is courtesy of the Melbourne based Monarchs Motorcycle Club. I believe I've been going for at least 25 years. For us Canberra people it's held on the long weekend celebrating Canberra Day which is generally the second week in March.

Wozz(Warren Buffet) and I decided that we would contact others and see if they wanted to do the roundabout route to the Rally. Allan Peters travelled down from Macksville and caught up with Wozz at Bowral.

My usual route to Collector and beyond is to head out the Barton highway from my place in Belconnen to Gundaroo and then along the Marked Tree road which follows the Federal highway on top of the escarpment overlooking Lake George. Poor choice on that occasion as it turned out. The road had long lengths of chopped up red clay that challenged the old 1150 and the silly bugger riding it.

I made it to Tarago in one piece catching up with Al and Wozz for Lunch. We then continued via Braidwood to Majors Creek where we met up with Paul Evans on his Yamaha, his mate Dave from the U.S. on Paul's GS and Chris Huddy on his XT660 Yamaha. Wozz was on his 1150 and Al his Triumph Tiger.

We all camped the night on the verandah of the recreation ground hall. The decision to set off walking to the pub was discussed at length until the weather closed in with cloud to ground and pouring rain. Always difficult to herd cats.

Eventually it cleared enough for us to walk over and enjoy the company of the locals, a great meal and a few beers.

In the morning we set off to Cooma via the back roads ignoring the road closed signs until we were directed to turn back. On the way back I hit a wash away at speed which fractured the rail holding the panniers on the 1150. Unbeknown to me Dave had picked it up and was struggling to hold onto it as he rode until I went back to see where he was. We salvaged some bits of Wozz's bike to successfully reattach it to the bike and we were off again until Dave's top box fell off. Quick repairs and Okky straps and all was well. Chris and Al had pushed ahead of us through Captains Flat. At some stage Chris decided to go to Canberra to find out what the noises were coming out of his engine. He left the bike at the dealers and hired a car to head home to get a trailer as evidently the noises were terminal.

The four of us stopped in Captains flat for a bacon and egg sandwich and then headed off to Jindabyne via the back roads popping out at Bredbo. At Jindabyne we caught up with Al and topped up our supplies.

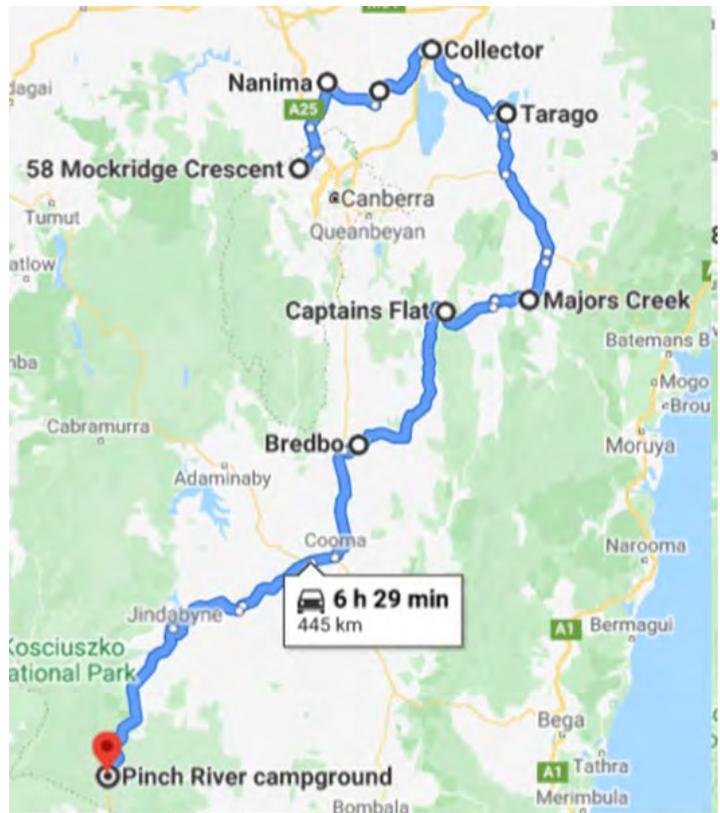
The Barry Way which at times can be challenging was in surprisingly good condition apart from one small wash away.

The rally was well supported with about 80 riders including BMWTCNSW members Rob Lovett, Tony Conliffe, Steve Treloar, and of course our dodgy crew. There may have been others but notes weren't taken on the day. We camped the night and solved the world's problems around the campfire.

I had a great conversation with the sidecar boys about my current project gaining some great ideas on how to improve it.

