

**BMW Touring Club  
of New South Wales**



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



# August 2019 **NEWSLETTER**



Editor, Membership Secretary and furry passengers arriving at the Hat Rally in Araluen

# BMW

## Touring Club of New South Wales

A small image of a motorcyclist wearing a black helmet and jacket, riding a motorcycle on a dirt road in a rural landscape.

## OFFICE BEARERS

### PRESIDENT

Jason Boyd  
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### SPARE PARTS/CLUB TOOLS

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

### MCC NSW DELEGATES

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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 Gilseman	0418978781

## REGIONAL RIDE CO-ORDINATORS

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

Past Events July			
	Winter Rally. Hosted by the United Tourers		
	Apollo Rally		
	Hat Rally		
August Events			
Sat. 3rd	<b>Border Run, SA/WA boarder Joint Club Run to Carcoar.</b> Royal Hotel, Carcoar.	Jason <b>Boyd</b> <b>0412 858 880</b>	10
Sun. 4th	<b>Goulburn GP Route Ride.</b> Day ride around the first Australian Motorcycle GP Circuit. Meet Pheasants Nest for 10.15am leave or meet at Nth. Goulburn Mobile at 11.30am.	Warren Buffett 0473 403 205	6
Thur 8 <sup>th</sup>	<b>South Coast Social Sip;</b> 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Sat. 10th	<b>Annual Awards night, Rylstone Club, Cox street Rylstone.</b>	Dave Beers 0401 444 567	6
24 <sup>th</sup> – 25 <sup>th</sup>	<b>2018 AMCA National Meet</b> - Bulli Showground, Bulli, N.S.W. Swap meet entries are now open for all makes & models 35 years old & older. British, European, Japanese & American. For more details <a href="https://www.amcaaustralia.org/">https://www.amcaaustralia.org/</a>		2
23 <sup>th</sup> – 25 <sup>th</sup>	<b>TTT - Thrashers Terrifying Trek</b> – Hosted by Thasher, Sign posted 10km's north of Taralga at the Wombeyon Caves Rd. Follow the red & white TTT signs. Guaranteed to be a test of your starch. EXTRA LARGE FIRES, AS ALWAYS FIRST IN GET THE BEST CAMP SITES. One thing is the basic rule of the rally leave bad attitudes at the gate		10
Wed 28 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm. <b>*6pm COMMITTEE MEETING*</b>	Jason Boyd 0412858880	4/6 *
Thur 29 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
September Events			
Thur 11 <sup>th</sup>	<b>South Coast Social Sip;</b> 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
13 <sup>th</sup> -15 <sup>th</sup>	Dargo High plains Rally; Talbotville, Victoria. Limited food & soft drinks at rally.	Dave Beers 0401 444 567	10
21 <sup>th</sup> – 22 <sup>th</sup>	<b>Far Cairn Rally</b> – Hosted by BMW Touring Club NSW - Held at Tottenham Racecourse, approximately 3km from the town's centre. Funds raised support the Motorcycle Accident Rehabilitation Initiative (MARI)		10
Wed 25 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412858880	4/6 *
Thur 26 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
27 <sup>th</sup> – 29th	<b>35<sup>th</sup> Annual Sidecar Rally,</b> O'Connell Campground by the fish river, 22klms from Bathurst on the O'Connell Rd & 22klms from Oberon.	Sean 02 6337 5705	10
October Events			
Thur 10 <sup>th</sup>	<b>South Coast Social Sip;</b> 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
11 <sup>th</sup> – 13 <sup>th</sup>	<b>37<sup>th</sup> Kosciuszko Rally – Hosted by BMW MCCA CT.</b> Geehi Hut Campground on the Alpine Way, Snowy Mountains. Supplies can be purchased at Thredbo (43km) or Khancoban (31km). Entry of \$20pp includes a raffle ticket. Usual & unusual rally awards. Rally proceeds are donated to the RFDS	Gary Smeed BMW MCCA CT	10
Sat 19 <sup>th</sup>	<b>Country Club Meeting, Detail to come.</b>	Rob Tiedeman 0425 777 461	6
Wed 30 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412858880	4/6 *
Thur 31 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2

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)

## BMWTCNSW General Meeting Minutes

**26 June 2019**

**Chairperson** – Jason Boyd.

**Meeting Opened** – pm.

**Apologies** – Nil.

**Visitors** – Mick Goodwin.

**New Members** – Nil.

**Previous Minutes** – The Minutes of May 2019 Meeting were tabled.

Acc – Al Pennykid.

Sec – Jason Boyd.

**Correspondence** –

Westpac statements x 2.

RMS Letter regarding Log Book Trial Review – Historic and Classic Vehicle Scheme.

13 x membership renewals.

Letter advertising Coral Villa Motor Inn Bundaberg Qld.

**President's Report** –

Jason noted that he would delegate a response to the RMS regarding the Log Book Trial Review to a suitable member.

Jason noted that it's time for members to renew their membership, and noted that members who have bikes on the Historic and Classic Vehicle Scheme must remain financial in order to remain registered and insured.

**Vice President's Report** –

Dave Beers confirmed that the Awards Night 2019 will be held at the Rylstone Club. Dinner will be 2 mains and 2 desserts at \$22/head. Dave noted that the Club may be able to organise breakfast at the Globe Hotel Rylstone if there is enough interest. Interested members should contact Dave asap.

**Secretary's Report** –

No report.

**Treasurer's Report** –

Reserve Acc \$32,210.09.

Cheque Acc \$1,959.10.

Alison noted membership fees are coming in.

**Membership Secretary** –

Marie advise that there are currently 297 financial members.

Membership renewal reminders have been emailed out and a further reminder will be sent out in 2 weeks.

**Editor** –

No report.

**Public Officer**

Annual return to Dept of Fair Trading to be lodged by the end of this week.

**Regalia** –

2 Club jackets available at \$50 each.

**Assets & Archives** –

No report.

