

**BMW Touring Club
of New South Wales**



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

March 2020 **NEWSLETTER**



Rob Lovett AKA "Mr Karuah", raincoats to the fore

BMW

Touring Club of New South Wales

A small, dark image of a person riding a motorcycle on a dirt road, positioned to the right of the main text.

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www.bmwtcnsw.org.au

BMW Clubs
Australia



BMW Clubs
International Council



Club Yahoo groups site

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

CLASSIC REGISTRARS

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

REGIONAL RIDE CO-ORDINATORS

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

MEETINGS

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

CLUB POINT SCORE

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



Ride & Events Calendar

Past Events December			
	KRR Rally		
March	Events	Contact	points
Sun 8 th	Newcastle Group , Sunday morning Coffee Maitland Tourist info café 9.00 am. All welcome.	Rob Tiedeman 0425 777 461	6
6 th - 8 th	35th Cold Flame Rally , Pinch river camp ground off the Barry Way.		10
Thur 12 th	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
21 st -22 nd	Classic Ride Day , Nabiac motorcycle Museum, meet McDonalds Pennant Hills Rd Thornleigh 8am – 8.30am be ready to go full tank of fuel etc, meet BP Hungry Jacks Beresfield for anyone coming from Newcastle. 10.30am – 11am be ready to go full tank of fuel.	Mal Cattermole 0409 179 419	6
Wed 25 th	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 26 th	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
April	Events	Contacts	Points
Sun. 5 th	New Members Rides , Fish River Camp ground. Meet Eastern Creek west bound at 9am for a 9.00 sharp leave.	Marie Pennykid 0428 393 093	6
Thur 9 th	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 th	Newcastle Group , Sunday morning Coffee Maitland Tourist info café 9.00 am. All welcome.	Rob Tiedeman 0425 777 461	6
18 th – 19 th	Victorian Outfit Rally , At Carter's Beach on the Murrar River near Strathmerton. DR Muster, Bigga NSW.	Points for either rally not each.	10
Wed 29 th	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 th	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 th - 26 th	33nd Autumn leaf rally , Tumorrana Hall about 35KM East of Tumut on Wee Jasper Road.	Tumut Valley Rider.	10
May	Events	Contacts	Points
1 st – 3 rd	31st Loaded Dog Rally NSW . To be Held at Tarago Showground - Braidwood Rd Tarago NSW only 72km from Canberra via sealed roads.		10
Sat 9 th	Movie Night , The Grey Gums café, camping on site.	Marie Pennykid 0428 393 093	6
Thur 14 th	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 th	Bundara Pub stay \$30.00 Shared room. This is our annual pub run 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 th	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 th	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

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

Bmw touring club of New South Wales general meeting minutes

Date 29th of January 2020

Chairperson Jason Boyd

Meeting opened at 7:50 pm

Apologies Al Peters

Visitors Nil

Previous minutes excepted

Correspondence bank statements

Presidents report as per newsletter February 2020

Vice President report Dave Beers reported there's a classic ride 21st to 22 March 2020 to the Nabiac motorcycle Museum

Secretaries report Nil

Treasurers report

Reserve account **\$36,748.01**

Cheque Account **\$1160.88**

Membership Secretary Marie Pennykid reported the membership has now grown to over 300 members.

Editors report as per magazine February 2020

Public offices report nil

Assets and archives a purchase was made for the club barbecue Wozza fabricated a new T connector, and cooking facilities are now health approved.

Webmaster Nil report

MCC report Bob Maddel made reference to a great article on Vision and also discussed revisiting a specialist lawyer who is well versed in Traffic Offences attending a monthly meeting.

Past Events as per President Report in Magazine dated Feb 2020

Coming Events as per Magazine dated Feb 2020 in the President Report.

The President of the Club also suggested we could put together some slides and photos of past events. Using a slide show allowing other members to view in our love for Adventure.

Meeting Closed at 8.22pm



Presidents Report

Before anything else, an apology. I spend a lot of time banging on about how to get people actively involved in the club, & then when they do, I totally forget to acknowledge their efforts. I am an arse. The Club Executive would like to extend a belated thankyou to Henning for all of his efforts in selecting & organising the 2019 Christmas Party at Koorawatha pub. Not only was the location great, food plentiful & had a bonus live band, Henning organised a tour of the nearby historic landra Castle for members & guests. The entire weekend was a success for all that attended. Again, thank you Henning for your support.



Rob, your efforts have been appreciated doing a challenging & thankless job

The 43rd Karuah River Rally: from drought, to flooding rain... A great weekend, and to me the essence of what the TOURING club is all about... sometimes we ride far, sometimes not so much, but we ride. A big thank you to all who attended. It's when things aren't ideal and a little shitty, that you seem to have the best times. **A special thank you to Rob Lovett for his support over the last 20 years with pulling the KRR together.** I hope his guiding hand will continue into the future.



Great appreciation to those that man-ed / woman-ed the catering truck. The efforts of your labours were consumed in passion by all attendees. And we have another Errol Flynn Award to make. The award goes to Giuseppe for failing to bring a tent or sleeping bag to a wet Karuah. I believe he slept dryer than 99% of other attendees.



Reminders not in order for future events: Classic Ride 21st - 22nd March, OCR Year August, BMW Clubs Australia National Motorrad Rally October, 39th Kosciuszko Rally October, 35th Cold Flame Rally, Cane Toad Rally, Slash 5 Tribute Rally, Attend the meetings, see slide shows, hear guest speakers, club elections in July.

