

**BMW Touring Club  
of New South Wales**



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

# June 2019 **NEWSLETTER**

Photo: Henning Jorgenson



# BMW

**Touring Club  
of New South Wales**



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Tony Conliffe  
Al Peters

### Club Website:

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

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Australia



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International Council



### 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 October			
	Trout Rally		
	Thunder Rally		
	ProCycle Tech Talk night		
December Events			
Sun 8 <sup>th</sup>	<b>Hunter Coffee Run &amp; Ride. Decide on the day where to ride.</b>	Rob Tiedeman 0425 777 461	6
Thur 12 <sup>th</sup>	<b>South Coast Social Sip; 2<sup>nd</sup> Thursday of the month &amp; the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm</b>	Tony Schmidt 0407 494 229	2
Sat 14 <sup>th</sup>	<b>Christmas Party, Koorawatha Hotel Details to follow.</b>		
25 <sup>th</sup>	<b>No Club Meeting</b>		
26 <sup>th</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
Tue 31 <sup>st</sup>	<b>New Years Gathering; Micalong Creek, Wee Jasper.</b>	Rob Lovett	10
	<b>☺ HAPPY NEW YEAR 2020 ☺</b>		
January Events			
Thur 9 <sup>th</sup>	<b>South Coast Social Sip; 2<sup>nd</sup> Thursday of the month &amp; the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.</b>	Tony Schmidt 0407 494 229	2
Sun 12 <sup>th</sup>	<b>Hunter Coffee Run &amp; Ride. Decide on the day where to ride.</b>	Rob Tiedeman 0425 777 461	6
10 <sup>th</sup> -12 <sup>th</sup>	<b>Capital Rally, Charleyong Crossing Camping Area Stewarts Crossing Road, Marlowe.</b>	George Scarfe 0428 464 618	10
25 <sup>th</sup> – 26 <sup>th</sup>	<b>Karuah Recon Run – Dungog NSW - dinner at the Bank Hotel on Saturday night. Always a great ride. Contact the Bank Hotel (02 4992 1701) or Tall Timbers Motel (02 4992 1547) or Royal Hotel (02 4992 3070).</b>	Rob Lovett 0417 267 425	3
Wed 29 <sup>th</sup>	<b>Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.</b>	Jason Boyd 0412 858 880	4/6 *
Thur 30 <sup>th</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
February Events			
8 <sup>th</sup> – 9 <sup>th</sup>	<b>Karuah River Rally – Frying Pan Creek, Chichester State Forest via Dungog. Our first major rally for the year - \$25 entry and breakfast voucher. See our website for further details. Please note: if fire risk conditions require we not use Frying Pan Creek an alternative site will be signposted and advised on our Facebook Page.</b>	Rob Lovett 0417 267 425	10
Sun 9 <sup>th</sup>	<b>Hunter Coffee Run &amp; Ride. Decide on the day where to ride.</b>	Rob Tiedeman 0425 777 461	6
Thur 13 <sup>th</sup>	<b>South Coast Social Sip; 2<sup>nd</sup> Thursday of the month &amp; the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.</b>	Tony Schmidt 0407 494 229	2
Wed 26 <sup>th</sup>	<b>Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.</b>	Jason Boyd 0412 858 880	4/6 *
Thur 27 <sup>th</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
March Events			
21 <sup>st</sup> – 22 <sup>nd</sup>	<b>Weekend ride to Nabiac Motorcycle Museum TBC</b>	Mal Cattermole 0409 179 419	10

Newly & updated items are highlighted YELLOW.

4/6\* City members attending a club meeting receive 4 points, country members receive 6 points.

If you have been to an event & wish to have your attendance considered for the Clubman Point score, or have suggestions for a club ride or event, please email: [vicepresident@bmwtcnsw.org.au](mailto:vicepresident@bmwtcnsw.org.au)

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

## BMW New South Wales general meeting minutes

Date 30th of October 2019

Chairperson. Jason Boyd

Meeting opened at 7:35 pm

Apologies Dave Beer

Visitors Nill

Previous minutes August 2019

Accepted Mal C

SECONDED JUSTIN

Correspondence RTA logbook trial, self drive adventure, trailer rego, bank statement.  
t as per newsletter October 2019

Presidents report as per newsletter October 2019

Vice presidents report no report

Secretaries report no report

Treasurers report as of 30 September 2019

Reserve account \$40,736.69

Cheque account \$3296.60

Membership secretary report three new members patches and T-shirts

Editors report the club magazine was compiled any written articles in any format welcome to be submitted

Public officers report apologies Al

Assets and archives It was agreed that light truck tyres were to be purchased at \$125 each.