**Clubs Australia** –

CA members visiting Germany can receive discounts for visits to BMW Motorrad venues. Contact Trevor Dean for further information.

**Webmaster** –

Domain renewal due next month.

**MCC** –

No report.

**Past Events** –

8/10 June – 50<sup>th</sup> Alpine Rally – Yarranabilly Camp Ground. Successful rally. Only moderately cold. 36 Club members attended. Around 400 total attendance.

14 June – Jaffle Run – Mill Creek Camping Ground. 3 members attended. Best jaffles ever reported.

21/22 June – Casper Rally – Bummaroo Camp Ground. 7 Members attended. -4<sup>o</sup>C and frosty.

**Coming Events** –

30 June – New Members Ride – Cathedral Reserve, Mount Wilson.

12/14 July – Winter Rally – 4 km south of Nerriga on the Braidwood Road.

19/21 July – Apollo Rally – Orroral Valley Tracking Station ACT.

26/28 July Hat Rally – Araluen.

**General Business** –

Jason advise software review and update is a work in progress.

It was noted that the current FCR award trophies are a last of the current stock and new trophies will be required for 2020.

FCR badges need to be ordered by August meeting. Jason to follow up and order asap.

**Meeting Closed:** 8.81 pm.



# BMWTCNSW Annual General Meeting Minutes

26 June 2019

**Returning Officer** – Bob Madell.

**Meeting Opened** – 8.21 pm.

**Previous minutes** – The Minutes of the 2018 AGM were read.

Acc – Jason Boyd.

Sec – Al Peters.

All positions were declared vacant.

Bob Madell took the Chair as Returning Officer to elect a new Committee by those members present. No written nominations were received prior to the closing date for the positions.

Positions were nominated from the floor.

The following positions were declared filled:

**President:** Jason Boyd. Nominated by Self, 2<sup>nd</sup> by Warren Buffett.

**Vice President:** Dave Beers. Nominated by Self, 2<sup>nd</sup> by Al Peters.

**Secretary:** Alex Spiteri-James. Nominated by Self, 2<sup>nd</sup> by Warren Buffett.

**Treasurer:** Alison Ashby. Nominated by Self, 2<sup>nd</sup> by Al Peters.

**Membership Secretary:** Marie Pennykid. Nominated by Self, 2<sup>nd</sup> by Al Pennykid.

**Editor:** Alan Pennykid. Nominated by Self, 2<sup>nd</sup> by Marie Pennykid.

**Regalia:** Warren Buffet. Nominated by Self, 2<sup>nd</sup> by Bob Whitehead.

**Assets & Archives:** Mal Cattermole. Nominated by Self, 2<sup>nd</sup> by Marianne Cattermole.

**Public Officer:** Al Peters. Nominated by Self, 2<sup>nd</sup> by Marie Pennykid.

**Spare Parts:** Rob Edgar. Nominated by Self, 2<sup>nd</sup> by Dave Beers.

**CA Delegate:** Trevor Dean. Nominated by Self 2<sup>nd</sup> by John Rayner.

**MCC First Delegate:** Bob Madell. Nominated by Self, 2<sup>nd</sup> by Jason Boyd.

**MCC Second delegate:** Current delegate Paul Ioakimidis did not attend AGM and it is assumed that he will continue in role as MCC Delegate.

**Webmaster:** Michael Sarah. Nominated by Self, 2<sup>nd</sup> by Marie Pennykid.

**Editorial assistant:** Tony Conliffe. Nominated by Self, 2<sup>nd</sup> by Marie Pennykid.

**Editorial assistant:** Al Peters. Nominated by Self, 2<sup>nd</sup> by John Rayner.

The outgoing General Secretary will organise a handover meeting with the incoming General Secretary.

The financial accounts as tabled were accepted by Bob Madell, 2<sup>nd</sup> by John Rayner.

The financial situation was reported as follows:

-Reserve Account balance: \$32,210.09.

-Cheque Account balance: \$1,959.10.

-Profit/Loss: -\$910.60.

-Inventory: \$2,286.57.

-Total Value of Club: \$36,455.67.

**Meeting Closed:** 8.41 pm.



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# President's Report

In an attempt to make the monthly meetings less of a blah-blah-fest, Mr Beers and I have added a Committee meeting to the calendar to happen every 3 months. These meetings will take some of the mundane background management offline freeing up time. Starting this month, once the formal part of the meeting is complete (45 - 60 minutes) we will be kicking off an hour or so of club / bike related images or short videos. So if you go to a rally, get your phone out, pretend you are a millennial, and take a few pics. If you are a coordinator for an event, it would be a really good way to show the club what happened at the event. Hopefully we won't have to volunteer people for content to make the meeting more interesting 😊.

Peak riding is in full swing. Personally, I don't get it... I hate the cold! Below is a bit of a reminder summary of what's been and is coming up. **Past Events:** There have been more than I can get to but I know the club has a good attendance to events listed in the calendar. Recently we have had a New Members ride to Mt Wilson, A mid week jaffle run / ride to Dunns Swamp and the once every 5 years Apollo Rally.



New Members Ride / BBQ - SandiB



Apollo Rally - DaveP



Apollo Rally - AlanP



Dunns Swamp - JasonB



Apollo Rally - Facebook Unknown

**Future Events:** It's not too late to get involved with some of these 2 wheeled adventures with a few big events coming up. A big one for the club, the **Far Cairn Rally** – Sept 21st-22nd, Tottenham race course, and of course don't forget the **Awards Night** - Sat. Aug 10<sup>th</sup>, Rylstone Bowling Club.

