

**BMW Touring Club  
of New South Wales**



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

# April 2020 **NEWS- LETTER**



**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

Dave Beers  
0401 444 567  
[vicepresident@bmwtcnsw.org.au](mailto:vicepresident@bmwtcnsw.org.au)

### GENERAL SECRETARY

Alex Spiteri-James  
0405 312 540  
[secretary@bmwtcnsw.org.au](mailto:secretary@bmwtcnsw.org.au)

### MEMBERSHIP SECRETARY

Marie Pennykid  
0428 393 093  
[membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au)

### TREASURER

Alison Ashby  
0422 077 583  
[treasurer@bmwtcnsw.org.au](mailto:treasurer@bmwtcnsw.org.au)

### BMWCA DELEGATE

Trevor Dean  
0409 407 409  
[bmwcadelegate@bmwtcnsw.org.au](mailto:bmwcadelegate@bmwtcnsw.org.au)

### EDITOR

Alan Pennykid  
0427 393 093  
[editor@bmwtcnsw.org.au](mailto:editor@bmwtcnsw.org.au)

### REGALIA

Warren Buffett  
0473 403 205  
[regalia@bmwtcnsw.org.au](mailto:regalia@bmwtcnsw.org.au)

### ASSETS and ARCHIVES

Mal Cattermole  
0409 179 419  
[assets@bmwtcnsw.org.au](mailto:assets@bmwtcnsw.org.au)

### PUBLIC OFFICER

Alan Peters  
0407 829 033  
[publicofficer@bmwtcnsw.org.au](mailto:publicofficer@bmwtcnsw.org.au)

### SPARE PARTS/CLUB TOOLS

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

### MCC NSW DELEGATES

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

### WEBMASTER

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

### NEWSLETTER DISTRIBUTION

Tony Conliffe  
Al Peters

### Club Website:

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



### 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 Gilsean	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	<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

## PREVIOUS EVENTS

PREVIOUS EVENTS			
	Cold Flame rally		
	Classic Ride, Nablac.		
April	Events	Contacts	Points
Sun. 5 <sup>th</sup>	New Members Rides, Fish River Camp ground. Meet Eastern Creek west bound at 9am for a 9.30 sharp leave.	Marie Pennykid 0428 393 093	6
Thur 9 <sup>th</sup>	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
Sun 12 <sup>th</sup>	New Castle Group, Sunday morning Coffee, Maitland Tourist info café 9.00 am. All welcome.	Rob Tiedeman 0425 777 461	6
18 <sup>th</sup> - 19 <sup>th</sup>	Victorian Outf. Rally, Cancelled	Points for either rally not each.	10
Wed 29 <sup>th</sup>	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412 858 880	4/6*
Thur 30 <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
24 <sup>th</sup> - 26 <sup>th</sup>	33nd Autumn leaf rally. Cancelled	Tumut Valley Rider.	10
May	Events	Contacts	Points
1 <sup>st</sup> - 3 <sup>rd</sup>	31st Loaded Dog Rally NSW. Cancelled		10
Sat 9 <sup>th</sup>	Movie Night, The Grey Gums café, camping site.	Marie Pennykid 0428 393 093	6
Sun 10 <sup>th</sup>	Henning's Lunch time BBQ. Baxter Park, Marine Dr, Nord's Wharf.	Henning 0457 034 488	6
Thur 14 <sup>th</sup>	South Coast Social Sip; 2nd Thursday of the month, the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
Sat 16 <sup>th</sup>	Bundara Pub stay \$30.00 Shared room. This is our annual pub stay. It is usually a great weekend if pub booked out you can sleep on Veranda book you place with Rob T	Rob Tiedeman 0425 777 461	10
Wed 27 <sup>th</sup>	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412 858 880	4/6*
Thur 28 <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
Sun 31 <sup>st</sup>	Mudgee Shooting weekend, Windamere Regional Shooting Complex. Come Saturday night, camping, hot showers, BBQ. Fees apply Call Mick.	Mick Moriarty 0427 018 715	6
June	Events	Contacts	Points
6 <sup>th</sup> - 8 <sup>th</sup>	51 <sup>st</sup> Alpine Rally, Yarrangabilly Camp Ground.	Paul Corradini 0427 484 493	10
Thur 11 <sup>th</sup>	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
Sun 15 <sup>th</sup>	New Castle Group, Sunday morning Coffee, Maitland Tourist info café 9.00 am. All welcome.	Rob Tiedeman 0425 777 461	6
19 <sup>th</sup> - 21 <sup>st</sup>	Casper Rally, Bummaroo camp ground; Abercrombie River 28 Kms north of Taralga.	Andy 02 4422 3096 or Dieter 0417 616 199	10
Wed 25 <sup>th</sup>	Club Meeting 7:30pm. AGM to be held after regular meeting. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412 858 880	4/6*
Thur 26 <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

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)



# President's Report

Welcome to the 2020 March Corona edition. Lets get the blah but important stuff out of the way. At time of writing it is expected NSW will shut-down all non-essential services and potentially schools in the following 48 hours in an attempt to slow the virus spread. A few days ago, I made the call to cancel the monthly club meeting at Toongabbie. Regional Social Sips should comply with any government rulings / guidelines handed down regarding gatherings and non-essential travel.