The following day Paul and Dave were continuing on to an Adventure Riders rally at Dargo so we rode out towards Jindabyne but at the top of the valley the rain had provided us with some challenging mud to negotiate. Successfully thank goodness.

We fuelled up, had lunch at Maccas Cooma and headed off home. Al and Wozz turned off at Bredbo for more dirt and I continued down the Monaro to home having successfully achieved the tired but happy factor.



*Lookout George!*

# Murray River Ride



**BMW = Big Murray Waters?**  
*A roundel from the dash panel on my R80ST made the journey a club run.*

A trip more than two years in the planning started at 10.00am on 17<sup>th</sup> October 2017 when a little boat I've christened Betsy was launched on the Murray River just below the weir at Yarrawonga. My mate Rob Tiedeman and I were 1,987 kilometres upstream from the mouth of the Murray River and the incentive is to sign off in the register at the Maritime Museum in Goolwa. We've budgeted four weeks to try and cover the distance in a twenty nine year old 4.16 metre Savage Jabiru with its original 30hp Johnson outboard and a 50 year old 6hp Evinrude as backup. I won't explain why the boat is called Betsy but a few in the family will know why when they read this.

I've known Rob for about twenty years and been at several BMWTCNSW events he's organised and travelled to the Off Centre Rally in 2016 with him for two weeks. I was hopeful four weeks in close quarters in a tinnie wouldn't strain the friendship. In hindsight, from my perspective it worked out fine considering we are from pretty diverse backgrounds and only had motorcycling and sailing in common.

Arriving in town the previous afternoon, our overnight cabin and four weeks secure storage for my car and trailer was a bargain \$210 at the Yarrawonga Holiday Park. The boat is loaded with 51 litres of fuel, camping gear that usually goes

to bike rallies and food and drink to last at least three days at a time.

Our initial start is cautious as even though we trialed the boat partly loaded two weeks ago in the Shoalhaven River we were yet get a feel for the extra weight and to familiarise ourselves with using the chart books purchased for navigation.



*Ready for boarding.*

It wasn't long before the river was devoid of any signs of civilisation and we were flanked on both sides by dense forests of river gums. Many free campers had their own private sandy beach on the Victorian side due to the three chains (about sixty meters) border with NSW that starts that distance on the south side of the river. It appears to be like a no man's land of free access reserve for anyone seeking tranquillity.

We had expected to be picking our way through shallows and snags but the weir was nearly fully open and the river was up about 1.2 meters so apart from a few snaggy bits we cruised at around 30kph and made encouraging progress. Our first 22L tank took us 71k's. We were to find out later that give or take a kilometre, this was our range per tank.

We made camp on a grassy bank of Forest Beach close to the 1,876k mark. Dinner that night was Cabanossi, four veg frittata garnished with cheese and mixed herbs. It was surprisingly good considering I would be Eddie The Eagle in Olympic cooking. After a peaceful night under clear skies we made ready for our second day on the water.

A dynamic photograph of a BMW R 1250 GS Rallye motorcycle in motion on a dirt road. The rider is wearing full protective gear, including a helmet and riding suit. The motorcycle is leaning into a turn, kicking up a cloud of dust. The background shows a scenic landscape with green hills and a clear sky.

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*Camping on our private beach after day one.*

### Day Two—Forest Beach to Barmah

After a lazy pack up including breakfast that spanned three hours, we finally cast off and made for Tocumwal. The scenery was similar to day one, bush, beach, bush, beach and we never tired of seeing River Red Gums. Navigating some of the snags was quite tricky and we took several heavy hits from submerged logs that kicked the outboard right up. Luckily no damage was done but it was a warning to be vigilant. It was quite tiring driving as eyes continually scanned the water trying to determine if turbulence on the surface was caused by converging current flows or concealing underwater danger. We opted to treat them all as the later and did a lot of weaving to try and stay safe. The boat didn't steer unless under power and at one point I backed off on full lock to avoid one snag and couldn't recover to avoid an

exposed one on the starboard side. I reached out to try and fend the boat off but only succeeded in bending the forward stay on the Bimini with my forearm. When it first caught I thought hello hospital but my old bones were still stronger than aluminium, thankfully.

We decided not to straighten the stay because it was kinked and would probably snap. So, on we went with the Bimini looking like a droopy eye lid.

Our camp that night was another grassy bank close to 1751k's. Rob cooked up a bolognaise sauce and pasta swirls that was great camp tucker. Rob's ice box with my added insulation was keeping things cool and the ice was lasting longer than expected.



*Camp 2*

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Camp 4.



Camp 3 Crossman's Camp above Tumbarry.