<p><b>BMWTCNSW – BMWACTMCC - Carcoar Pub Overnighter – Aug 3<sup>rd</sup></b> The BMWWCCACT has phoned the Royal Hotel Carcoar and paced a hold on all their rooms for Saturday 3 August 2019 under Garry Smees BMW Club ACT. <b>Individuals will need to phone the pub and book their room choice direct on (02) 6367 3009. See the website including rooms + options here <a href="https://www.royalhotelcarcoar.com.au/">https://www.royalhotelcarcoar.com.au/</a>.</b></p> <p><b>BMWTCNSW 1924 Original GP Circuit – Aug 4<sup>th</sup></b> On the Sunday Woz has a run around the original 1924 Grand Prix Circuit out of Goulburn. It has a number of commemorative plaques, history and some great back country roads. This ride will finish at Fitzroy Falls (Grandpas' Shed – Sausage roll extravaganza).</p> <p>If you have any questions please contact: Carcoar - Jason <a href="mailto:president@bmwtcnsw.org.au">president@bmwtcnsw.org.au</a> GP CCT – Woz 0473 403 205, or <a href="mailto:regalia@bmwtcnsw.org">regalia@bmwtcnsw.org</a></p>	<p><b>Day One – Carcoar Hard-Core!</b> Depart <b>9AM</b> from Carcoar Pub</p>	<p><b>Day Two - Day-Riders</b> <b>Meet Pheasants Nest 7/11 South</b> <b>10:15AM SHARP DEPARTURE</b></p>
	<p>Carcoar to <b>Goulburn</b> 200km, aprox 2.5hrs</p>	<p>Pheasants Nest to <b>Goulburn</b> 108km, 1.25 hrs</p>
	<p><b>GOULBURN MEETING POINT 11:30</b> Meet at Nth Goulburn Mobile at 11:30AM. 129 Lagoon St, Goulburn NSW 2580 <b>Grand Prix Circuit</b> Approx. 85km, No Fuel. GOULBURN, BUNGONIA, WINDELLAMA, QUILAGIO, GOULBURN <b>Gradpas' Shed – Late Lunch (3PM-ish)</b> Goulburn to Fitzroy Falls – Grandpas' Shed</p>	
	<p><b>Homeward bound...</b></p>	

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

Cheers,

Jason

President, BMWTCNSW

Contact Email: [president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)

# Editors Report



Welcome to the August newsletter. It's late Sunday afternoon on the last weekend before our July meeting,

Marie, myself, Abbie and Leroy have just returned home from the Hat Rally at Araluen where we enjoyed the company of a few club members and other old friends.

Last weekend was the Apollo Rally in celebration of the 50th anniversary of the Apollo 11 moon landing, the rally site was meant to be the grounds of the Honeysuckle Ck tracking station where the first images were received from the moon, but we got moved to the Orroral Valley tracking station site instead as there was some ceremony to be held at Honeysuckle.

BMWTCNSW had a great turnout at the Apollo with around 27 members from all over attending and ALMOST camping together at one location. The catering was extremely well organised with different offerings for the lunch, dinner and breakfast times, Even espresso coffee (well it was the Ducati club that were behind the event. The club earned the largest club attendance trophy and Marie won the longest distance female rider award.

It was a cold rally like the Alpine. But like they say "There is no such thing as bad weather, just inappropriate clothing"



The same applies to camping, as long as you have the right gear, you can still be comfortable. Marie and I certainly were, the space available in the sidecar with the dogs staying at home we had more than enough stuff to keep us warm and comfortable.

On Sunday morning the wind came up strongly though. I just stuffed the tent into the sidecar as there was no hope of getting it rolled up. The upside was that the winds did their best to dry out the possibly damp, frozen road surfaces on our way out.

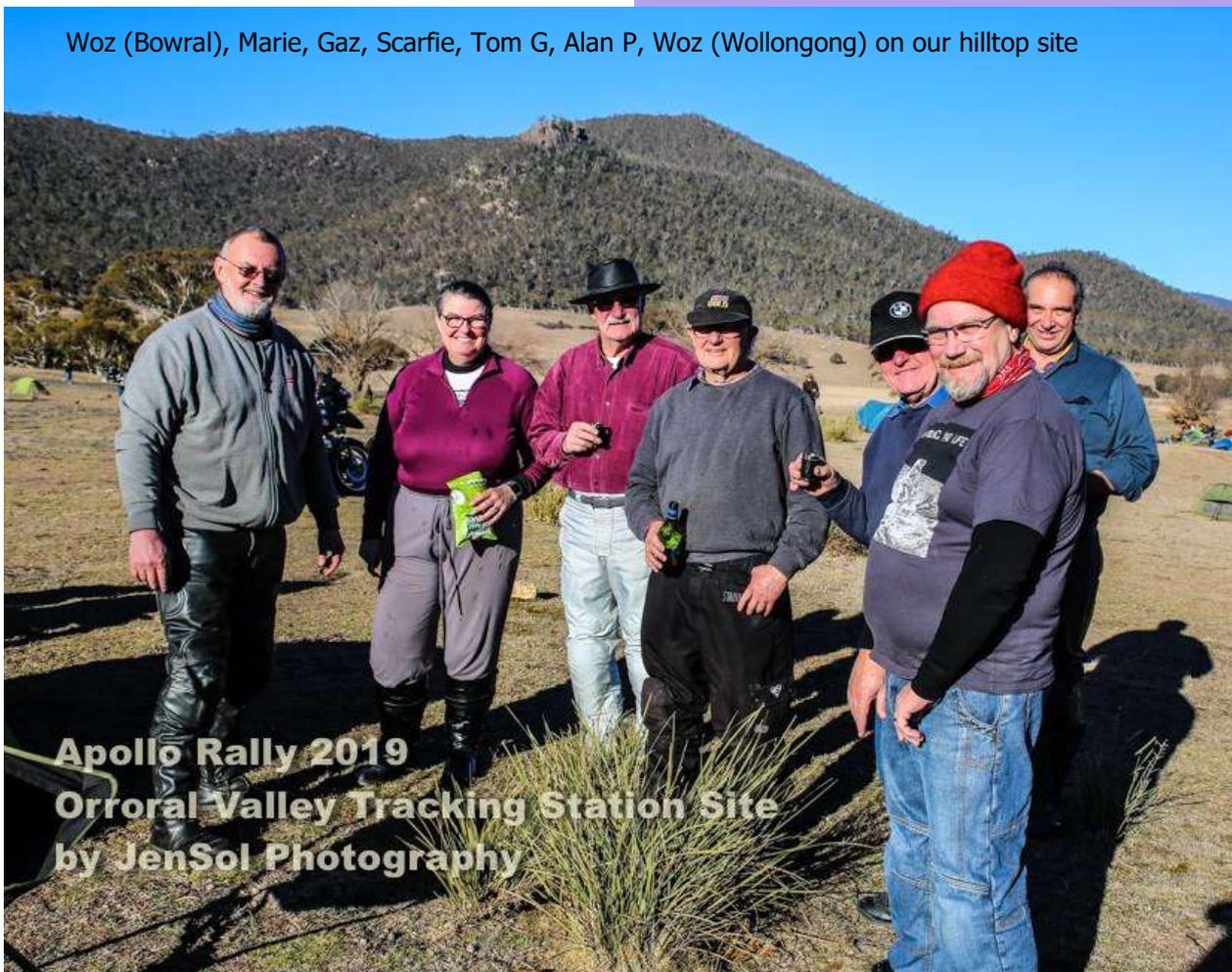
There's a lot coming up soon; Carcoar, the Goulburn ride, the awards night, TTT Rally etc.