Webmaster Nill to report

MCC Report 100 patches would be ordered T-shirts ordered hat ordered also bucket and peak caps ordered

Past events and MCC gave seven days notice for a ride with the Ministers Parliamentary ride the general opinion was that not enough notice was given.

Coming events a movie night at Spencer, there is also a tech night at pro cycles the Christmas party on 14 December 2019 if you want to do the castle tour it was agreed that you needed to paid for in advance, the T-shirts for the Karuah rally will need to be pre-ordered there was also a proposal for a classic ride

Meeting closed at 8:15 pm

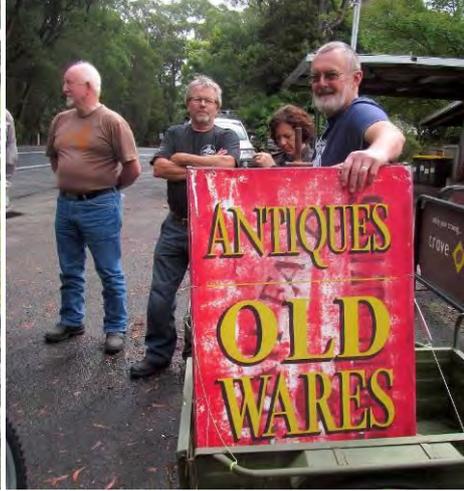


# Presidents Report

This month I am taking a graphical approach to the newsletter.. minimal words and a brief summary of the last year... Things coming up... Preparation for Karuah, Christmas party, New Years Gathering, Capital Rally, Karuah Rally... Thank you everyone for your assistance in making the events happen, and thank you to those that just showed up. A special thankyou to everyone I rode with over the last year putting up with my shit. I hope your patience continues into the new year and beyond.

**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)



**PROCYCLES TECH TALK**

PROCYCLES FIRST-EVER TECHNICAL INFORMATION NIGHT

PROCYCLES FIRST-EVER TECHNICAL INFORMATION NIGHT

PROCYCLES BY PISTERS

Non-Motorcyclists: Don't Miss Out! \$30 Entry

Exclusive Early Access to Combined Sale Commencing 18 Sept

Please note: places have generally been available up to 15 minutes for 2016 Touring Club Members

Attendance by invitation only \$20 PP only

To register contact [jason@bmwtcnsw.org.au](mailto:jason@bmwtcnsw.org.au)



# Editors Report



Welcome to the December newsletter. We now take a month off, the next issue will be at the end of January. I'd like to thank you all for your support this year, we've had a good variety of yarns. I'm sure this will continue, this month we have another bike report from Gerry, Hennings' adventure getting to the Thunder rally in Nundle and a report from Scarfie about his recent travels around Vietnam by motorcycle.

If you have something you've been thinking about writing for the newsletter please put pen to paper or fingers to the keyboard and give it a shot. Not too worried about the format, if you do include pictures its nice if you mark the location so I can insert images where it makes sense.

The last few weeks the fires have been a major part of many conversations, even not directly in danger they still affect most of us, I hope you are all safe through this season.

# THUNDER RALLY 2019

**YOU'RE ONLY LOST 'IF' YOU NEED TO KNOW WHERE YOU ARE!!!!**

This philosophy is what I have used in a lot of my travels & the Ducati Thunder Rally Nundle was no exception!!

Swag & Stones loaded & farwelled Lucy, Zoe & Odin, I set off from Nords Wharf about 9am. Fuelled somewhere then Cappuccino'd at Singleton before heading to Gundy via the dirt, Rouchel & Glenbawn Dam.

On a cuppla occasions I saw shadows on the road following me. Looking up I saw black n white drones with wings & a beak. I was so pleased the my trusty stead outran them, later I found out why!!

Having only passed this way once before I needed to 'KNOW WHERE I WAS' so after seeking guidance from farmer, I no longer NEEDED TO KNOW WHERE I WAS!!!

Being a nice warm arvo, as last year I stopped under the Hunter R Bridge at Glenbawn. The water was about a foot higher than last year, which explained the crowd of 15 & a 4WD parked in the water.

A swim, coffee & lunch was shared with the flies & then off too Gundy for a Lemon, Lime & Bitters.

Having only passed this way once before again I needed to 'KNOW WHERE I WAS' so after seeking guidance from the bar lady person I no longer NEEDED TO KNOW WHERE I

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WAS!!!

Then up the Timor road to Nundle.  
I came across a Ducati Multi- Thingo repairing his 4th flat tyre - 2 holes at once makes it hard.  
Then I discovered a new species of Eucalypt??