Camp 5



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Four locals came down in a Hilux towing a nice tinnie and proceeded to demonstrate a one man launch down a thirty degree bank while two blokes and a girl sat in the boat with beers in hand and didn't spill a drop. Despite the apparent danger this was obviously a well-practised exercise that went perfectly to plan.

We weren't confident we could reach our next fuel stop and needed about two litres to be sure so, after the short fishing trip and high speed powered launch on to the trailer with the same three occupants was successful, we asked if we could buy a bit of fuel. No problems they said. They would be back with 10 litres on the way to the pub after dropping off the boat.

They took off still with one in the ute and three in the boat. True to their word, the happy young people returned and we had to twist their arms to even pay for the fuel.

Next morning, while we were packing up camp, two fishing inspectors made a sneak approach. They were highly suspicious of all the gear we had spread out. One asked to go aboard and checked the icebox and inside the casting deck but drew a blank. They seemed disappointed and even told us they were sure they had a bust for illegal fishing.

We finished packing and were soon on our way in just on our now customary three hours. Why hurry when you're on holiday?

### **Tocumwal to Barmah**

Stopped to refuel in Tocumwal. Had coffee in a bakery and hunted down an egg slice and a grater in an op shop to add to our kitchen. The river scenery was much as before but we didn't tire of it.

We found a beach camp site about 10k downstream from Barmah.

### **Barmah to Echuca**

Set off for Echuca and found the heritage part of town quite deserted with many displays shut down and on the whole it was neglected and quite disappointing.

### **Echuca to Torrumbarry**

We couldn't get fuel in Echuca as it was miles from the river so we went back upstream to Moama and it was still a fair walk. On the way to Moama we noticed an abandoned dome tent on a beach so on the way back I souvenired the poles and binned the rest as Rob had broken one of his and later I broke one as well so it was a useful score.

That night we camped at Sheepwash Lagoon 55k's downstream of Echuca.

### **Torrumbarry to Barham**

Just below Torrumbarry is the first lock in our journey. It is numbered 26, counting upstream from the river mouth but there were only ever thirteen built. Four blokes turn up and commence a major operation. This is because one is a new boss and he hasn't played with a lock before so the boys are going by the book with a full on "dress to impress" performance. Being novices ourselves we soak up the forty five minute performance but find out later that the process is much faster and quite sociable without official supervision.

We set up camp 6k's before Barham just downstream from Snaggy Point 1518k's from the river mouth.

### **Barham to Swan Hill**

Bought fuel at the caravan park and carried out another detailed bakery inspection. We stopped at Swan Hill for lunch and looked around the heritage precinct and found it was way better than Echuca. We were there about four hours and I had quite a long chat with a young bloke working as a blacksmith. As is usual with anyone interested in the

art, we swapped stories on techniques to achieve certain things. I always think it very important to share and acquire knowledge in smithing. The industrial revolution simply wouldn't have happened without blacksmiths and I admire those who keep the ancient trade alive.

### **Swan Hill to Tooleybuc**

Our charts showed fuel available in Tooleybuc but it is no longer the case. We decided to weigh our options over a beer and the barmaid Sandra advised us the nearest fuel was 12k's away by road at Piangal. She reckoned our best bet was to wait a while as the caravan park owner would be there shortly for a beer and he would probably run us to the servo.

Steve from the van park took me to buy fuel then dropped the tanks off at the boat, picked up our gear and left it on the veranda of our cabin while we went back to the pub for another beer and pizza. He refused any payment other than for the cabin. You can't get much more hospitable than that. Steve was also happy to mind the 6hp outboard at the van park as it was proving a bit unreliable and was weighing us down.

The Tooleybuc Hotel had some interesting apparel for sale that begged to be added to the collection.



*Where are we again?*

### **Tooleybuc to Boundary Bend**

We traversed the Bitch and Pups reef without incident. That is the most notorious section of the upper Murray. Late in the afternoon while we were looking for a camp site we came across a bushfire that was obviously either deliberately lit or someone didn't put their campfire out. We rang 000 and gave the gps co-ordinates and had a hard time convincing them that we were drifting down a river in the middle of nowhere.

About 5k's further on we came upon another fire on the NSW side of the river so we reported that too and had an even harder time convincing the operator who was more concerned about our gps co-ordinates not being in either NSW or Victoria. Despite the boofheads having trouble believing where we were we managed to find a large flat beach with plenty of fire wood that provided an idyllic camp out in the open with just our sleeping bags on tarps.

### **Boundary Bend to Robinvale**

Next morning we fuelled up in Boundary Bend for a day of river travel without much in the way of civilisation. That night we camped 44k's downstream at Yungera Creek. Today we would pass halfway in our journey. We are way ahead of where I expected to be after just over a week.