I'll see you somewhere.

Oh, we also have a good variety of reading this issue :)

Al

Woz (Bowral), Marie, Gaz, Scarfie, Tom G, Alan P, Woz (Wollongong) on our hilltop site



Apollo Rally 2019  
Orroral Valley Tracking Station Site  
by JenSol Photography

# Tasmania 2019

-Dave

A slight shift of weight and my bike leans to the right entering yet another tight and challenging curve. The pavement (bitumen) is smooth, the bike is purring, the weather dry and cool. Perfect, although I'm slightly unnerved by the edge of the road being so close to my left side. Being from the States I'm used to always having at least 10 feet (3 metres) of ...bitumen... to my left. I look ahead to check my friend (mate) Paul's line watching him lean over even more as he gives the throttle a squirt and nails the far apex precisely. I track his line and accelerate out. What a glorious feeling.

As we ride this twisty road from Delegate to Orbest, I realize how fortunate I am to be here. To be in Australia, on a motorbike, with a great friend and headed toward Tasmania for 2 weeks of riding. Taking a step back, in 1996 I was working for General Electric Appliances and had the good fortune to meet Paul Evans. We hit it off together as colleagues and shared a love of riding bikes. He invited me to stay at his

place instead of in hotels. Over these years he has been my gracious host for 20+ trips. Many rides on Kawasakis, Hondas, Bruce Campbell's DR and now Paul's old 1200GS. But there was one place neither of us had ever been, Tasmania.

Tasmania. Van Diemen's Land. The Tasmanian Devil. Huon Pine. Hobart. Port Arthur. Occupied by Aborigines for 42,000 years, settled as a penal colony in 1803 by the British, now a destination for tourists and a mecca for motorcyclists. Seemingly endless twisty sealed and gravel roads, light traffic and mildly enforced speed limits made this a destination Paul and I had desired for years. Meeting up with our good mate, Alex Spiteri-James, we finished the ride from Orbest to Melbourne and boarded the Spirits of Tasmania for overnight passage to Devonport. While fearing the worst in seasickness, the trip was uneventful and we disembarked into the early morning fog and Alex led the way toward Sheffield. Our general plan was to make a counter-(anti)clockwise circuit of the island.

Cradle Mountain – Lake St. Clair National Park is a leading destination for most travelers to Tassie and in particular backpackers. The famous Overland Track is a six day hike. Our first day goal was to climb up to Marion's Lookout and view Dove Lake with Cradle Mountain in the background. My first mistake was hiking in riding gear and boots. I was sweating and swearing like anyone wearing a rubber suit in a sauna would be. Second mistake was not bringing water. I'm a tough guy. Who needs water? Thirdly. We met a young woman heading up for the Overland Track with a 25kg pack. I kid you not. She was stuck on the trail where

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it ascends 417 meters in a short distance. Being a caring guy (bloke) I offered to carry her pack for a bit. To keep the story short I'll just say Alex and I carried it all the way to Marion's Lookout. We were lucky not to have a coronary. The group consensus later was that other blokes probably did the remaining 150km for her.

Leaving Cradle Mountain we traveled west through Waratah and Savage River to Corinna and the Pieman River. On the southern end of the Tarkine Reserve Corinna is an old gold mining town surrounded by rainforests, now a haven for nature lovers. With several restored miner's cabins and a well-stocked pub this is an ideal stop. It's also a necessary stop as ferry travel is required to continue on south. Our first misadventure of the trip began at the Tarkine Hotel pub when Paul's wallet did a disappearing act for several days. Those of you with Klim gear will understand how the myriad of pockets and vents are well suited to a magician's need to hide props and wallets.

Whereas the road to Corinna had been a long, white gravel track taken at a fast pace, the path southward was tight and twisty and very green. A beautiful morning of riding brought us to Zeehan and Queenstown. Staying two nights at the caravan park allowed us to explore the local museum, steam train, copper pit and gravel football field. They are a tough lot here. Sidetrips took us to Strahan on the coast and most of the way to Pillinger via an old railway bed. These two towns in the water are where the trains from Queenstown took their loads of ore to ships. We were starting to get a glimpse of how the natural resources in Taz have shaped its history.

A fast morning ride in perfect weather took us east to The Wall in the Wilderness. 90 kms from Queenstown nestled in a forested grove is a 100 meter wall of huon pine. Sculptor Greg Duncan is carving a masterpiece in wood that depicts the harsh history of miners, timber harvesters and settlers in the Central Highlands of Tasmania. Extremely interesting and a nice break in our ride into the center of Tassie. After stopping for fuel and food in Westerway, we turned right and west on B61 for Strathgordon, the end of the line in the interior. Passing Maydena we got our first whiff of the smell of fires that ravaged Tasmania earlier this year. Scorching more than 205,000 hectares, the fires were devastating to several endemic species of trees. With nary a car on the road we passed solemnly through kilometer upon kilometer of burned forest.