13th Far Cairn Rally - Dates to be confirmed

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

Cheers, Jason,

President, BMWTCNSW | Contact Email: president@bmwtcnsw.org.au

Editors Report



Welcome to the March newsletter, thanks for all the submissions. At this stage in the process I'm not sure where they will all go.

If you wish to get a ride into the calendar, please contact the Vice Pres before he sends me the calendar. Don't send me ride suggestions, its just like the dead letter office, they go nowhere.

I'm often asked about mag deadlines. I always put the newsletter together on the Sunday before the club meeting. The Saturday is my absolute deadline. Once I've started putting the newsletter together on Sun I don't check my email for any further submissions because the deadline was the day before so there will be no further material in my mailbox will there.

Please send any content for the newsletter to editor@bmwtcnsw.org.au
Material sent via Messenger or some other obscure path might never surface.

Upcoming deadlines

Newsletter Month	Deadline for ALL content	Newsletter production	Club Meeting (newsletter)
April	21/3/20	22/3/20	25/3/20
May	25/4/20	26/4/20	29/4/20
June	22/5/20	23/5/20	27/5/20

Welcome to the new members:

Justin Turner (Medowie)
Greg Munro (Carwoola)

Karuah River Rally 2020

Started out in light rain on Friday from Thornleigh up the old rd to Kulnura & Jerry's. Got completely drenched the closer I approached Mangrove Mountain etc. Got to Jerry's & I was the only bike they had seen all day. Changed my 'wet weather' gear for my reserve pack of the same. The coffee & hot Muffin giving me some comfort whilst the rain seemed to get worse. As you can see I was lightly packed for a soggy weekend



Continued to Morrisett McD's for lunch & decided I was not going to go to Charlestown & tune a piano (the reason I gave the Finance Controller for going on this jaunt) Instead I would be happy to just get to my BnB in Cooranbong & have a hot shower, cup of tea & most importantly stay dry for a few hours.

Saturday morning arrived still light rain, met up with my friend who was supposed to ride up with me from Cooranbong - he had been to a previous KRR where it rained all weekend (2012) - so he bailed. I was committed to go- no matter what- so off I started for Dungog . As soon as I left Corranbong the rain stopped , the sun even came out for a while - but most importantly - the rain stopped! It was a brilliant ride thru Maitland, Patterson ..then the Bank Hotel for a ginger beer & Lunch.



Now for the ride out to the site. I went on the Main Creek etc route. At times there were a few moments where I just had to trust my bike knew which path was the best to take. No front brake, back brake only, light hands & try to find the simplest way thru the (at times) quagmire. Succeeded as

the rain was only light arrived about 2.30 pm . I think it then rained non-stop for about the next 24 hrs! Completely drenched in my little dome tent & I had a friendly leech walk over my hand half-way thru the night.



This was the stream before it became a raging torrent that made all sorts of gurgling sounds throughout the night.

Eventually morning came, I quickly packed up endeavoring to get on the track before too many 4-wheel drives had the opportunity to tear it up. I was Psyched for the 'Ultimate Challenge' being on a road bike (F800 ST) & having heard of a few riders who had come to grief. I set out all the while singing early Bob Dylan songs in my head & saying a few prayers to the god of Beemer riders to protect me & just to get me thru this & I'll be good type of stuff. Things went smoothly, there were no real scary moments but there was one section worth mentioning about halfway out- downhill , slight clay with about 3 'impromptu causeways' going across it, right to left, that raised my neck hairs a little. Before I knew it the dirt had finished & I was on bitumen & feeling like I had just won the lottery!



I rode thru the rain to Morrisett & stopped at the very same Macca's enjoying a celebratory lunch for getting thru such trying conditions. The young bloke who gave me my Happy Meal said "are you riding in this weather?" I said "Yep, of course!" he just walked away & said "Mad!"

All along the route to The Entrance there were flooded rivers, drains, fallen trees, power lines etc..I started to feel the enormity of what I & everyone else had been thru as the news reports reflected an extreme weather condition. I stayed on the Central Coast for the night & broomed back to Sydney in light rain on the Monday. It was a KRR I will never forget in a hurry.

Mike Williamson

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Karuah River Rally 2020 -Back to Normal



After months of worrying about where we might relocate the rally to in the event of 40C+ temperatures and catastrophic fire risk ratings, nature gave us the best possible result – no Plan B or C needed. For the 43rd annual rally, it rained for something like 80% of the weekend taking us back to the 1990s and early 2000s. What a little beauty!

Heavy storms up and down the NSW coast coupled with one of the worst fire outbreaks in Australia's history prevented or deterred quite a few. But a dedicated many did turn up and some came from quite a distance. The most determined were Frank Cachia taking a 1224k ride from Melbourne (Frank has never missed a rally) and Peter Wade riding 1221k for a split-hair second place – well done gents]. Steve Treloar came all the way from Tura Beach, Mark Treloar from Dubbo and Dave Ramsay, Garry Smees, Mitchel Smees, Dave Morgan and George Scarfe from Canberra or close by – a great effort also. Most of the seventy attending had no choice but to ride home in some of the heaviest rain we have seen since 2008 and 2009.