This will carry over to April and unfortunately, we have also cancelled all events in the calendar for April. I am thinking for the April meeting I will set it up as a teleconference. Faaarrkkk!!!! That will be interesting! We can't even email as a club!



With work commitments, I just have not been able to get out on any rides, and the hip does not make it very comfortable anyway. I have found that liberal application of Gin goes someway to dulling the pain, but unfortunately, it is not a sustainable home remedy, with the impact to liver and bank account equally damaging. Over the last 2 weeks, the Cold Flame was held down on the Snowy. This is another favourite of mine, great gravel roads and breath taking views. Unfortunately, I have added it to my list of missed opportunities. I have heard that despite the weather, there was only minor carnage at the Cold Flame due to washouts?

Mal Catamole's Classic Ride to Nabiac Motorcycle Museum went ahead on the weekend with a dozen individuals converging on the museum. While it is likely the last formal club event for a while, I hear all had a great time. This has been confirmed by my occasional lurking's on Facebook.



With all the new Classic Registration members the club is receiving, we have been doing some homework in the background. This message is actually going to the wrong people, however... here I go anyway. Obviously to be on the Club Classic Register, you need to be a financial member. If you have Classic Plate registration through the club, and your membership has fallen in arrears, and if you have an accident, you may be considered as riding un-insured / un-registered. There is also has a potential kick on to other Classic owners if the RMS remove this club privilege for breached such as this, many would suffer. Bottom line, do not do it. If you know any ex members that still have club plated bikes, please give them a poke in the ribs and tell them to sort their paperwork out. Also, a



special thank you to Mick Moriarty for assisting with the Classic Registrars for the Central west Region. He is based out of Bathurst so this should help members out that way to get their classic iron back on the road. Thanks Mick!

Lastly, I can report that the new membership and contact card printer is well and truly back on the agenda. Final card proofs are being reviewed, and we hope to have these closed out over the next few weeks (CORVID permitting <rolls eyes>). Thanks Trevor for chipping away at this initiative.

Anyway folks, stay safe out there and see you all online soon?

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

# Editors Report



Welcome to the April newsletter, this one has been hard to motivate myself with all the current goings on. Thanks for the submissions, at this stage I'm not real certain how many pages I can fill. Last months newsletter was a ripper. This time we have a ride report for the Cold Flame which might be the last current ride report for a while.

Now that we all have extra time on our hands you might want to think about putting pen to paper or fingers to keyboard and finally write that story you've always wanted to!

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

Ideally a word format file sent as an attachment. Please do not waste too much time formatting your submissions: I will copy/paste and reformat into the template that I use for the newsletter. The main points are Tahome 10pt, 2 column with narrow margins. Using these settings will give you a much better idea of how many pages will be needed for your article.

Material sent via Messenger or some other obscure path might never surface.

Al

## **NOTIFICATIONS:**

### **FAR CAIRN RALLY:**

If you are interested in helping to organise this years Far Cairn Rally, Marie Pennykid is putting together a team to move it forward. Please contact Marie if you'd like to be part of the team. Contact details at the front of the newsletter.

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

**David Trlin (Wentworthville)**

**Roger Cooper (Maryland)**

**Jeffrey Penny (Westmead)**

### **/5 & Riders Tribute Rally.**

50 years on!!

16, 17 & 18th October 2020

Henning

e: [hpj333@gmail.com](mailto:hpj333@gmail.com)

Contact Henning for any further information or details.

# Cold Flame Rally 2020

Due to all this Corona virus paranoia I've been looking at my bikes rather than riding them and it's had me contemplating just what makes the difference between a good ride and a great ride. To me a good ride has one or more of the following, comfortable weather, good companions, a reliable bike, some clean runs through a few of your favourite corners or even better some newly discovered ones. So what makes a great ride? Great rides need all the above, but with the one added ingredient that you can't get any other way than by being there. It's called adventure and it comes in many forms and is best consumed unscripted. You take it as life on the ride serves it up to you and it comes in many forms like inclement weather conditions, crap on the roads and tracks, little mishaps that piss you off and simultaneously provide humour for your riding mates, finding out the hard way that some gear works better than others. These are things that you'll still talk about when you're at the destination, in the pub or years later when they wheel you out for morning smoko in your nursing home.

Two weeks prior we'd done Karuah River Rally and in my case rode 1200k's in pouring rain with two days camping in the middle. Some of the same folk were at the Cold Flame and comparing degrees of wetness. Strangely no-one said that it was so terrible they were never going back. In fact it was so terrible here we were doing it all over again and laughing about it.

Al Peters had left home on Thursday and swung past my joint on Friday morning. We'd arranged to meet Scarfey at Tarago then camp on the veranda at Majors Creek Community Hall and we knew a few others intended to do likewise. The club has had two Christmas Parties at the hall and for a small donation in the honesty box it provides a good overnight camp spot and a quick getaway next morning. There was no hurry it was only a few hundred k's. The first distraction was at the end of my street where my sometimes fast flashing right indicator ceased operating. Oh well, at the least it should be easy to sort now it had stopped all together. A quick fiddle with no result and I decided old school hand signals would suffice for the weekend. This put us behind schedule for lunch at the Loaded Dog without actually leaving home. We eventually had a counter lunch then pressed on to Braidwood. I called in and chatted to the Blazeaid co-ordinator at the showground and found out they wouldn't need labour until the end of March and they expected to be fencing at least until July.