## Robinvale to Nangiloc

Just down from Robinvale is Lock 15. The procedure here was simpler than Torrumbarry with just the lock keeper calling the shots. Transit time dropped from 45 to 15 minutes. That night we camped at Tamara Rae Bend 68k's past Robinvale. We passed the halfway mark somewhere just above Nangiloc. A remote landing spot was a place for a celebratory coffee stop to mark this milestone in our journey. While at the stop we noticed the biggest river gum we'd seen. I marked two parallel lines from the base and stepped the diameter as at least three metres. This was a real giant and gave us a hint of what the original growth trees must have looked like before the woodcutters felled most of them to fuel the paddle steamers.



*Watering the big tree.*

## Nangiloc to Mildura

From around Robinvale we had seen the shoreline start to change. We started to pass cliffs where the Murray had carved its path over centuries and left exposed an ever changing scene of colours. The cliff faces were also home to thousands of nesting birds.

## Mildura to Wentworth

We arrived early so we took a small detour ten kilometres up the Darling just because it was there. This caused a minor panic on the home front when we sent a spot track message from where we turned back. The leader of the opposition thought we'd decided to extend proceedings and head for Pooncarrie. That night we stayed at the Wentworth Hotel in old style motel accommodation just off the river. They served a good pub dinner that night.

## Wentworth to Old Customs House

Just below Wentworth is Lock 10 and about 40k's further on is the site of the Moorna Mail Exchange. We had a coffee stop there and looked at the remnants of what was once a substantial brick footing and what appeared to be a stock drenching tank. There were lots of broken bottles and I found one intact dated 1902. Rob borrowed a complete sand stock brick to compare to ones he's collected around Newcastle.

This is the longest fuel stretch on the river. 194k's or 64 litres in old 30hp Johnson terms. We left with 66 litres and had exactly two litres left in the tank when we arrived at Old Cus-

toms House. Most of the first tank was used ploughing into a head wind and only got us 60k's. This had us doubting we would make it and we discussed drifting a few downwind sections. We camped that night at Murray Sunset National Park about four k's down from Victoria Lake.

We transited Lock 10 today and decided we were almost old hands at holding the ladder instead of the approved rope tossed to vessels by the lock master.

Old Customs House was a bit disappointing in that no historical stuff remains and the family there sell fuel and manage a houseboat fleet. They did have a nice dog with a six week old pup. Nice bloke running it but not much going for it otherwise.

## Old Customs House to Renmark

The Customs bloke asked if we were going to the brewery. We confessed no knowledge so he set us straight. There is a loop channel about 20k above Renmark that used to allow paddle steamers to collect the wool clip from the Wilkadene Station Woolshed. The woolshed today is home to a brewery that is a popular day trip out of Adelaide by road or for anyone on the water it is accessible right off the waterfront. What a great spot this was for lunch.



*Taken with beer in hand at the Woolshed Brewery. The Betsy is moored at bottom right. We just stepped ashore straight to the bar. Perfect.*

We stayed in a cabin at Renmark because we thought it would rain overnight. It didn't. As we left next morning it pissed down but we decided to press on and luckily it didn't last long and it didn't take long for the boat and its contents to dry out.

## Renmark to Berri

We arrived in Berri looking for fuel and good coffee. We had also developed a testing process for bakeries along the way and could spot or smell good pastry from a considerable distance.

We were strolling back to the boat along the waterfront and came upon a scrap built house boat. Apart from the pontoons it was made from mainly recycled building materials and while not pretty it was certainly functional. In something like aquatic busking, the owner was inviting passers-by aboard with admission being a donation tossed in an old brief case. It had an air-conditioned cabin built inside an old water tank. It had indoor and outdoor kitchens. These were recycled domestic kitchens not marine galleys. It had an onboard vegetable garden and even a chook yard. The owner was living his dream and living it very cheaply.

That night we camped under a picnic shelter in what seemed to be a private ski park. It had a lot of signs making us not welcome but no-one to enforce it so we enjoyed

the shelter and left without a trace next morning before the ski Nazis arrived.



*Junk built houseboat.*

### **Berri to Loxton**

Just below Berri is Lock 4. We had another quick passage through and were on our way in fairly shallow water. The Lock Master said we should be OK but to make sure we stuck to the course on our charts. This was easier said than done as most of the distance markers were missing and a miss read had us strike a submerged snag hard with the motor. This had happened previously without any damage and we thought we'd got away with it but shortly after the drive started to slip at anything above idle. It was blowing 40 to 50kph and idle speed would barely hold our position in to the wind. We drifted to shore and moored next to a grassy bank over a sand bottom where we could inspect the motor. My initial thought was correct in that we had sheared the cush' drive in the propeller. No worries as I had a spare but it turned out I had been supplied one with the wrong spline. We were going nowhere.