As usual and inevitably, there were a few spills with Mark Treloar ditching his R1200R while doing a slow semi-circle

and Charlie Bashford had a nasty one at the low level bridge just before the rally site ending up with a broken ankle. Hope you are on the mend Charlie. (*I'm in contact with Charlie, the result was a broken tip on the femur, a few weeks in a Moonboot and lots of bruising, but he is on the mend –Ed*)

As usual, the rally did not organise or create itself and we are indebted to the many who helped from within the Club and from supporting organisations. First and foremost, we are indebted to Mike Hill in the Forestry Corporation of NSW who for many years now has made sure the site is available on the weekend that we need it. Within the club, towing our catering trailer is a major task and a huge thanks is owed to Al and Marie Pennykid for doing this with Marie also helping out with all sorts of other things on the day. Another major job is the catering. Tony Schmidt, Cheryl Ison and Rachael Turner did the setting up and quite a lot of hands on work on the day including the delicious coleslaw prepared by Cheryl (who also helped me load up all the supplies in Dungog).

A big thanks is owed to Warren Buffett for constructing the rally awards and devising an upgraded urn system, and thanks to Warren, we don't have to worry about awards for quite a while. Trevor Dean arranged some very substantial raffle prizes making the rally well worthwhile for several lucky winners. We were also fortunate to have help from Henning Jorgensen, Marianne Cattermole, Mal Cattermole, Rob Tiedemen, Dave Povey, Alex Spiteri-James, Alan Peters, Rob Edgar, Tony Wilton and Michael van Balkom. Bruce Clark, owner of the Bank Hotel in Dungog supported us with a donation of ice to keep our perishables in good condition and has done so since he acquired the Bank Hotel back in 2003 or thereabouts.

And most of all, the rally would not be what it is without the seventy or so riders who turned up to make it a very traditional Karuah River Rally. When there are adverse weather conditions leading up to the rally, there's a trickle of people asking if it's been cancelled or not. The rally has never been cancelled and there has never been a need for such. If conditions dictate, it will be relocated, for example, one year it was moved to Coachwood across the creek, in 1985, it was held near Argalong and in 2017 a heatwave closed Chichester Forest forcing a relocation to the Dungog Showground. But one way or another, it will always go ahead.

Rob Lovett



Karuah River Rally 2020

-Frank Cachia

The numerous weather reports filtering through from NSW clearly stated that rain was on the way. This was quite worrying as the Karuah River Rally had over the years earned a reputation of being on the damp side but until this year, I've never experienced conditions of this magnitude. And unfortunately this was my apprehensive train of thought as I turned in on Thursday night.

It is so annoying; go to bed early hoping for a few hours' sleep before the alarm clock wakes you up, only to kept waking up to check the time to see how long you have before the alarm goes off---aargh. This was the situation I found myself very early on Friday morning. Finally at 3.30am I ran out of patience and got out of bed. Just over an hour later, after a shower and breakfast and final last minute packing, wheeled out my fully laden K1100RS, fire her up and head north.

Four kilometres later and there's my mate Peter on his K1200S patiently waiting for my arrival. He fired up his bike and followed me as I rode past. In the pre-dawn time, under ideal conditions, we had the road to ourselves. With hardly a vehicle in sight the run to Albury was the best run ever, averaging 99km in the first two hours and 112km in the next hour and five minutes. We finally said g'day at a petrol station at the Vic/NSW border. A fuel top up and wipe clean countless suicidal bugs off the helmet visor.

Looking back and it was blue skies, looking ahead and one can see clouds gathering. Yep the weather reports were accurate, confirming we're heading into stormy weather. No more than half an hour after leaving the border, as we were about to enter the country town of Culcairn the first few drops of water announced themselves on the spotlessly clean visors. Just as we entered the main street we dived for cover at a bus stop. And this was the start for the next 3 days. We lived inside our wet weather gear.

From here on, the road alternated between dry and wet sections. The biggest problem we had was the overabundance of clothing. In the dry period we wanted rain to cool down the wet weather gear and help out with the high humidity but as soon as the next shower period came along we wanted a dry road so as to cover more distance. You can't win.

The town of Bathurst is always a welcoming sight as the long straight roads were now behind us and only a short run to Lithgow. By now clouds turned a darker shade of grey, eventually forming into a single menacing mass.

Lithgow is a gem of a town situated at the bottom of high sandstone plain. Rich in history, this is where the Bell's Line of Road is; and that's a motorcyclist dream. Clearly whoever designed this road must have owned a café racer. After the long boring straights and shallow sweeping bends of the plains, a mountain road is most welcomed. Today, this was the exception. The quite steep, tightly twisted curves, coupled with torrential rain and low visibility due to very low cloud turned this dream into a nightmare.

Partial fogged up and with water running down the inside of the visor, cold hands, distorted visibility, road signs warning of water damaged roads and practically no lights from approaching traffic was an accident looking for a place to happen. We rode through more from good luck than good management.



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And it was under these conditions that a highway patrol car was stationed near a blind corner.

The run to the Putty Road turnoff at the steep sided town of Kurrajong seemed to last forever as we crawled along, at times, down to second gear. The amount of water across the road had to be seen to be believed. The first drop of water announced itself in my crutch. Not to be out done droplets of water started dribbling down my neck.

The Putty Road runs from Windsor to Singleton, the planned stop for the night. It too is a motorcycling dream. The bends and corners come in all shape and sizes. Sweepers taken at speed were enjoyable; those signposted down to tyre hopping 15kph were definitely taken at a far slower rate. Close to the halfway point, the now famous Grey Gum café welcomes all riders to hot and cold food. Concrete strips are there for bikes side stands. It is a very popular stop. One can spend hours observing the array of bikes coming and going. This time not one bike was to be seen.