A fuel top up followed, then the short ride to Majors Creek. There were a couple of folk obviously setting up for an event that didn't seem too thrilled with our arrival so I rang and reacquainted myself with Brian the Community Club Secretary who we'd previously hired the hall from. He said

to tell them we had permission from him and suddenly we weren't strangers anymore. So hay bales were moved to be replaced by bedding and we got the bikes undercover then watched a seriously big black cloud descend on Majors Creek. Then it started to rain, and rain, really rain. There were more Majors Creeks than places to put them. The cricket ground had one flowing through it. The road through the showground was also a river. The funny part was Paul Evans, Chris Huddy and Paul's visiting American mate Dave Case were still on their way. We watched the cloud on the weather radar as it hovered over the Braidwood area. It wasn't raining anywhere else. It rained on us for two hours.

Paul and co arrived after a fifteen minute ride in the storm and they were soaked. A change of clothes for them and then once it stopped raining we all waded and body surfed our way to the pub. My previously dry boots got more water in them walking to the pub than they did over the Karuah weekend. Several cleansing ales and some good pub food and we were ready for bed. On the walk back I checked a few wheely bins that were still kerbside and they all had about five inches of water in them (125mm for you wipper snappers).

After a pretty good night we were on the road by 9am. The dirt road toward Captains Flat was pristine confirming that the torrential rain of the previous afternoon only fell where we were. We were enjoying the road that much we missed the road closed sign until about 30k's on where two utes blocked our way. Despite offers of beer, wine and spirits we were turned back hence the detour to Captains Flat. A sharp edged washaway caught Scarfey out and the impact broke the pannier mounting rail on his 1150GS. He and Dave had

stopped to jury rig the damage, Paul and I backtracked to find them and Al and Chris rode blissfully on until they found coffee in Captains Flat.

My 1150 had my SW Motec racks over the standard rails so I could use my soft bags. My OEM pannier rails were just acting as spacers for the Motec mounts so after unloading both bikes and swapping pannier rails we were back in business and pushed on towards coffee. To ensure this was a memorable occasion I left my shed keys on the side of the road. I dumb move that cost me >\$100 in key cutting two days later, grrrr!

Our advance party got sick of waiting around and struggling over coffee and egg & bacon rolls. They left a text to advise they had proceeded without us. This early advance strategy only lasted until Bredbo where Chris' Tenere' engine made noises that are often described as funny but definitely aren't if you own said engine. Chris made a slow exit towards Canberra and rent a car territory.

Our next little delay happened when I found Dave's top box in the middle of the road minus the 1200GS it was attached to. George and I stopped to keep the top box company knowing that eventually its owner would notice and come looking for it. Sometime later there was a reunion of sorts but procuring some webbing straps in Cooma was a new priority.

Both Al & I had packed our Growlers and planned to get them filled at a brewery in Dalgety as the one in Jindabine didn't open until 3.30. It was way too late when we left Majors Creek but now a distinct possibility at least for me.

**brisan** NEWCASTLE  
motorcycles

**YOUR BMW MOTORRAD SPECIALIST IN THE HUNTER REGION**

250 Maitland Road ISLINGTON

[www.brisans.com.au](http://www.brisans.com.au)  
02 4940 8777

aprilias BMW can-am Indian  
Kawasaki MOTO GUZZI ROYAL ENFIELD TRIUMPH

With fuel, food, and beer on board we set off on the last leg south to the rally site some 60k's away at Pinch River Campground. We arrived without further mishap content that we'd managed to turn a three hour 250k ride into an all-day 350k epic.

There was enough daylight left for the usual rally catch up with familiar faces and meeting a few new ones. We had the houses up and scrounged enough wood for a small fire then it was time to settle in and enjoy the almost two litres of craft beer I had in my Growler. Just as the beer ran out and my short hand speech was kicking in it started to rain. It was perfect timing to go to bed. Light rain fell most of the night but was gone by the time I got up. No-one was in a hurry as we packed up the wet tents. Paul and Dave were killing a day before going further south to Dargo for another gathering. George & I had all day to get home and Al had a two day ride in front of him.

The Barry Way was in surprisingly good nick but always needs your attention as mistakes can eject you into the wilderness. Most of it provided good traction unless like me you'd decided to get one more trip out of worn tires. This worked well except on the bare clay patches where a bit of care picking a line was required. We were almost back on tar when I picked wrong and my trusty steed spun sideways and exited stage left. Luckily it headed for a grader ditch so both sides were almost foot peg height and allowed a comfortable stance to survey potential exit routes. Al and George pulled up on the other side and almost fell off laughing. I just had to pick a line on firm ground and ride out.

We took on breakfast and fuel in Cooma then while George headed for Canberra on the Monaro, Al & I turned off on Jerangle Rd at Bredbo and headed for Captains Flat. There has been some recent paving in sections of this road that have some great corners but sadly at the cost of losing another GS playground. At the moment it is a great mix of dirt and tar. Enjoy it while you can.