After crying in two of our remaining four beers we introduced ourselves to Craig and Marie Stevens who we had seen camped just downstream before being blown back up river. Craig knew there was a marine mechanic downstream in Loxton and offered to drive one of us in next morning. We dined on frittata again, drank our last beers, sipped port and had an early night hoping the river gods would be kind to us.

Craig took me to town in his brand new V8 Landcruiser and the marine guy almost scoffed at our old OMC props' saying the river people had moved on to Yamahas and Mariners and he could probably get one from Adelaide in two or three days. Then he had a thought and disappeared to the back of the workshop. He'd found a low ratio new old stock prop and said "Here, this'll fit. I'll never sell it down here. You can have it for fifty bucks". He pocketed my fifty and said "That's another box of beer", but I'm certain I left happier with the prop' than he did with my fifty bucks.

Back at camp the motor was good to go in ten minutes so we packed and said goodbye and thank you to Craig and Marie who were added to the list of friendly folk we have met so far.

### **Loxton to Cadel**

The wind was up again by the time we got to Loxton so the rest of the day was spent looking around town, raiding bakeries and cafes and catching up on neglected trip logs. After a great feed at the only pub in town, a classy hotel actually, where we stayed overnight, we headed off towards Cadel. About forty k's out we found the best camp spot of the trip. Manicured couch lawn, toilets and a picnic shelter about ten

metres from the boat. It was so good that brag images were sent to folk and we thought we were in Nirvana. We thought that right up until 5.00am when the automatic sprinklers came on. It would have been funny to watch two blokes running around in the dark dodging unseen incoming fire from our attackers. I stood in my reggies with my sleeping bag bunched to my chest and my camp mat over my head. As my eyes accustomed to the early dawn I was able to sidestep my attackers and take refuge on the dusty perimeter. We had taken some heavy hits so instead of leaving early as planned we had to dry all our gear in the sun until after 10.00am.



*The scene of the great sprinkler ambush.*

In hindsight it should have been obvious that you can't grow grass in a desert without water. For the rest of the trip we were on guard against sprinklers.

### **Cadel to Morgan**

We stopped near Cadel for lunch and fuel and to dry the sleeping gear a bit more. Later that afternoon we came across the Overland Corner Hotel and felt obligated to have another beer or two in the oldest building in the Riverland.



*Relic at Overland Corner*

Further downstream is the port town of Morgan. It is the town with the huge wooden pier that towers above the river. The town has some great heritage displays and probably the most diverse collectibles shop I've ever come across. That night we dined and stayed in the local pub.



Part of old pier at Port of Morgan

## Morgan to Purnong

Went through Lock 1 and the Lockmaster told us a bloke on a paddle board had come through the previous day. We caught up with him about thirty five kilometres downstream and had a chat mid river. His name was Mark and he was in day 180 paddling the Darling and the Murray. He'd launched in the Condamine River in Queensland before entering the Darling. His goal was to paddle the longest river in each continent. He'd already done the Missouri and Amazon in North and South America, the Volga in Russia and still had the Nile in Africa and Onyx in Antarctica to go. The Nile might stop him due to ongoing disputes in Sudan. Some adventure.

He camped with us on a grassy reserve beside the ferry in Purnong. He had some really top notch hiking gear and managed to get all his gear into two water proof backpacks lashed to the deck of his paddle board.

## Purnong to Wellington

A record pack up this morning saw us underway by 8.00am. It was reasonably calm so we made good time to Mannum for breakfast at the best bakery on tour. I have taken a liking to cheese kransky wrapped in puff pastry. I'm sure I've just discovered a great South Australian delicacy.

In a quest to make miles with a goal of 120k's to Wellington we pressed on with a six pack of pizza rolls. We refuelled everything at the marina in Mannum and took on caffeine before starting the last leg to Wellington but not before checking out a lovely home built Hartley TS16 that took the owner four years to build.

The wind picked up a little after midday making travelling into the chop whipped up by the southerly quite unpleasant. We got a mooring at the pub jetty, a two bed donga out the back, dinner and a few beers. We quizzed a few locals on the conditions and they weren't too encouraging about our chances of making it in the next week or so. We will however get up at 4.45am and poke our nose out and test conditions. If in doubt it is all over and we will back track to Mannum and assess our options in a bigger town.