Excluding the constant repetitive sound of rain, the surrounding area was completely devoid of any other sound or movement. It was like being in a war zone, quite eerie. The only sight for mile after mile just like the Bell's Line of Road was of scorched trees, devoid of foliage, silently standing in black rows; more so as all undergrowth had been burned away. Even with the high level of moisture, the smell of fire was in the air. However nature was already repairing as new growth can be seen, that is if you're game enough to briefly scan the side of the road. Maximum concentration was needed as an SMS informed me that fire retardant from the previous bushfire being very slippery might still be present. There's also the possibility of rocks strewn across the road from landslides.

At the end of the Putty Road, just before the road straightens there are 16km of very tight winding road. A delight to ride through when dry they're a terrifying prospect in the wet. Worse, as now debris of tree foliage, gravel and dislodged rocks were present along the low

speed signed blind corners. The creek that runs alongside the road was bone dry and completely littered with fallen trees. The bank now softened by the heavy rain has caused countless trees to literally fall over.

The one thing you couldn't miss was the conditions of all the road signs. All require replacement with some being scorched, others burned and some twisted into grotesque shape from the intense heat.

Finally, Singleton came into view. Top up the fuel tanks and after a 14 1/2 hour dash head to the nearest motel. I don't know what was the most enjoyable, the removal of humidity soaked gear or the shower afterwards. A counter meal at the local pub helps ease a complaining grumbling stomach. Back at the motel the curtesy hair dryer was pressed into service on helmet liners, gloves and other clothing, including underwear.

The sound that woke us wasn't the alarm clock but the incessant rain. How much water can a cloud carry?

A light breakfast and back on the road. One knows that we have arrived at Dungog, the last town before the rally. Countless bikes surround two sides of the local pub. This time, not one single solitary bike was to be found. Parking the bikes at the back of the pub there were three trail bikes whose owners had sought shelter the night before.

We are always gratefully welcomed by the locals. It has become a standard joke from them thanking us for coming and bringing in the rain as the surrounding countryside, until a few days before was under drought condition.

While having a late breakfast at a local café, it had been agreed that due to the rain turning the track from a fire to a muddy one, it was hazardous enough that even a minor slip can result in seriously injuring my weakened left leg. The last thing that organis-



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ers and I wanted was a casualty. The offer was gratefully accepted and with Peter along, we left the bikes at the pub and rode out to the site in a four wheel drive. (Two days after returning back home I was informed that a rider had dropped his bike on the way into the rally resulting in breaking an ankle)

At the rally site one can see a multitude of riders walking about in quite a colourful collection of wet weather gear. Muddy bodies showed who came off and who didn't. Starting cooking fires was an exercise in patience. The presentation was held at the usual time with the speaker doing his best to be heard over the sound of pouring rain.

In the last three hours at the rally the rain just kept on coming, not even showing any sign of easing off at all. With every passing moment the track got worse and worse. As another four wheel drive was leaving the rally after the presentation we once again caught a lift back to town.

In the time I was there the rain helped the tiny creek gain more water and I was told that by the morning it was a raging torrent. It was also estimated that by the end of Sunday most of the site would be under water.

In the hottest month of the driest continent, it positively bucketed down.

On the way out dirt bike riders helped a rider who dropped his R1100RT. There was no way that a fully loaded K1100RS and a K1200S would be able to tackle the hazardous track without unceremoniously dropping the rider.

Back at the pub we re-arranged our clothing, put on cold damp helmets and pointed the bikes south. This was our second day of practically constant rain. We had enough. It was planned to go through the Putty Road and the Bell Line of road and like previous years stop at the halfway point at Cowra for a power nap. It wasn't to be. As soon as we lost light we were unable to see the deteriorating road condition. Any incline was satisfactory but level ground collected countless pools of water across the road. The front wheel splitting water followed by a sudden deceleration alerted us to the danger of aquaplaning. It became a frightening reality. Even at reduced speed, twice my feet were knocked off the pegs from the splashed water. If there was any debris one simply couldn't see it. It simple became too dangerous to ride any further. Nope, way too risky, so once again we looked for shelter in Singleton.

We elected to return back to the same motel. There is a rather unusual cover half way to the rooms which was perfect to stop and unpack the bikes then a rush to the open motel room. The bikes were then moved in front of our room. Planning to do a non-stop run back home the alarm was set for just before dawn, pack and leave at first light.

Throughout the night the incessant rain was accompanied by wind. We had interrupted sleep. Opening the door and looking out we could easily see the rain being blown across the ground. A quick shower, put on all the gear including the helmets, move the bikes to the under covered area and mount the panniers. Back inside the room, dry the hands, put on the damp gloves, in an attempt to hold the water back and depart. Home was over a thousand kilometres away and as I started my bike wondered how far the rain clouds reached.

At that time of the morning and under those wet conditions, once again we had the road to ourselves. With Singleton in our rear view mirrors we approached the Putty and the 150kml or so of winding road. But first, the tiny hamlet of Bulga, and its infamous wooden bridge. We approached with caution and 'tip toed' through in second gear. The same tactic was used in the approaching heavily reduced signed corners. One mistake here will end up either over the Armco barrier into the

creek below or right smack against a rock face.

In between tip toeing around the tight corners, I just had enough time to notice that the creek which was dry on Friday was now running quite fast and carrying countless tree branches. By now raindrops had worked their way down the inside of the visor and the outer edges all misted over. There was a certain relief as we left the corners behind and entered the sweepers. And so for mile upon mile upon mile we slowly made our way south, alternating speed as the road conditions allowed. And still we had the road to ourselves.