We managed to stay on back roads all the way back to Marulan then had to do moron miles up the Hume to finish the day. On the criteria for judging rides that I outlined at the start this one definitely leapt out of good straight into the great category.

Woz

## THAT'S PROGRESS

Ever pondered where motorcycle design trends might be taking us? The current market is probably close to an all-time peak in terms of model ranges, technical innovation, niche segment appeal and most of all, competition for our money. In this "golden age" of motorcycling we are certainly spoiled for choice, performance and quality (we hope so for the latter anyway).

So, when we decide to buy our next bike, what do we think is important when we invest \$17,000 - \$25,000?? Well, one of the things that might be important is range as a lot of us like to tour without worrying too much about the next petrol stop. Another design factor that might interest us is weight (and especially weight stacked up high on the bike).

Let's start with range. There's nothing worse than heading home on a Sunday afternoon from "remote town" with 300k approaching on your trip meter, and you say to yourself "I'll fill up at the next town as it's only 30k further on" (or whatever). You get to "next town" only to discover the servo is shut and the owner is at the local pub and not to be disturbed. And to make matters worse, the next servo is out of range forcing you to stay in the local pub which doesn't do meals on Sundays and shuts at 8.00pm. Not a good result by any means! For many of us, touring range is critical and especially so if you value having a margin for error.

The table below summarises what's happening with fuel capacity, range and weight for a selection of models (past and present) and helps us judge how "useable" each bike might be. In this table, range is per the manufacture's specs as is wet weight (and of course these might vary from reality). The figures show some interesting things happening with range. Compared to BMW's fuel capacities from the 1970s and 1980s (a long time ago), that averaged 22 - 24 litres, their tanks are shrinking rapidly. But to be fair, economy has improved, perhaps by 20% or more. In terms of current BMW models, the R Nine T (Heritage) series are equipped with a miserly 17 litre tank. According to official specs they deliver 18.8 kilometres per litre as per WMTC standards which (I think) reflect actual average usage. Based on its specs, you could ride the R Nine T 264 k with 3 litres left, so, it would struggle to get you from Sydney to Canberra on a single tank (as an example).



Model	Useable Tank Volume (Litres)	Cons K per Litre (per manuf.)	Range With 3 Litres Left	Wet Weight kg
BMW R Nine T Scrambler	17	18.8	264	220
BMW F 900R	13	23.8	238	211
BMW F850 GS	15	24.4	293	229
BMW R1200 GS (2012)	20	20.4	347	229
BMW R1250 RS	18	21.05	316	243
BMW R1250 GS	20	21.05	358	249
Moto Guzzi V85TT	23	20.4	408	229
KTM 790 Adventure	20	23.9	406	203
R80 G/S Paris Dakar	32	19.2	557	205

But the R Nine T is well endowed compared with the new F900 R which has 13 litres and a 238k range, and the F850 GS is only a little better with a 293k. The much larger R1250 RS will carry you around 316k and the R1250GS is more sensible with a 358k range. By contrast the new 850 Guzzi will take you more than 400k as will KTM's new 790 adventure bikes. So why the trend towards less range? Maybe one of the reasons might relate to minimising each model's overall weight?

If we browse the specs for some of BMW's current bikes along with a selection of others, there looks like a bit of a battle going on to keep them under the 250kg mark. Designers have to optimise a number of critical parameters in-

cluding weight and its distribution, power, range, ground clearance and seat height etc. More fuel storage means more weight and less power to weight ratio. So with the new F900R, BMW has opted for a modest 13 litres fuel storage at a wet weight of 211kg (quite good weight-wise). If they were to move this up to 18 litres for example, the redesigned tank would be heavier and higher and probably upset the bike's balance because the tank is stacked on top of a tall vertical twin.

The same problem applies to the F850 GS which will take you a bit further than the F900R – but not by much. And the F850 GS illustrates the design problem very nicely. This bike is now the same weight as the 2013 R1200 GS but the latter will take you 54 kilometres further than the 850 can. And the 1200 GS would have far better balance and weight distribution with no messy chain – and it probably had the best boxer engine BMW ever produced. But note the F850 GS has a 21 inch front wheel compared with the R1200's 19 inch equivalent.

In the GS area, KTM is probably BMW's main competitor. Their brilliant 790 Adventure has a sensible range of 406k (or a lot more at moderate speeds) and much less weight than the F850 GS. And Moto Guzzi has just come back into the market with its V85TT that will also carry you for over 400k – but has its 23 litres stacked above its 853cc V-twin and weighs the same as the F850 GS – so it might be a bit top heavy?