## Wellington to Pomanda Point and back to Mannum

Up at 4.45am and setting off in pre-dawn light, heading due south in almost windless conditions. Initially it looked favourable as we picked up the channel markers that took us into the top end of Lake Alexandrina then by compass bearing towards Point Pomanda. About half way across the ten kilometre stretch the slight SSE breeze was whipping up waves around a foot high. A bit further on they came at us higher than the gunnels and we knew it would be suicide to go any further. We turned back knowing the final leg of our trip was outside the seaworthiness of our little vessel. Patrons we chatted to the previous night at the pub had told us how treacherous these waters could be and now it was obvious. By the time we backtracked ten kilometres and got back into the river the water was like glass and the Betsy was back in its element. To attempt the lake crossing would take zero wind conditions for several days, I think, in order for the lake to settle. Unfortunately the forecast for the next week was for thirty kilometre an hour winds. Several nights prior to our attempt I'd read the synopsis of a thesis on wave forms on shallow expanses of water and believe that the waves we encountered were the result of winds the previous day or days and the surface was still equalising the water level.

There was no point stopping at the pub as it was too early so we headed further upstream for breakfast at an old style cafe in

Tailem bend. The owner gave us a felt pen to make our mark alongside others on the café wall.



Our own brick in the café wall. What a shame we couldn't spell Yarrowonga or Pomanda correctly.

Over breakfast we decided that Mannum was the pick of places to hole up and wait for our lift home. On the way to Murray Bridge we met Mark again on his paddle board and told him we couldn't get across the lake. He said he would push on and would wait for favourable conditions. He contacted us a few days later advising he did make it by taking the fin off his board and traversing the lake via the shallows around the edge.

## Mannum

Arrived early afternoon and booked into the caravan park for four nights. Mannum is a great little heritage town right on the river and our digs are right at the top of the Main Street. We had a lay day on Sunday and went through a great museum. They had miniature Murray River flags so I bought the upper and lower flags to mount on the shed wall either side of the damaged prop'.

Monday we caught the school bus to Murray Bridge and hired a well used Tarago and drove to Goolwa so we got there in the end even if it wasn't by water.

All the way we have had a silent crew member. My brother in law Barry sold me the boat two years ago and three weeks before we left he was diagnosed with cancer and died nine days later. He was a proud navy man and wanted his ashes in the sea. His last adventure was a trip down the Murray and with a splash of whiskey he went fishing for the last time in the surf at Encounter Bay in the Southern Ocean. His ship shape little fishing boat had carried Rob and I on one of the greatest trips anyone could do in Australia so not only was it a fitting end for Baz, it was a final farewell to a really good bloke.

My car is halfway here with our mate Scarfey at the wheel so tomorrow he'll pick us up and we will start the return to reality.

The great lesson from this little adventure is that there are a whole bunch of people living a simple, stress free and enjoyable lifestyle all the way along one of greatest rivers in the world. To me our journey was one of the trips of a lifetime. I couldn't count the number of locals we spoke to along the way that had the same journey on their bucket list and hadn't got around to it. I expect most of them will never get to cross it off their list.

I plan to get back there one day and somehow do that last stretch across the lake from Wellington to Goolwa and write my name alongside others who have travelled the navigable length of the mighty Murray River.

**Footnote:** Two other club members helped make this trip a reality. Thanks go to George Scarfe for picking us up in a four day round trip. Thanks also to Lumpy for his insightful knowledge of the seasonal conditions and boating advice applicable to the river and locks.

Woz

# Review: Vozz Helmet



It takes Aussie ingenuity to look at a bog standard motorcycle helmet and sense improvements are possible. In 2005, Johnny Vozzo redesigned the sky diving helmet. Less than a decade later, Mr Vozzo was working on further developing his concept for motorcyclists. Numerous benefits quickly presented themselves. No chin strap, improved vision, and fewer neck issues.

I first tried on the Vozz helmet at a Breakfast Torque probably five or six years ago and was impressed by its design. We benefit from appreciating new approaches to old or solved problems. In this case, the new design to the traditional brain bucket is evidently positive. This concept seems to better meet the original goal of a skid lid since the yoke design is not compromised in size to have to fit your head through it. The convenience of putting on and removing a helmet while wearing glasses is very appealing, as well.

The fit is comfortable, especially since it hugs your jaw line. The lack of a chin strap gives more free head movement, especially from side to side. An adjustable chin cup is used inside the chin guard, which may affect bearded riders.

The Vozz falls into the same category as modular helmets when it comes to weight at around 1680 grams. The tri-composite design compensates well for the weight of components traditional helmets do not contain, such as the hinge and locking system.

The Vozz is rather quiet. The snug fit at the bottom of the helmet results in less air swirling and buffeting.