On a very tiny by comparison scale the fires impacted us as no fires were allowed for campers in the wild. While not truly necessary, a campfire is a great way to spend an evening with friends, chatting about the day's adventures and preparing a meal. Paul and I have been camping together for 20 years and are quite comfortable with a simple Jaffle Iron meal. Eggs, beans, corn or whatever on toast basically. We were both quite curious when Alex pulled out his stove, frying pan, utensils, cutting board and more and began fastidiously preparing a large salmon steak with many spices and herbs. 100 kms from the nearest store Alex brought the frying pan to the perfect temperature, poured in olive oil and gently laid his salmon in place. Humor often comes in surprising ways and a mere second after placing the fish in the pan Alex was pulling it back out, hopping around and swearing Welsh/Aussie epitaphs in every direction. Confused, we

discovered he had reversed his bottles of olive oil and detergent and was frantically trying to pat the soap suds off his steak. Our comments that at least his pan was clean were not appreciated. Somehow it all ended well and we went to bed with a massive display of stars overhead.

After 10 days in the bush and small towns it was odd to enter Hobart. While it's the least populated capital city, the traffic lights and light congestion were quite a contrast to the empty roads and sparsely populated villages. Mount Wellington at 1271 meters looms over the city and interestingly the depth of the Derwent River makes Hobart the 2<sup>nd</sup> deepest port in the world. First things first though and we head to the wharf for fish and chips. Then it's off to the oldest pub in Australia, the Hope and Anchor Tavern. With some glasses (schooners) of beer in us we remembered what Paul had been told about the police and blowies earlier in the trip; "No worries about that but you might get pulled over if you're wobbling."

An hour's ride east of Hobart lies Port Arthur, home to an Australian Convict Site that was the beginning of Tasmania's British settlement. From 1833 to 1853 Port Arthur housed the most hardened criminals, often convicts who had reoffended after reaching Australia. Our tour guide described all of this and considerably more regarding psychological approaches to reform convicts. Fascinating, and while I'm not passing judgment, it was dark for me as I envisioned prisoners in their cells or performing extremely hard work while wearing 18kg leg irons 24 hours a day. Paul and I wandered amongst the buildings while slowly closing in on another dark destination, the Memorial Garden for the Port Arthur massacre victims. Only once in my life have I been so moved by a memorial, a solemn day long ago at our Vietnam Veterans Memorial, the wall in Washington. As I moved slowly from the pool to remaining shell of the Broad Arrow Café, I shared the grief of my fellow visitors. I can't fathom how senseless mass murders are, the one here and the many we've had in the States.

We receive a call from Alex and he has ridden ahead of us and established camp at Fortescue Bay. Now I find myself 18kms away with just a rut filled gravel road between us. Paul had ridden ahead and I've given him a 10 minute lead to allow the dust to settle. Four years ago I bought Paul's 2005 BMW R1200GS. An interesting aspect is that it's more comfortable to ride standing than sitting down. Now I find myself nearly perfectly vertical, hands light on the grips, steering with just my foot weighting and floating down this rough road as if it were smooth and banked. Not looking down, just far ahead, a surreal moment. Alex tells me that riding makes him feel vulnerable and alive, that he is free as a bird. His anxieties disappear. I give the bike more throttle and the trees start to blur. I see a faint trace of dust. Could this be the rare occasion I'm gaining on Paul? I snap out of my reverie, add some spring to my legs and accelerate hard feeling the rear wheel on the verge of breaking loose.

In the many years I've known Paul I've always had a chuckle whenever he comes up on another vehicle on the road in front of him. I watch him spring into even higher competitive mode and immediately begin the process of overtaking and regaining the open road. Usually I'm stuck with a more difficult pass or a long wait for a clear road. My favorite tactic is to pull up 2 meters behind him when he's about to

overtake. When he goes, I go. Sure, it's a blind pass for me but there's always room for me to squeeze in. He can ride like a bat out of hell.

So now as I gain on him, the dust thickens and I notice he's sitting on his bike, comfortable, no effort. My standing, aggressive throttle, and racing mentality only equal his cruising speed. My thoughts of motorcycle greatness are short lived. Damn him!

Fortescue Bay is a perfect camping spot. Just meters from a deserted beach with amenities to boot. A host wallaby joined us for dinner and I made sure we didn't let him see our package of wallaby sausages. Sleep came easily with the sound of the surf nearby.

As we head up the eastern coastline of Tasmania I remember all the input from motorcycle friends. "Make sure you stop at Swansea." We did. "You must see Wineglass Bay." Check that one off. "Go to Ben Lomond Park and do the hellish Jacob's Ladder! Miles Davis did figure 8's going up it!" I rode up it sidesaddle with one hand. At least in my head I did. So many towns, so many gravel roads, so much beauty and glorious riding. I really didn't care where we ended up. And so it went until our final two nights.

Every adventure to a new place is ten times better when you can stay with a friend. Alex's mother-in-law Glenn hosted us to a delightful dinner of home grown vegetables and beds and a blessed shower. They moved here 27 years ago and like every Tasmanian we met, they love it. And also like every Tasmanian we met, she was charming, funny and never seemed rushed. While Alex stayed behind with chores, Paul and I rode to Launceston to visit our bikey friend Roger Martyn. Roger and his wife Julie have developed vegan cheeses from cashews. Roger took us to the shop and we toured the entire operation. They

do it all from grinding the cashews to growing the cultures to packaging the finished product. Amazing! After another bed and shower at Roger and Julie's, we zipped over to an equally amazing place, Tasmazia.

I pride myself on never getting lost. I will readily admit I was very lost in Tasmazia. Arguably it is daunting. So much so that Roger and Paul refused to enter. I went at it alone. In 1987 Brian Inder planted the first parts of the maze and today it's the world's largest maze complex. It is also quite clever and reflects Brian's insightful outlook on the world. After a couple near panic attacks I made it to the center of the big maze. Hint: Go through the tunnel! We wandered around the miniature village of Lower Crackpot and then it was time for Roger to leave. It always amazes me how biking brings people together into lasting friendships. I look forward to seeing Roger and Julie again.