Traveling this (& the whole fantastic journey) in the reverse direction to last year, I decided to mixed it up.

Arriving at the Nundle Pub the dozen or so I knew on the veranda witnessed & chuckled at my poor attempt of hill parking. This lead to some banter over a cuppla drinks.

With the rally site moved, due to the fires, again I needed to 'KNOW WHERE I WAS'. So after seeking guidance from the veranda crowd I no longer NEEDED TO KNOW WHERE I WAS!!!



100 metres down road was 'WHERE I NEEDED TO BE' & just past the watercoptors was the destination.  
I arrived just in time to throw down my swag & have it proven that I don't ride the slowest bikes around. After the heats, a 250 road bike was the only slower bike than mine.

Registration & raffle tickets sorted along with chatting with the like minded in till the awards & raffle draw. We may have been contenders for Largest Club Attendance but we were distracted by banter & the very well run rally by a active club.

I flew our flag with a raffle prize & most senior bike & rider recognition.

I probably could have had some luck with the Hardluck but my diode board failed & replaced on thursdee.

It was nice to have a 19 year old as the youngest.

The longest distance was a Ducati some 3000+ kms from home.

The local Lions had the onsite catering in hand but a few of us chose to dine & wine in pub, the money still stayed in Nundle.

In the swag a bit after 10 & woken by Tom from Qld, at 7am with cappuccino, to another glorious day ahead.

Very dry here with only one puddle in the river, which blokes tried to top up.

I think about 8.30 me saw packed, fed, farewelled & on road the to Barrington via Sheba Dams, Barry, Ellerston & Woko along the 20 water crossing Barry Road. I counted 24 water crossings, as I did last year in the reverse direction, when a few had a little water.



Near Ellerston I saw some interesting plumbing coming out of a hill which lead some very content lizards. Interesting water management feature.

Given directions by my reliable club fellows through Woko & having never passed this way before, again I needed to 'KNOW WHERE I WAS' so after seeking guidance from a local I still NEEDED TO KNOW WHERE I WAS!!! Cos he also NEEDED TO KNOW WHERE HE WAS!!!  
'Just stay on the main track & no turns' were my earlier instructions- which did work.

Topped up the fuel tank at Barrington after 250 miles since the last, of which about 50 miles was on bitchumen. That's what makes a good cuppla day's.

Then home down Buckets Way with a few more great new roads travelled under my belt.

Remember

YOU'RE ONLY LOST 'IF' YOU NEED TO KNOW WHERE YOU ARE!!!!

Cheers

Henning on HJ333 R75/5

PS - would have been nice to have the family along.

# OFFROAD VIETNAM 2019

-George Scarfe (aka Scarfie)

In the first two weeks of October 2019, my brother John, (Ferret) his friend Murray Rudler (Muzza) and I joined our guide Pho Chi (Chi) for an 8-day off-road venture in the north-east of Vietnam.

The trip is run by a Hanoi based company OffRoad Vietnam ([offroadvietnam.com](http://offroadvietnam.com)). Their web site is comprehensive with videos and maps of the many trips they offer.

We picked up our CRF250L Hondas in Hanoi and were immediately thrust into Hanoi traffic - which at first seems daunting but the pace of the scooters and the few cars there are is generally slow and the locals very polite and accommodating. It was mastering riding on the wrong side of the road that took some brain reprogramming!

Chi got us off road as soon as he was able and into some mud then through farmland. We crossed the red river on a hand-made ferry with an old diesel plugging away in the bowels.

The riding continued for eight days in a similar vein along



SCOOTER TRAILS

narrow winding paths including into an area where a lake had recently receded leaving 20-30 mm of slippery silt making riding a challenging affair. We also rode beautiful winding roads into the hill country visiting several tourist spots including a hemp weaving factory that was out of the dark ages. The equipment the women were using in the factory was all hand-made from the most basic materials.

We saw breathtaking scenery including a very large and beautiful waterfall on the Chinese border. We rode up steep, narrow 1500-millimetre-wide hand-laid concrete paths stretching many kilometres built for the local scooter traffic. The paths had a vertical drop on one side and sharp uphill switch backs requiring a couple of tenuous goes at getting around them.

In the Ba Be National Park we took a boat trip in to where the river flows through the mountain via a huge cave.



BA BE NATIONAL PARK

The people we met throughout Vietnam were the most wonderful friendly folk you would hope to meet. At a school up in the hill country, little kids - whose dads don't grow beards - were terrified of Muzza's great big bushy beard and ran away like little chickens.