So how do you wear it? Open the visor and place your fingers on the inside of the visor opening and use your thumbs to press in the latches. Hold the helmet above your head and use the crown of your head to open the hel-



met. Bring the helmet down over your head and put your face in the front.

This is mostly done by putting your chin in the (adjustable) chin cup. The rear will loosely close on the back of your head. Keeping your fingers inside the visor opening, use your thumbs on the bottom of the rear part to lock it into the mechanism with the front piece. A distinct click is heard.

To remove, place your hands in the same position and use your thumbs to press the latches, using your fingers in the visor opening to hold and remove the helmet.



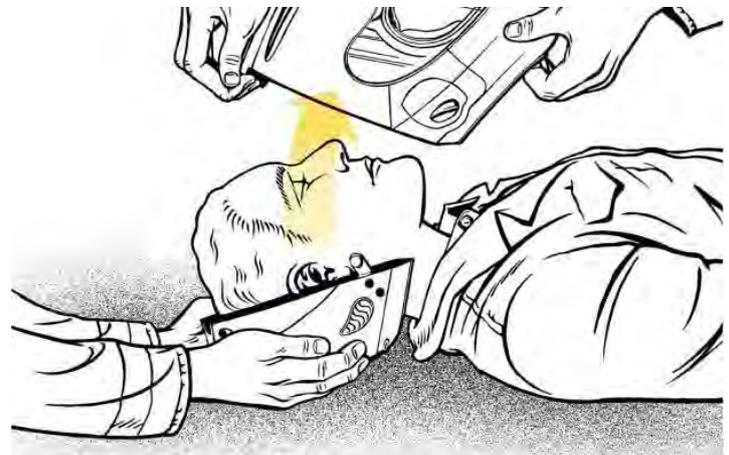
The Vozz offers a different helmet experience and has you questioning accepted helmet protocols. Remember, you can put on and remove the helmet with glasses in place.

However, expected features that have become commonplace may not be available, such as a built-in secondary tinted visor.

The visors are easily removable and a tinted visor can be purchased. A communication system, such as a Sena or Cardo, is possible through the \$13 adapter that can be bought with the helmet.

Ironically, this very simple adaptor may deem the Vozz helmet UN ECE 22-06 compliant, in my interpretation. The helmet is already UN ECE 220-5 compliant. The current proposal for updating the helmet safety standard says, "accessories must be fitted in accordance with the helmet manufacturer's instructions." Also, the proposal states helmets should not be modified from original manufacturer specifications. It is my opinion that the Vozz-supplied adaptor makes my Sena 30K compliant, even if the market will move toward helmet-specific communication systems, such as the Sena SRL2 with the Shoei GT Air II or the Sharktooth with many of Shark's helmets. It is approximately six years before UN ECE 22-05 helmets will be obsolete & not allowed for use publicly.

On another important matter, such an emergency, the Vozz helmet offers increased support since the front of the helmet can be removed without the rider having to take off the helmet.



The rear component cups and supports the riders' head in the event of an incident. Emergency services have the required know-how and tools to remove the hinge, allowing the rear component to stay in place, minimising head and neck injury by limiting movement after an incident.

Arnold Melani of Vozz Helmets showroom in Dee Why says the second version of the current helmet is being developed, along with new motocross and adventure versions. I recommend thinking about your next helmet purchase a little harder and challenging assumptions you've always absorbed without having a helmet like the Vozz within your options. Would I purchase another Vozz - yes. But I have also purchased a very light traditional carbon helmet for touring, since the Vozz is also the heaviest helmet I've owned. I'm using it for commuting and short rides, where putting on and removing a traditional helmet often can become uncomfortable.

The RS1.0 is available in eight colours and a number of sizes. The helmet is supplied with a substantial protective bag that rivals the typical nylon sock that arrives with most helmets. Vozz Helmets can be found on the usual social media channels, but is also contactable on

**02 9905 0356 or [arnold@vozzhelmets.com.au](mailto:arnold@vozzhelmets.com.au)**

### **Treasurers report February 2020**

#### ACCOUNT BALANCES

Regular bank balance at end of month \$ 1,266.87

Savings Account balance at end of month \$ 33,608.69

TOTAL IN BANK \$ 34,875.56

#### Summary

Total Income \$ 3,758.92

Total Expenses \$ 4,552.52

Total Interest earned \$ 2.77

### **Treasurers report March 2020**

#### ACCOUNT BALANCES

Regular bank balance at end of month \$ 146.83

Savings Account balance at end of month \$ 32,610.93

TOTAL IN BANK \$ 32,757.76

#### Summary

Total Income \$ 1,322.34

Total Expenses \$ 3,440.14

Total Interest earned \$ 2.34

### **Activities during Lockdown**

For the moment there is little point in planning a ride calendar while we can't ride recreationally or have any sort of gathering or meeting. There will still be a newsletter during this period and it will still be distributed at the end of the month around the time our meeting would be held.