The venerable old R80 GS Paris Dakar demonstrates just how far BMW has come. With its 32 litres stacked on a rela-

**Rock Motorcycles**  
 Sales  
 Service  
 Parts & Accessories  
 Rider Equipment  
 Finance

**THIS IS  
 GS COUNTRY.  
 MAKE LIFE A RIDE.**

Rock Motorcycles  
 175 Gordon Street, Port Macquarie NSW 2444  
 T 02 65836655 1800 00ROCK  
[rockmotorcycles.com.au](http://rockmotorcycles.com.au)  
[sales@rockmotorcycles.com.au](mailto:sales@rockmotorcycles.com.au)

tively low boxer engine at a wet weight of 205kg, it will take you about 550k with 3 litres to spare. Not bad at all! But BMW is now telling us that shorter ranges (for their lighter weight models) are good for us in Australia and I suppose that's progress]

**Rob Lovett**

## I want to go Rally/Touring

[www.bikebiz.com.au](http://www.bikebiz.com.au)



### Part 3 – Camping

An occasional series intended for the new rider 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, track or trail.

#### 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.

#### Arrival

Having made your grand entrance to the rally in the 'attack stance' on your GS or casually seated if riding anything else you will have parked and greeted attending staff, paid for your rally badge and purchased a handful of raffle tickets before preparing to ride and set up camp. Try not to drop your bike whilst powering away across the grass in an impressive show of riding skill.

#### Your Tent Site

No need to bore you with things you should remember from Scouts or Guides, but avoid camping under dead trees, on top of ant nests and in divots or gullies likely to fill with water when it rains, say like Karuah. Leeches start high and travel downhill. Your time is better spent finding out who snores louder than you do and guessing the direction the smoke and ash will come from any campfires.

#### Tents

I will start that price can/does make a difference, but importantly for tents, this also applies to longevity and your protection against the weather. Having seen tents left behind after one night's camp and owned others still serving 30 years on you can expect to see a big range of prices for similar looking tents.

New to the game? As you are on a BMW leave the Army *hoochie* to KTM and Swags to the cruiser crowd and get yourself an n+1 sized tent. By the time you drag your riding gear, helmet, tank bag and assorted goods into the tent, you will be thanking me. Boots will fit in your vestibule.

Rider plus pillion means a 3 or 4 person tent weighing ~1.2kg for each person in the hiking tent category. The



## WELCOME TO BIKEBIZ BMW MOTORRAD

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

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

**Bikebiz BMW Motorrad**  
274 Parramatta Rd  
Granville NSW 2142

**Sales** (02) 9682 2921  
**Service** (02) 9682 2914  
**Spares** (02) 9682 2907

#### Bikebiz

Sales  
Service  
Parts & Accessories  
Rider Equipment  
Finance  
Insurance



The Ultimate Riding Machine

fairer and more tolerant amongst us may well draw the line at getting dressed standing outside of the tent or having to lie down in the tent. Whereas those crusty old-timers, who ride by themselves, do so deliberately, allowing them the luxury of a tent 220cm tall that they can walk into and hobble out of. Allow 2+kg/rated person.

Most tents suitable for rallying (aka hiking) are 120cm tall. Aluminium poles are the hallmark of better quality and look for something with two side entrances and vestibules (to get in/out). Tunnel tents, those with end entrances are really for the hard core (as in weather), worms and snakes. Fitted tent footprints or groundsheets will reduce the risk of damage to the tent floor; tuck the edge in underneath the fly. Why motorcyclists choose to carry and use swags remains a mystery to me.

Look for a tent that has a double skin (waterproof and separate nylon/mesh layer), as these will keep you dry and condensation free and keep the bugs out at Karuah.

My current tent is a Mont Moondance, but you will see Lone Rider c/w bike port, Oztrail many other tent brands at the site. You only appreciate how many tent brands there are by rallying.



### Sleeping Mat

Easy, go to a speciality camping shop and test lie an Exped Mat (<http://www.exped.com/australia/en>). I recommend the down filled vs synthetic models due to weight but one of personal preference. Then look at the price, ouch, but revisit the tent section for reassurance. These really are good.

Still feeling the ground? Really, then you have inflated incorrectly. Then why not add a camp cot? Helinox (<https://www.helinox.com.au/camp-stretchers>) and other companies making lightweight adventure gear sell cots (stretchers) made of aircraft alloy tube that pack small and lightweight. You will still need something (mat) to insulate you from the ground and lying on your sleeping bag will not work (see the next section).

<http://www.exped.com/australia/>



Exped DownMat 9 M

Exceptionally warm, comfortable, and compact!

This down filled airmat is exceptionally comfortable and warmer and lighter than any comparable mat. As nothing compresses better than down, it packs extremely small and tight. The integrated pump makes inflation swift and simple. The thickness of the mat absorbs all unevenness of the ground. The DownMat 9 is designed for extreme sub zero temperatures.

### Sleeping Bag

Only one real choice of fill here, goose/duck down for warmth, weight and compactness. Add one more tempera-

ture band to where you will be sleeping; I would suggest a -50C rating of you rally south of Sydney, inland or higher parts of Australia (Kosciuszko, Alpine, Casper, Thunder, Winter and Autumn Leaf rallies). A silk liner will not only make you snuggly but also keep you 2-50C warmer and your sleeping bag cleaner. Store your sleeping bags dry and uncompressed. Sleeping bags work by loft (thickness) trapping air, when you compress them – lie on them, the bottom half compresses, has less loft and less warm, so you will be looking for a mat. Go ask the dog outside.