It was a relief to see the turn-off to the Bell's Line of Road. One rather very long hurdle safely passed through. Later I found out that there was no choice, all traffic had to turn off here. The road ahead was completely blocked as the Hawkesbury River had overlapped the bridge at Windsor effectively stopping all traffic heading east. Those heading towards Sydney had to do a 150km detour.

Once again the steep climb at Kurrajong with what little traffic was present was tackled at a steady third gear. The last thing you want here is wheel spin from your or other vehicles. As we climbed higher it seemed as though the rain increased in intensity. Debris, all sorts of debris was encountered ranging from dead leaves to tree samplings, tree branches in all sizes and total trees. These had crashed down taking out fences and Armco barriers and on two occasion power lines. Water running across the road became a common sight. Blocked drains were diverting rain water towards the road and the sound of water being sprayed onto the bike fairing practically became a continuous sound. In areas where the road travels alongside a cliff face, waterfalls formed, bring down torrential water across the road with more wood and rock following.

One sight that I'll never forget was when after taking a uphill left hand bend I came face to face with approximately 15 water falls, all in a row. As impressive as they looked they begged to be photographed. Wind, blowing across forming a spray made the waterfalls look like bridal veils. Off course the water brought more debris as it crossed the road. For about 100 metres it was a continuous water crossing. Peter remarked that I looked like being on a jet ski; as water was continuously being split and sprayed by the front wheel while the rear was sending up an impressive rooster tail.

And at the top of this hill, a kangaroo was casually looking at me as I passed by. I supposed he wondered what kind of fool would be out in this weather.

The largest rock that was part of a landslide blocked two lanes causing oncoming traffic to go to the other side of the road. Without exaggeration I would say that the rock was bigger than a standard one car garage.

With a car towing a caravan riding the brakes, it was a slow run as we tackled the steep descent into Lithgow. The first set of traffic lights since leaving Singleton just under four hours away was red, naturally. Sitting there watching the rain bounce off the road I was quite relieved that the mountains were behind us. From now on the bends become sweepers, the roads are wider and traffic is few and far between.

Oh the joy of finally getting off the bike when we stopped at Bathurst for fuel. A wet glove slid off the seat and splattered when it hit the ground. And where ever we walked left a puddle of water behind.

More good news, as we passed Mt Panorama turn off, the first sign of a dry road. Oh please, all we now need is for the sun to come out, take off the wet weather gear and let the crutch dry out. Alas that didn't happen instead wind, strong side wind started blowing and got stronger and stronger as we headed further south.

From there to practically the border we were strongly buffeted by an unrelenting side wind. Respite came at Junee sheltering at a petrol station.

Albury was our final stop, fuel, cleans the visor and then a quick dash to home.

As I put away the unused camera, I reflected back. The forty third Karuah River Rally has passed into history. We had spent 3 days inside wet weather gear while covering just less than 2500km?

Who said that motorcycling isn't adventurous?

1982 R65LS Project

Well my clunky old bike is finally taking shape. The project of converting it from what was basically the ugliest bike BMW ever made to a Cafe Racer has been quite a lot of fun.

The first thing to go was the Star Wars Storm Trooper fairing. That in itself was like opening up a can of worms. The original fairing came with a wiring harness the size of a child's wrist and an assortment of other wires too numerous to mention. So the process of working out how to reduce about 300 wires down to 7, to marry with the new Acewell multi function speed really did my head in. I called in favours from everywhere to get that sorted out and even now, the bugger doesn't seem to want to charge the battery properly.

Next came the seat. The seat OEM had a plastic moulded end to match the ugly fairing; that also had to go! Being a short framed model the 65 has a shorter seat frame than your typical R. I trolled the internet for a seat that would actually fit, with no luck at all. I eventually bought one from a manufacturer in the states which.... didn't fit. So again, calling in (the rest of my) favours, I stripped the original seat back to the pan then got stuck into it. I welded on a plate and sides at the rear of the pan, trimmed the original foam and eventually, sent it off to a trimmer for upholstery.

Then came the POSH billet alloy indicators, a tune, shocks, a master cylinder and calliper kit, DOT 5 silicon brake fluid, a respray and voila.... a new - old Cafe Racer. The wonderful thing about this conversion is that it now looks much more like a standard R65 than it's evil twin.... the LS65.

Things of beauty are hard to find, or so my wife keeps telling me. I'm delighted to confirm that my ugly ducking has turned into a beautiful Swan. Now, if only I could find the time to ride the thing.

Cheers,

Cory

PS I also own a 1968 MGB GT - it's a thing of beauty too, but I prefer the bike ;-)

A Riders Journey

When I rode my Vespa 300 very few riders would ever give me the obligatory nod of the head. This annoyed me so much. I nod my head to all two wheel motorised bikes. I do not discriminate. After all we all have one thing in common. We get off on the effects of pulling that helmet over our heads, placing our riding gear on and smelling the conditions outside.

You can smell rain, heat and snow as well as fresh cut grass, the bush and most of all the uniqueness of the country you are riding in. You smell the trees, and even the cattle trucks. (Never sit behind one for longer than you have to because that's a smell that stays with you for a long time.) You can feel rain, snow, wind, sun and of course the speed. Let's not forget the taste of dust and the odd insect. The whole ride makes your senses come to life.

I remember the day I walked into Pro Cycles to test ride a GSA and GS. I parked my Vespa out the front of the store and boldly walked upstairs. The BMW salesman asked "Can I help you?" I answered very confidently with a "Yes. I would like some information on the GSA and GS 1200 please". I was instantly given a glossy magazine and the salesman pointed out the differences between the two bikes. My head was that messed up with all the information that all I could remember was one fuel tank was bigger than the other and some other trivial details like ABS, traction control and something about adjusting the suspension with a switch. Too much information for my little brain. So the next words I remember muttering was "Can I take the bikes for a test ride?" The salesman answered "sure" with a big grin on his face. "What's your current bike? Was his question.