As stated in the Presidents report we will hold meetings online for this period (the meeting hall is officially closed anyway). If you wish to take part in the meetings, please check your email for the appropriate link or if you aren't receiving emails, please ensure that the membership secretary has an email address for you that works.

#### **UPCOMING EVENTS:**

Our calendar would normally have the following upcoming events included, if you are interested in any of these you should keep an eye out for what is going ahead/ what is not going ahead in case we do not have the opportunity to get a calendar out beforehand.

#### **JUNE:**

Alpine Rally - Currently planned to be an online 'virtual' rally; National Parks are closed, site is unavailable anyway.

#### **JULY:**

Winter Rally

Hat Rally

#### **SEPTEMBER**

Far Cairn Rally - we are still planning/organising at this stage so we can go ahead if restrictions allow

Sidecar Rally

#### **OCTOBER**

BMW Motorrad Rally

Kosciuszko rally

Hennings /5 anniversary celebration

# COMMITTEE NOMINATIONS

## BMW Touring Club of NSW Incorporated

*(Incorporated under the Associations Incorporation Act 1984)*

- At the AGM in June, all committee positions are declared vacant and all nominations will be voted on by the membership present. It is not essential for all committee positions that you attend meetings regularly.
- All nominations must be accepted by the nominated person.
- Any Nominations must be received by 27/5/2020 please post to :  
**The returning officer c/o BMWTCNSW, PO Box 549, Ermington NSW 1700**

### NOMINATION FORM FOR COMMITTEE MEMBERS

Your Name/Membership No

Your Signature

Position Nominated		1. Nominated Member	2. Nominated Members Signature
<b>PRESIDENT</b>	Responsibilities include chairing meetings and representing the club. Currently held by <b>Jason Boyd</b>	1.	2.
<b>VICE PRESIDENT</b>	Responsibilities include keeping the members points score and organising the events calendar. Currently held by <b>Dave Beers</b>	1.	2.
<b>SECRETARY</b>	Responsibilities include incoming /outgoing communications with the club and keeping minutes of the meetings. Currently <b>Alex Spiteri-James</b>	1.	2.
<b>TREASURER</b>	Responsibilities include keeping all financial records of the clubs operations. Currently held by <b>Alison Ashby</b>	1.	2.
<b>MEMBERSHIP SECRETARY</b>	Responsibilities include keeping records of the club membership, processing membership applications Currently held by <b>Marie Pennykid</b>	1.	2.
<b>EDITOR</b>	Responsibilities include preparing and publishing the clubs monthly newsletter. Position currently held by <b>Alan Pennykid</b>	1.	2.
<b>ASSETS &amp; ARCHIVES</b>	Responsibilities include managing the security of and access to club assets. Currently <b>Mal Cattermole.</b>	1.	2.
<b>PUBLIC OFFICER</b>	Responsibilities include preparing and filing the clubs documents with the Department of Fair Trading. Currently <b>Al Peters</b>	1.	2.
<b>WEBMASTER</b>	Responsibilities include maintenance of the clubs website, keeping information on the site current. Currently held by <b>Michael Sarah</b>	1.	2.
<b>REGALIA</b>	Responsibilities include selecting, sourcing and selling club regalia items. Currently held by <b>Warren Buffett</b>	1.	2.
<b>EDITORIAL ASSISTANT/S</b>	Responsibilities are various and negotiable. Currently <b>Tony Conliffe</b> (distribution)	1.	2.
<b>SPARE PARTS/CLUB TOOLS</b>	Responsibilities include keeping track of the location of tools belonging to the club and issuing tools to members on request. Position currently held by <b>Rob Edgar</b>	1.	2.
<b>BMW Club Aust Representative</b>	Responsibilities include liaising with the BMW Clubs Umbrella body. Currently <b>Trevor Dean</b>	1.	2.
<b>NSW MCC Representative/s (2)</b>	Responsibilities include representing our club within the NSW MCC and reporting MCC activities back to our club. Currently <b>Bob Madell and Paul Ioakimidis</b>	1.	2.

If undeliverable return to :

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

BMW TOURING CLUB OF NSW NEWSLETTER

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*Watch out for these upcoming events :*

All Organised club rides and events cancelled until the COVID19 crisis is past and we can meet and ride safely again.