Now just one short ride to Devonport, appropriately backtracking the beginning of our Tassie adventure through Sheffield. My last hour in Taz is now in the middle of the cacophony of 180 KTM bikes as they prepare to board the ferry after their own Tassie adventure. Then it's off to Melbourne and our ride home via visiting our good friend Balaji (the ultimate host) and The Alpine Way.

As I ride home I realize how fortunate I am to have this opportunity in life. To be in a place of fabulous riding, interesting destinations and warm friendships.

Thank you Paul and Alex. Thank you Australia!



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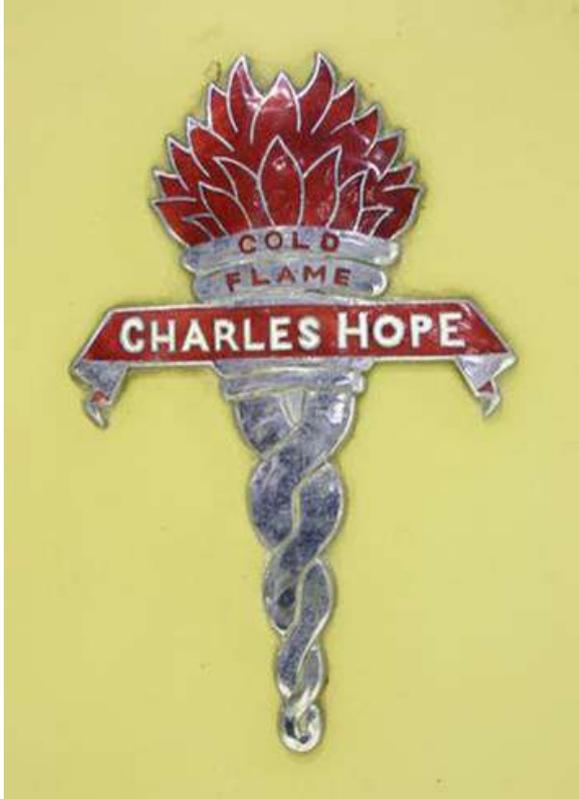
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# Rally for a Fridge? -Rob Lovett

Did you ever wonder how your favourite rally got its name or how it started? Here's a pretty amazing account of how the Cold Flame was kicked off.



Back in March 1980, a few mechanics in the ACTION Bus Depot in Kingston, Canberra, plus another local Canberran, were pondering what to do for a reasonably long bike ride. They decided that a run up to Fraser Island would be a good option taking as many dirt roads as possible. The few in question were: Brian Harber, Richard Blakeley, Ron Velders, Dieter Walter (not from the bus depot) and Len (Lenny) Watkinson. Richard and Ron had bought brand new Yamaha XT500s from Doug Bryant motorcycles which fitted in perfectly with the bikes to be ridden by Brian, Dieter and Lenny. Lenny's bike was an older model which had already done a considerable amount of dirt work prior to the trip and both Dieter's and Lenny's were converted to 12 volt systems. All the bikes were packed with the gear needed for a run of that distance including spares and all else to enable camping on Fraser Island.

Soon after heading off, and despite constant drenching rain, they had a good run into northern NSW, albeit with Brian's bike (the oldest) malfunctioning every now and then. But on the second day after leaving Tenterfield, Lenny's bike also began to falter and stopped altogether after negotiating a shallow water crossing.

Fortunately, they were close to an old shed and pushed the XT in there to escape being pelted by the ever present rain. While Lenny was working on the recalcitrant Yamaha, Richard went for a bit of an exploration around the shed, and in a gloomy corner, he found a broken down and badly decomposed old kerosene fridge. After dusting off dirt and rust, the handsome metal emblem in the shape of an Olympic torch came to light – the Charles Hope Cold Flame. It was easily removed from the rusted out fridge door and a few moments after Richard took it over to show the others, Lenny's bike started. Everyone was greatly relieved and concluded the fridge badge had some influence over Lenny's bike.

Given the emblem's magical power to extract life from the dead

bike, there was no way that such a "Holy Grail" could be left behind. So Charles Hope's Cold Flame was definitely heading to Fraser Island just to make sure Lenny's bike would make it (and maybe Brian's as well).

Prior to arriving at Fraser Island, they headed for the Rainbow Beach Hotel for a well-earned rest. On the advice of locals, they were told it was possible to get there using the beach highway from Noosa Heads. Unfortunately, this was not quite right due to king tides (probably generated by Cyclone Simon in late February) making progress along the beach route almost impossible with much of it washed away. In an attempt to get through, Lenny drowned his bike in the surf and no doubt, the presence of Charles Hope's creation (the metal emblem) helped restore life.

The novelty of persistent rain was starting to wear off by this stage (Belstaff jackets only resist rain for so long) and reaching Rainbow Beach was a welcome relief. After parking all the bikes behind the pub, the boys engaged with badly needed beer and a spirited pool comp against the locals (who did not warm to strangers from Canberra all that much). The next day, they all travelled to Fraser Island - their ultimate destination - with threatening weather still present. And then Brian's bike played up again in the sand on Fraser Island (quite frustrating for Brian).

Richard, Brian and Ron had all had enough by this stage, with Brian deciding to head for home, and Richard and Ron heading for a dry hotel in Gympie. Dieter and Lenny stayed another day on the Island.

The four remaining riders regrouped at Gympie for the run home to Canberra (with the Cold Flame emblem of course). Sometime later, Richard gave the fridge emblem to Lenny who built an aluminium and Perspex casing for it (and did all the subsequent engravings). Soon after, the group decided to call themselves the Cold Flame Tourers and were joined by Bob Coleman and Chris Bourke. In the ensuing years, the casing has ridden around Australia at least twice and been to innumerable rallies with details of the major trips engraved on the outer casing.