I replied muttering out the words "Vespa 300." The salesman's grin had disappeared very quickly. "A Vespa" he replied. "Yep hidden out the front of your shop".

The salesman agreed with some trepidation in his voice to let me ride the GS first.

As I pulled away from the dealership I remember catching a glance of the salesman's face while standing on the top of the steps at the dealership. The look on his face was priceless. As I rode away from the dealership the mantra in my head was "Don't stall. Don't stall" and luckily I didn't.

The ride was epic. Freeway, winding roads, and through traffic. After riding for 40mins I headed back to Procycles. As I rode up to the front of the shop the somewhat relieved salesman came out to greet me. The salesman had a small smile on his face and said looking very closely over the bike "how was it ?" I replied "F.....g unreal. But that quick shifter thing you rambled on about does not work." The salesman laughed and said "You need positive throttle for it to work." "Right." I said pretending to know what positive throttle was.

"Can I take the GSA for a test ride?" "Okay" he said . So again I rode off from the dealership and loved every second. I was hooked.

So why did I end up purchasing a GSA? Because while riding the bike my thought processes worked like this. The last thing I wanted to do was stop for fuel while riding the BMW. I just wanted to keep riding and riding. And lets be honest my Vespa did have a slightly smaller fuel tank - \$8 to fuel up as apposed to \$46. But hell, with a range of 680-700 kms that is my idea of heaven.

So 70,000 kms later, what a journey it has been! I joined the BMW Touring Club of NSW after having travelled just 10,000kms and I have never looked back. I have explored numerous destinations, met a bunch of amazing blokes and galls and have been afforded so much knowledge and help since joining the club. My riding skills have improved, my technical knowledge has improved and above all I now have a great circle of friends with so much in common.



Thanks to Pro Cycles for the test ride and for all the advice and servicing of my bike.

Also a massive thank you to all members of BMW Touring Club of NSW for making me feel very welcome.

So my advice is pay the club membership and become part of a family of fellow riders.

Cheers

Alex Spiteri-James.

Koorawatha Christmas Party 2019

I love it when people have ideas for things to do regarding club runs at places to go (less work for me) and on this occasion I had Henning representing an idea he'd proposed the previous year for us to have our Christmas party out west at a small NSW town called Koorawatha and incorporate a visit to a Castle, yep you read it correctly a Castle. The Castle in particular was Iandra Castle situated in the middle of a triangle between Cowra, Young and Grenfel. The first year we'd put the idea to a meeting and didn't get a real warm fuzzy feeling in the way of feedback but once again this very persistent man rang again and offered to do all the leg work and research regarding costs, camping and accommodation and what a BLOODY GOOD job he did.

My plan for the weekend was to pack the Panzer and take it to work. Uncle George and I were meeting at Goulburn for a late lunch and we would ride out through Binda, Tuena and Trunkey Creek to meet up with the New Castle boys a Neville for the night and with the afternoon closing in we were seeing the wildlife coming out to see what we were doing and I've never seen such dark almost black wallabies/kangaroos but we managed to arrive in Neville intact with no horrific stories. George and I stopped in Neville back in September (this is where George notice he'd lost a pannier) on the way to the FCR and George had seen the old railway carriages and made the comment that it might be a great place to have a club run to if they were fit for stopping in so when Rob T told that they had stayed in them before and were staying there on the Friday night I ask if they would mind if I mentioned if anyone else would care to join the group for the night and there were quite a few takers for the night, we had around 15 people the only problem was that Neville pub had shut down a week or so before and there was no food or booze available in town but fortunately for us Kevin who runs the Neville siding accommodation was taking his daughter to Blayney and offered to take orders for the Chinese takeaway and booze (what a great guy) so we had full bellies and were merry all night long and had a great night.



Saturday morning we left and split into two groups, one going by dirt and the other by tar and meeting at Wyangala Dam (very low) where we stoppued for some photos



and fuel then we split again with Koorawatha our next point.



After finding the show ground and setting up camp it was off to the pub for lunch and drink.

For the tour of the castle we had to meet at the castle at 2pm for a group photo and a pre tour history lesson of Iandra Castle with stage 1 built by George Green in 1880 which was a single story brick building known as Mt Oriel homestead. In 1908-1910 he constructed the present 57-room two storey homestead, incorporating the original 1880 dwelling turning into the castle like structure of reinforced poured concrete it is today. For information check out this website <https://www.iandracastle.com.au/about>.



Saturday night was party night in the Koorawatha pub courtyard with plenty of food and entertainment supplied by the publican in the form of three piece group who sounded fantastic and what a voice the singer had and considering she was coming back from a broken back after a horse accident (who says bikes are dangerous) she did a great job.



Sunday morning was breaky at the pub before I headed for home via Boorowa then Crookwell where I meet up with Tony & Cheryl Schmidt and we had a bite to eat before returning home via Goulburn and along the backroads to Werombi.

Dave Beers



AUSTRALIA DAY 2020

P

roject Damper

From the Top Secret BMW (Broken Machinery Works) project files. (aka Buffett Skunkwerks)

Long ago, before rebound damping and long before electronically adjustable suspension, a bench racing session took place around a camp fire. The topic was dampers and what could be done to improve the breed and keep them practical and compact enough to suit touring motorcycles. The unlikely starting point was found lurking close to the overhead valve gear on a '70's Airhead.