### Camp Chair

The Kermit chair

[www.kermitchair.com](http://www.kermitchair.com)



I watched a You Tube global traveller throw his bag of clothes down on the ground and rest his back against the front wheel of his bike before proclaiming 'chair done'. Really? Having sat on the ground, rocks, logs, 3-legged stools and folding X leg chairs graduated to the Kermit Chair (<https://www.kermitchair.com/>), simply the most compact and comfortable folding chair you will see...along with the Helinox Camp Chair (<https://www.helinox.com.au/lightweight-camping-chairs/camp-chair>).

Equal in merit and style, I have both and up until Helinox bought out the 'Camp Chair' would have said the Kermit pipped it. Helinox Original Chair benefits include packed size and weight, but tricky to get out of as the night progresses but then you are closer to the ground. The Kermit with its sturdy armrests assist in this regard and has optional leg extensions – really a must, when ordering. Both have the option of cup holders. Whilst the Helinox can sink into soft ground, they offer accessories to mitigate this and come with printed assembly instructions inside the bag. The novice can assemble a Kermit Chair 8+ different ways providing the seasoned hand a good hour entertainment whilst he/she sits back and consumes two cans of rehydration fluid.

Imitation is the sincerest form of flattery and Kermit and Helinox certainly have their fair share. Whilst the price may dissuade you, the quality of materials, chair comfort and longevity will serve you well into the future. Another case of try one out if you need convincing.

Until next time and rally cooking and eating, ride safe.

Garry Smee

## Review:



### Lexin Wireless Charger -Justin Dorward

Mobile phones are ubiquitous. These pocket computers have permeated our beloved hobby and help more than they hinder. Quite ironically, since many ride to escape the world the mobile phone places in the palm of your hand. Yet, the powerful, lightweight and reasonably durable device has a number of strengths.

Smartphones come hand-in-hand with apps. More than you'd ever need, so selecting the right apps for your riding is a matter for another article. For all of the apps that developers have sought to sell us, navigation apps are the most useful by far. For many of us, a mobile phone is an easy replacement of a dedicated GPS device. And why not!? Good dedicated GPS navigation devices weigh on the wallet like a mid-range smartphone. As Garmin, TomTom and others seek to improve functionality (and our reliance) on their devices, they seek to improve the value proposition instead of competing on price.

Of course, smartphones cannot compete with the connectivity a built-in system can offer, such as handlebar controls.

Having decided to use your smartphone and mount it, you must now power it since any ride requiring its use will likely mean running Google Maps (or others) for many hours at a time. For those BMW's with an accessory port, an adaptor and charging cable run obtrusively



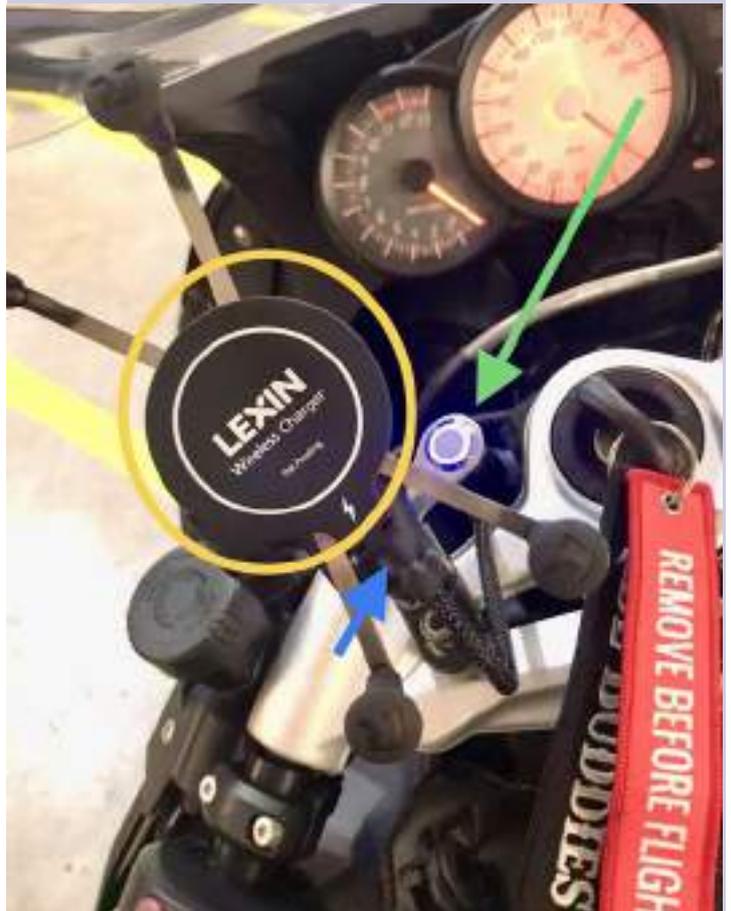
towards the handlebars is the easy solution. Many of us will eventually decide to install a USB port near the handlebars, tidying the same solution. To a point. A dual-port may also power other aftermarket accessories, such as a SPOT, camera or comms unit.

Although an improvement, you still need to plug-in your phone each time you mount it. And disconnect it to unmount it.

Over time, many of us will come to accept this scenario. A removable multi-purpose device means living with the need to plug it in each time it is used. I've lost count of how many charging cables I've been through, since a motorcycle is a harsh environment for such simple items.