One of the rallies the group liked was the Monarchs' Dargo Rally, but after a few of these, the Monarchs suggested they set up their own. So in 1986, Bob Coleman and Lenny Watkinson worked up an event on behalf of the Cold Flame Tourers. And of course, no second guess on what it would be called!

As far as the members can recall, it may have been an Easter ride where they decided on the rally site location in some of their favourite riding country at the junction of the Pinch and Snowy Rivers on the Barry Way. The rally date was important with the weekend closest to 9 March chosen to mark the ride to Fraser Island. It was also a pretty handy date for other reasons as it coincided with the Canberra Day long weekend and the Victorian Labor day long weekend. This enabled the Monarchs and the Cold Flame Tourers and others from ACT and Victoria to have a great ride to a great site more or less halfway between them while still marking the memory of the Fraser Island run.

Bob Coleman and Lenny Watkinson coordinated the first rally in 1986 with Lenny staging them until 1989. Hal Caston held the rally from 1990 until 2006 with Bob (and Sue Coleman) taking over from Hal in 2007. The Monarchs assumed management from 2016 (noting Bob joined the Monarchs when he moved to Melbourne from Burra NSW).

So, there we have it, one of the best back-to-basics rallies in NSW inspired by a motorcycle breakdown and an obscure branded fridge, what more could you possibly ask for?

**Rob Lovett**

# I want to go rally/touring

## Part 1 - the motorcycle

An occasional themed story until Editor AI gets sick of publishing them.

### Some background

I started touring/rallying not long after I got my motorcycle licence after many years of camping and hiking with Scouts. It was a natural progression to have something else do all the heavy lifting, meet new and interesting people and travel Australia.

Back then, gear was basic much like the rider so the following suggestions come from almost 40 years of riding and given this is a BMW journal the maxim what you pay for is almost what you always get – whether that's value is up to the buyer.

### Disclaimer

Product and brand names are likely the ones I have used but otherwise representative of the concept. There will be cheaper, equal or more expensively priced and other alternatives in the marketplace and therefore not a recommendation. Look around and talk with others.

### Your motorcycle

You have one so that is a start and pretty much all you need to go rallying. Having a reliable one will help and certainly save you from the scorn of your riding peers or providing hours of entertainment – to others - if your bike happens to stop after having arrived at the rally.

If you own an older motorcycle – anything with a carburettor, then start doing your own basic maintenance and work up from there. With the aid of a workshop manual and common tools you will (1) get to know your motorcycle and (2) have an idea on what happened if it stops and where to start looking for the fix. That said the chances are you are going to have the same roadside problems as the modern motorcycle.

Today's modern & maintained motorcycle - anything with fuel injection - rarely breaks down and if they do then you're probably looking for a trailer if you haven't been stopped by a (1) dead battery, (2) bad/no fuel, (3) flat tyre or (4) loose wire – usually related to your DIY addition before leaving

home.

I have had and let lapse BMW's roadside assistance and in the past sorted myself and others out on the road, but along with the usual motoring associations there is also the National Motorcycle Alliance if you are looking at pre-paid roadside assistance. I hear the best of the lot is RACV where you register the family car/bike (covers the driver/rider) whilst you are then also covered on whatever you happen to be on and anywhere in Australia. No, you do not have to live in Victoria, a case of strength in numbers it would seem.

However, as a BMW owner you will need to take at least a pannier's worth of spares and tools. I rallied with one rider who confessed, "*I know knew nothing about mechanics, but carry the OEM workshop manual and tools so that someone else could help me out*".

As one pannier is full of hydration fluid and small quantity of food, here is a beginners list for the other:

- Tyre pressure gauge
- Tubeless? CO2 tyre repair kit & bottle of sealant
- Tubes? Spare tubes, sealant, patches, tools including levers to get the wheel and tyre off and 12V compressor
- Disposable gloves and dishwashing liquid (beader for tubed tyres)
- Roll of duct tape and assorted cable ties
- A good quality multi-tool knife with combo pliers/wire stripper/cutter
- Assortment of nuts, bolts in size and length – found on your bike. You will be surprised at what falls off.
- A length of insulated electrical wire, crimps and plain wire to join / tie parts back together.
- Chain lube and tools to adjust the chain – do not forget a socket/spanner for that big nut.

For the longer ride and if carried almost a guarantee not to be required but will give you panache as an Aussie tourer. You can always group share, but then you would not need the other 30+L pannier.

- A multi-tool kit that fits your bike (Torx, Allen, Philip, flat). My current favourite is Aldi's combo socket set @ \$30 & one raffle prize at the BMW MCCA 38<sup>th</sup> Kosciuszko Rally.





- Spare fuses – if you still have them.
- 2 Part Epoxy metal
- Spark plugs to suit + socket to reach
- 1L engine oil to engine to suit
- Folding work mat (these really are handy)
- A clutch lever. Pity clutch and brake levers are not interchangeable.
- Clutch /throttle/brake/carburettor cables (as required). These can be run in-place parallel to the one that won't break (tape up the ends to keep them clean)

Finally, there is the global BMW rider, well then:

- Full size spanner and socket set
- Homemade jack to support the front wheel off the ground (not required for airheads)
- Spare clutch and brake levers
- Complete spare globe kit
- Torque wrench
- WD40 and Loctite
- 4L (or required oil) + filter + tool.
- 1L gearbox oil
- Fuel filter, hose and fuel pump (popular with the older fuel injected BMWs)
- New sump / fill washers



BMW VERSION

- Combo axe / hammer / mallet
- Disposable mechanic gloves, tyre bead lube (dishwashing liquid is for amateurs)
- BMW hand cleaner & moisturiser
- Spare electrical / electronic modules (the more carried the greater insurance of not being required).
- Butane torch
- OEM workshop manual
- GS911 + smart phone or even better notebook PC to communicate with
- Smart phone + Optus SatSleeve or SPOT 2 or Inreach for satellite communication with your spares supplier and/or support partner. Do not forget setting up your online account with VIN before leaving home and will save you time and satellite charges.