A bit of milling and welding and the equipment to improve dampers for the avid traveller was taking shape.



A certain amount of repurposing of material from the BMworks junk pile (stainless tube, welding wire and rod and a broom handle) had the prototype ready for testing.



Initial trials show great promise. The damper is compact and performs its function amazingly well. In keeping with top se-

cret Bavarian design criteria the branding and part numbering is in reverse in an attempt to hide the origin of the design until it is fully proven and the marketing department has had a chance to develop a sales strategy.

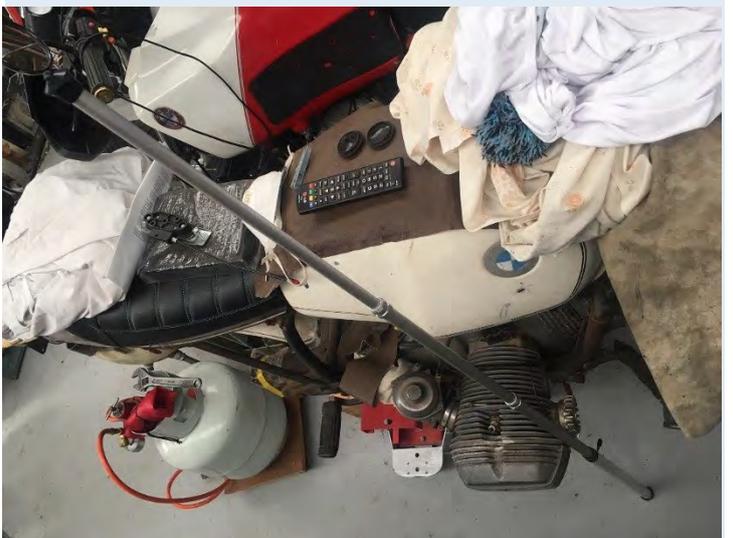
Post KRR footnote: In a MKR style cook off, a damper review by a certain Italian pastry chef at Karuah gave a MK2 damper with blackberry jam and whipped cream the professional big tick. However, the engineers at BMW were disappointed that the Roundel in reverse was just a depression in the crust and the part number was illegible.

Project Hootchie

Here at BMW we are fond of quoting famous characters. I think it was Goldie Locks who said something along the lines of, "Not too hot, not too cold, not too dry and not too wet". Well those hardy souls who attended Karuah 2020 got the first three but cursed Goldie all week end for the last one. Those of us who took additional shelter were popular with those who didn't.

As with all motorcycle camping gear compact and light is the goal. Compact and light tent poles are unobtainium so after a pole failure from supporting a couple of litres too much drinking water on Saturday night a new improved pole was required.

Two dollars at the Salvos got me a camera tripod. Twelve bucks at Bunnings for some 25mm Aluminium tube and some scrap Acetal produces three 1500mm poles that weigh next to nothing and collapse down to 450mm. A compression test on the clamp mechanism on a tripod leg saw it still holding but starting to flex on the smallest diameter at 20Kg proving it should do the job.



BMW Touring Club of NSW

All Bikes are Welcome

Classic Ride around the 21st - 22nd March 2020.
to Nabic Motorcycle Museum
and also Nabic Pub.



Weekend run.

Leave McDonalds Pennant Hills Rd and Phyllis Ave Thornleigh
8am – 8.30am be ready to go full tank of fuel etc

Leave BP Hungry Jacks Beresfield for anyone coming from Newcastle
10.30am – 11am be ready to go full tank of fuel etc

Arrive for lunch at Nabic Hotel 12.30pm -1pm
lunch from \$9.90 or off the menu

Museum 2pm- 4pm
Cost for the Museum \$15.00 or
If we get party of 21 or more \$13.00

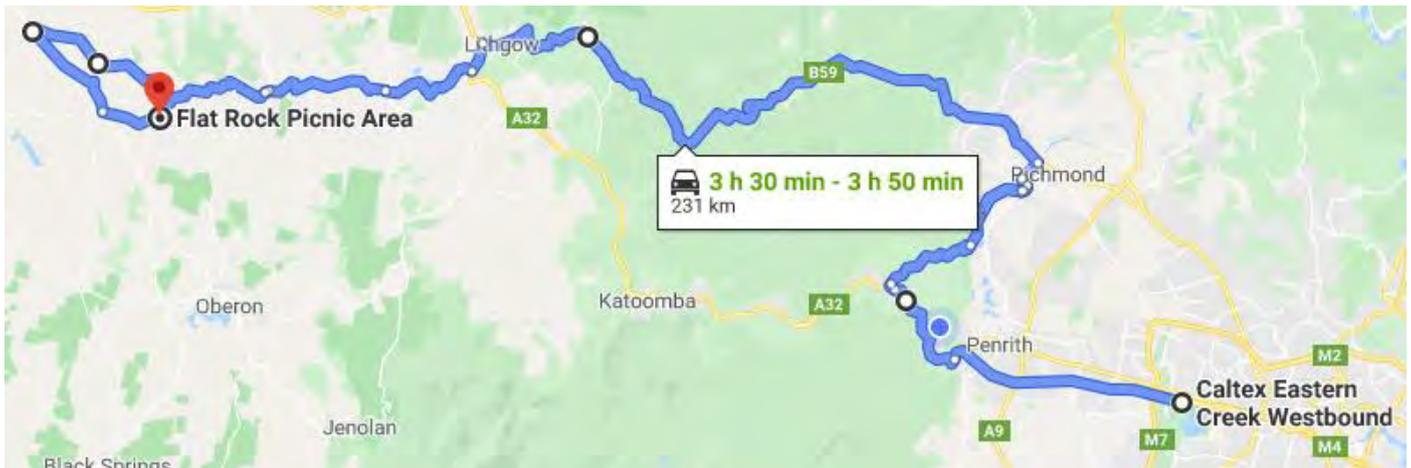
Contact Mal Cattermole
Mob No 0409179419

Nabic Motel and Hotel

Failford Holiday Park

Nabic Motorcycle Museum

New Members Ride – April 5th, 2020



We'll meet at Westbound M4 McDonalds at 8:30am, **fuelled** and ready to go. **Leave 9:00am.**

All existing, new and potential members are welcome.