Some of us have invested in a dedicated GPS device and also enjoy the hard-wired bracket which comfortably hugs the GPS in place. Powered the whole time. The "others" make do with what we've got... Until now!

Those of us using a RAM X-Grip mount are now able to install an accessory that deems the unsightly charging cable and plug redundant. The Lexin Wireless Charger is a wired pad that is permanently attached to the RAM mount and battery. The pad is thin enough not to push the smartphone out of reach of the X-Grip arms and is inconspicuous enough when the phone is not in the X-Grip.



The pad is wired to a control unit, about the size of the deck of cards. The cable is attached using a proprietary four-pin plug. The control unit's rear is curved as if to be installed on the handlebars and the cable connecting the two is short. Too short. It took some creative installation to mount the unsightly control unit out of sight on the K1300S, especially since the yoke and handlebars do not resemble a typical cylindrical handlebar which the manu-

facturers envisaged. That aside, the control unit is big and ugly, so I submit you may want to hide it anyway.

It may need to remain within reach, though. It has a on/off button for isolation and a USB plug for simultaneous charging of any other USB device. I've foregone these features to be able to hide the control unit behind the left fairing. However, on advice from Bikebiz Granville, I supplied an automotive button which I attached to the RAM U-mount at the base of the X-Grip to isolate the device. From the control unit, the installation is complete with connectors wires to the battery to avoid complications with the CAN BUS system (in-line fuse included).

Since the button I provided has a constant-on blue LED ring, the SAT NAV plug was used for switchable power. My intention was to buy a switch that had an LED which lit-up when the button was on, so I wouldn't have to guess with gloved hands whether the switch was on. But I'm happy with what I've got. There is an unexpected advantage where I can see when the CAN BUS accessory power has been shut-down upon the K1300S being turned off, as the blue hue goes out. In any case, the phone screen will reflect the charging status.



In an air of excitement having mitigated yet another advantage of expensive dedicated GPS units, it's worth recognising some important notes:

The connector at the base of the wireless charging pad is weak. Be careful installing it and leave enough slack in the cable to cater for the turn of the handlebars.

Your phone needs to sit well in your X-Grip so the wireless charging pad aligns with the proper part of the back of your phone. It's not too sensitive and depends on your phone. There are two sizes of X-Grip. If you have a small X-Grip from iPhone 5 days and now own a iPhone X, be prepared to upgrade your X-Grip, too.

Your phone case may impede the charger's ability to work. If you have a wireless charger and it works through your case, it will *probably* work on the Lexin charger.

Your phone needs to be wireless charging compatible.

Over the years, my Honda Blackbird often took the guise of a staging platform for new accessories I felt I urgently needed. The disappointment of some accessories offering promises their real world performance couldn't deliver has motivated my desire to keep the K1300S accessories as clutter-free as possible. Especially since BMW have done a great job putting together a complex machine in the first place.

But this accessory, the Lexin Wireless Charger, which I purchased from Mr Mobile (in Alexandria), is worthy of even the most prudent of us to consider installation. It's a solution for a bugbear you've been living with since solving the problem of running power to your phone on the handlebars.

-Justin



# YAMAHA

## TENERE 700

### -MY PERCEPTIONS

**Gerry Bloemen**

I have always had a soft spot for Yamaha Tenere's motor powered velocipede which was strongly cemented some 9 years ago when I rode a Yamaha XT660 Tenere from Swanage in the south of England to Ulaan Baatar, Mongolia. For the length of time I was on it I found it to be remarkably good and ergonomically very sound. During the journey (adventure) I had no major issues with it and now dearly wanted to see how the new variant compares. Wasn't disappointed.

Overall, it had a lot of similarities to it and except for the 689cc parallel twin cylinder donk, nothing much seems to have changed in a substantial way particularly in the set up. To me, it appears Yamaha when they designed it went for the principle that less is best, particularly regarding the design brief – would imagine they envisaged a reliable and bullet-proof motorcycle geared for off-road riding. In doing so they have appeared to stray away from what the other major brands are heading for and remained pretty basic with no refinements such as; traction control, cruise control, tyre pressure monitoring, electronic suspension, riding modes, quick shifter or slip-

per clutch and heated grips, but does have ABS (Switchable) which is obligatory on all new bikes produced. Personally, would have preferred traction control – but that's just me.

Now, you have to ask yourself are all these features essential – I know they're nice to have, but absolutely necessary?? I know, and would presume, you know a lot of competent motorcyclists who just set the parameters of these accessories to suit themselves and then just leave them. I would refer here to the Suzuki DR650 – been around for a long time and still going/selling strong. Though be interesting to see what, or if, a new generation/model entails.

The motor is awesome and very tractable through all the gears – just loved it and also found clutch-less gear shifts to be precise and no trouble at all. Liked the seating position and the overall ergonomic package as intimated earlier to be pretty decent. The standing position was also relatively good straight off. The suspension seemed to be well sorted – though, didn't have enough time with the T700 and no off-road work to really judge it – overall it appeared reasonably compliable and not too bad.