## So you're ready to go

You have the bike, done some maintenance, packed your gear (future issue) and ready to go.

Did you really look at those tyres? The second half never lasts as long as the first half and finding your brand/type/size in country / remote areas can be a challenge. Never mind, give whatever the shop has on the shelf a go or if it's a public holiday and you still have 1500km to go then try your chance next to the closed tyre shop' scrap bin. Worked in Balranald.

If your BMW has a chain & sprocket and you are past the halfway mark on adjustment and planning the 'big trip', consider replacing both sprockets and chain before you go or at least know what part numbers or sizes you will be looking for to order in and forward delivery at that next town.

Garry Smee

R1200ST, F800GS, R100RS & RnineT Urban GS

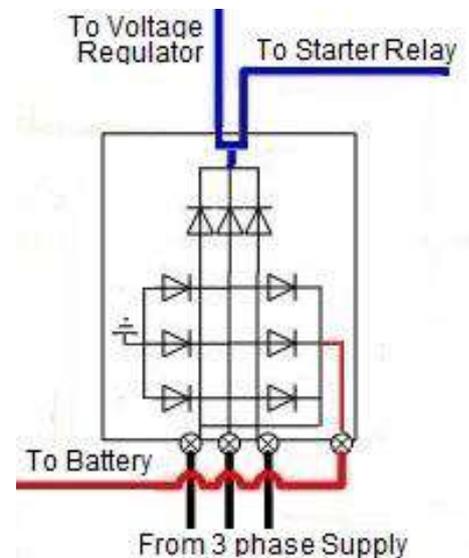
Welcome to the new members:

- \* James Hines (Georgetown)
- \* Christopher Bateman (Nelson Bay)
- \* Christopher Bradley (Nelson Bay)

# Replacing the Rectifier Diode Board – Henning Jorgenson

## Existing Rectifier Diode Board

The existing Board is a 9 diode package. 6 large diodes rectify the 3 phase supply from the alternator. Early boards had a 17amp DC output capability, whilst later ones were rated at 22 amps. There are 3 smaller diodes (like black peas) that also rectify the 3 ph to a lower rated DC output.



The DC supply from the larger diodes is directly connected to the Battery. The DC supply from the smaller diodes supplies the voltage regulator, the starter relay, and to the ignition light.

The supply to the Battery is obvious, the supply to the voltage regulator is a bluey green wire that connects to one or 2 tabs on the rear of the diode board. There may be two blue wires connected, or could only be one blue wire connected from this board, in which case the supply to the starter relay and the ignition light will be further down the wiring loom. (within headlight or dual connections at voltage regulator or starter relay).

Two rectifier systems are needed; one larger capacity to charge the battery, one smaller capacity to indicate the generator is working.

That is; if you only had the connection to the battery, the ignition light would be on regardless of generation, and the starter relay interlock would always be available.

So; not running, the diode bd is connected to the battery, there is no supply to the voltage regulator or starter interlock.

With the engine running:

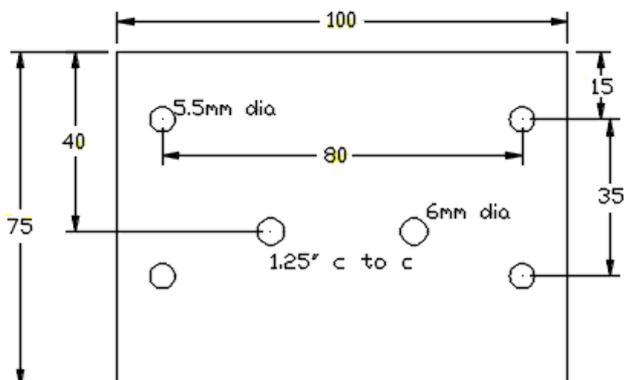
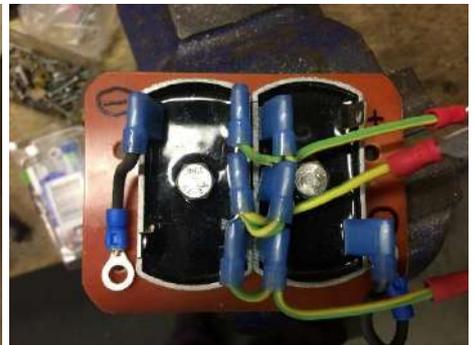
- The ignition light external supply goes from a negative (via the alt rotor winding) to a positive, (alternator generating) and goes out.
- The positive supply to the starter relay turns on an internal transistor, which inhibits the relay from starting with the engine running
- The generator may be trying to supply 18volts (not good for the battery or lights), the voltage regulator controls this to a lower volts which then supplies the rotor of the alternator (via the brushes) and controls the alternator output down to 13-14volts.

The existing boards are prone to vibration, overload, and heat failure, they are also prone to uneven loading failure thru the diodes causing a diode or pair of diodes to be taken out of circuit.

4 diodes rectifying the 3phase will hence put out a 'marginal' 11-12volts. There is also opportunity for the positive half of the diode board to contact to the frame.

## The Replacement Rectification system

- Uses two 3 phase to DC Rectifiers of 1200 volts, 50 amp rating.
- Two are required (explained previously).
- The 3 phase supply from the alternator connects via the 3 tabs.
- One DC supply feeds the battery.
- One DC supply feeds the voltage regulator. If (early models) there is a second blue wire feeding the starter relay interlock, it will have to be connected in parallel with the connection to the voltage regulator.



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-Border Run (SA/WA)**

**4<sup>th</sup> August      Goulburn GP route ride**

**10<sup>th</sup> August    Annual Awards night (booking required)**

**23<sup>rd</sup> – 25<sup>th</sup> Aug    TTT Rally**

**21<sup>st</sup> – 22<sup>th</sup> Sept    Far Cairn Rally**

**27<sup>th</sup> -29<sup>th</sup> Sept    Sidecar Rally**