Route via Penrith, North Richmond, Lithgow and Locksley, the final destination being the Flat Rock Picnic Area on the Fish River, Mutton Falls Rd, O'Connell, estimated distance of 231km. The road surfaces on the planned route will be all sealed.

BBQ lunch and soft drinks supplied by the club.

RSVP 28/03/2020 to Marie Pennykid 0428 393 093

Follow the M4 to the Great Western Highway, and up to Valley Heights.

Take the left to Springwood and then right at the roundabout to Hawkesbury Heights and Richmond

Follow the Hawkesbury Heights road, and stop at the Hawkesbury Heights Lookout.

Then continue on to the Castlereagh road and turn left to towards Richmond.

At the traffic lights in Richmond turn left onto Bells Line of Road.

Follow this to Lithgow and the Great Western Highway and turn left towards Katoomba

Travel along the GWH to South Bowenfels, and turn right onto Magpie Hollow Rd at the Shell Servo.

Follow this road past Lake Lyell to the T-intersection, and it's a quick right and left onto the Sodwalls Road.

At Tarana, swing slightly right off the main road onto the Tarana Rd.

Follow this road to the T-intersection at the O'Connell Rd and turn left to O'Connell.

At O'Connell, past the pub, turn left onto Mutton Falls Rd, It's approximately 6min and 6.5 km to the Picnic Grounds, on the left.

A free BBQ lunch and soft drinks will be available here. Enjoy your ride.

BMWTCNSW Movie Night

Saturday May 9th, 2020 from 6pm

The Grey Gum International Café, Putty Rd, Putty



All members, their partners/families and friends are welcome.

BYO camping gear and chairs (optional).

The café will be putting on dinner and breakfast at normal prices. More details to come

Reply is required for catering purposes.

A raffle will be run to raise funds for the Rural Fire Service. (Additional prizes would be welcome)

Dinner from 6pm, Movies from 7pm.

Bring along your motorcycle DVDs/Videos.

RSVP 3rd May 2020

Marie Pennykid

marie.pennykid@gmail.com

0428 393 093

/5 Tribute Rally - drag em out & get em goin

A TRIBUTE TO THE BMW / 5 SERIES MOTORCYCLES & RIDERS

ALL BMW OWNERS : YOU ARE ON NOTICE!

I am looking for expressions of interest to help celebrate the genesis and watershed of the Stroke 5 series BMW motorcycles on 17th - 18th October, at a venue in central west NSW (to be confirmed). If you have any suggestions please contact Henning. The event will celebrate the /5's revolutionary contribution to the BMWs you are riding right now.

It all started, in September 1969 with the launch of BMW's /5 for 1970. The late 1960s was a make or break period for BMW with dominance emerging from Japanese manufacturers. If the /5 did not succeed with significant sales, BMW would have **ceased** motorcycle production.

The /5 was a major step forward in performance, durability and amazing reliability. BMW developed a more modern machine with longer suspension travel and a new engine design which delivered more power and higher revs. The first year was a short wheelbase design, no front brake light switch, 24 litre fuel tank, then later with 50mm longer wheelbase, colours, 24 litre tank & at 205kgs wet they were the lightest of the big bikes. They were also the last model with a real ignition key!!

The /5 is a very versatile bike, doing everything well but nothing fantastic. Nobbies were fitted and won the ISDT, crossed the Gunbarrel Highway and won places in the Castrol 6 Hour Race. Their long distance and remote area touring capabilities was legendary well before the R80GS.

The success of the /5 led to the R90S (first production bike with a fairing & optional kick starter), the R100RT and ultimately the GS range which changed the direction of the world's motorcycling industry. The rest is history, with BMW continuing to push design and innovation boundaries.

My proposal is to acknowledge this ground-breaking milestone with a weekend gathering including a ride, a 'show and tell', awards for various BMW classes, regalia and a celebratory dinner.

So, now's the time to drag em out & get em goin, no excuses.

Your attendance will be welcomed, even if you need to trailer your /5. Even if you are slightly interested or unsure of ability to attend, please pass your anecdotes, contact and motorcycle details to me at hpj333@gmail.com, so I can keep you updated.

Registration, Accomodation, Regalia, Dinner & Saturday Lunch Ride details will be available when finalized.

Cheers and look forward to further contact.

Henning Jorgensen

1970 BMW R75/5

BMWTCNSW #33



If undeliverable return to :

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Australia

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AUSTRALIA

Watch out for these upcoming events :

6 th -9 th March	Cold Flame Rally
21 st -22 nd March	Classic ride to Napiac
Sun 5 th April	New Members Ride
18 th -19 th April	Victorian Outfit Rally
24 th -26 th April	Autumn Leaf Rally
2 nd -3 rd May	Loaded Dog Rally
9 th May	Club Movie/Camping Night