My major gripes were:

- The indicators weren't self-cancelling.
- The seat was a bit hard – probably just me as I'm used to road style bikes.
- Tubed tyres – think in this day and age they could have gone tubeless.
- The fuel gauge – had me a bit perplexed – the tank supposedly holds 16L, but when



the Empty sign was having an attack it only took 10L to fill it, which should still have left something in the vicinity of 6L in it – plus no indication of the range to empty. To be honest I wasn't game to test it.

Except for the above I was very impressed in the T700. Just to regress, after my trip I would have bought one but had just forked out a whack (or reasonably so) for a BMW G650 X/Challenge, but that's another story. Now the perennial question, would I buy one – the easy answer would be, if I was still adventure type riding – I'd have one tomorrow.



Yamaha Tenere 700 Main Specifications

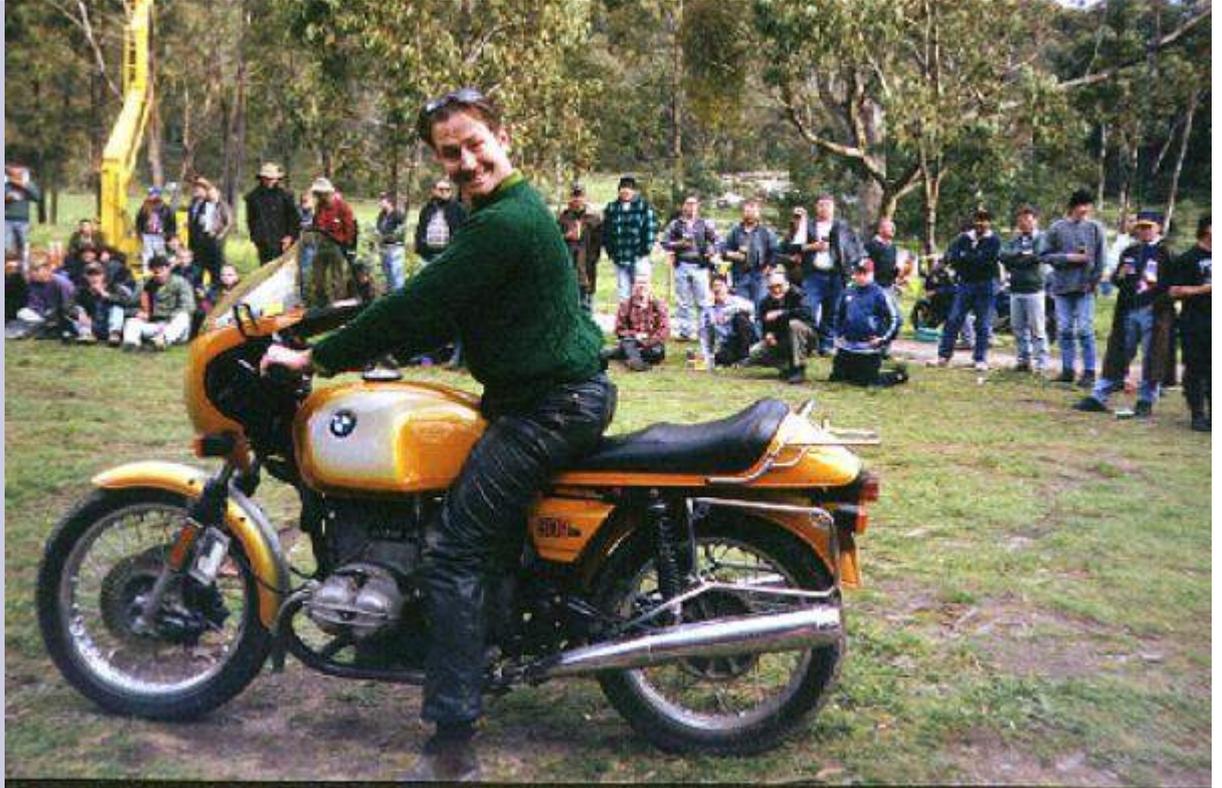
Engine Type	2 Cylinder, 4 Stroke, liquid-cooled, DOHC
Displacement	689cc
Maximum Power	74hp @ 9000rpm
Maximum Torque	68Nm @ 6500rpm
Front Suspension	Telescopic Forks – 210mm travel
Rear Suspension	Swingarm – link type suspension – 200mm travel
Front Brake	Twin Hydraulic discs – 282mm
Rear Brake	Single Hydraulic disc – 245mm
Brake System	Switchable ABS
Front Tyre	90/90-21 54V M+S Spoke wheel
Rear Tyre	150/70-18 70V M+S Spoke wheel
Seat Height	880mm
Seat Options	Lower Seat 863mm Yamaha Lowering Link to 845mm Single Piece Rally Seat – replaces standard dual seat
Wet Weight	204kg (Full tank and all fluids)
Fuel Tank Capacity	16L
Warranty	Two years, unlimited kilometres
Price	\$17,149 Ride Away.

Gerry Bloemen

**Rob Lovett, Jimmy Dyer and Pat Heslewood @ Mt Buffalo c1997  
-No social distancing required!**



BETTER Days



If undeliverable return to :

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

BMW TOURING CLUB OF NSW NEWSLETTER

PRINT  
POST

100001112

POSTAGE

PAID

AUSTRALIA

***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.**