The riding at times was very challenging and sometimes quite difficult. Muzza was the first to come down having caught his rear wheel in a rut spinning him around and unceremoniously dumping him on his bum. Ferret was next, overpowering the rear wheel which sent him at right angles



to the track over about a 2.5-metre drop cracking his newly purchase Isle of Man helmet. I followed closely with a similar couple of offs without leaving the track completely. We all survived with our bodies intact and our pride injured

Each night we either stayed in a hotel or in a Homestay. The Homestays were beautifully clean and comfortable with individual mattresses on the floor under mosquito nets in large open halls. Food prepared by the owners was first class and a little different to my own favoured meat and three veg here at home.



MUZZA AND FERRET TUCKING IN

The cost of the tour included all our food, accommodation, the guide and the hire of the bikes. My airfares from Sydney on Vietnam airlines were about \$740 return. The 8-day tour cost around \$1200 US. It was an extra US\$20 a day to hire the 250s rather than a 150cc bike.



OUTSIDE A HOMESTAY

I must say that the CRF250L's were a remarkable bike. With a surprisingly good spread of power and torque being able to pull away from about 1500 revs in sixth gear yet topping out at 135 km/h. The speed limit in Vietnam is 90 km/h.

I wondered how we were going to carry 8 days clothes etc. on a 250 but we managed as we rode every day I was always in my riding gear. We were only allowed a bag on the

A large photograph of a rider on a BMW GS motorcycle performing a wheelie on a dirt road. The rider is wearing a blue and white riding suit and a helmet. The motorcycle is silver and black with 'GS' branding. The background shows a rocky, hilly landscape under a blue sky with light clouds.

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rack, no panniers, so I took an old Gearsack bag.

For riding gear I wore leather pants, DriRider coat and my long riding boots as I would if I was riding at home. The other boys were in jeans and riding coats. The temperature at around 24-28 C was very comfortable with only one very wet day and as we were riding in the hills, the humidity was reasonable also.

All in all, it was without doubt one of the more dangerous and challenging things I've done, mostly due to the remoteness of the areas we visited and the tracks and narrow roads. The trucks we encountered were very big dual wheel tipplers. Because the roads in the mountains are so steep and the climbs long and sustained water is sprayed on their brakes to keep them cool. On the narrow winding roads watching the drivers rear view mirror as they passed by my head was something I was interested in doing.

The company OffRoadVietnam provided us with Chi our great guide. Chi is a 30-year-old motorcycle mechanic who rode one-handed filming us with a GoPro on a stick while we struggled to stay upright. Chi was courteous, great fun and made the trip for us.

This ride isn't for everyone as the emphasis was off road riding. As my brother said as he surveyed his cracked helmet, "It is called OffRoad Vietnam not the Vietnamese coffee club." There are other companies that provide touring on sealed roads that would give a similar experience without the challenge of sliding off the track on your backside.

At the end of the trip we took a three-hour bus trip to Ha Long bay (not included in the motorcycle tour but courtesy

of our travel agent Ferret who is a seasoned world traveler) and overnighted on a junk which travelled out into the sort of scenery you see in the postcards. There were thirteen passengers on the boat and seven staff to spoil us. We kayaked and were taken on a tour of the floating fishing villages and generally spoiled by the staff with lovely food even teaching us to make Vietnamese spring rolls.



### HA LONG BAY JUNKS

It's unlikely I will have the opportunity do something like this again because at 70 years of age I may be a little past my prime by the time I save the cash even though in total it only cost about\$4,000.....Scarfey



## WELCOME TO BIKEBIZ BMW MOTORRAD

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# BMW R1250RS



## – MY PERCEPTIONS

When I first saw the **BMW R1250RS** at City Coast I thought what a horrible colour and who would buy a bike that colour – will get back to that later. Just to put you in the picture, my normal ride is a 2016 BMW R1200RS, which gave me the perfect opportunity to see how far BMW have progressed with this model and ample perspective to compare the two.

Firstly, a bit about the main difference in performance specifications, in summary; a hefty 7 per cent increase in capacity from 1170cc to 1254cc courtesy of both a bigger bore and longer stroke which equates to power being up from 125 to 136 horsepower while torque is boosted further from 125 to 143 Nm. The rpm those peaks arrive at are unchanged for the power figure at 7750 rpm but peak torque now arrives earlier at 6250 rpm.

The R1250RS also has ShiftCam and also has something that I've been hanging out for some time and that is the 6.5 inch full colour TFT Display Dash and how cool is it!

Additional refinements over the R1200RS, which I noticed with my relatively short time on the bike (hint; City Coast) were:

- LED Headlights (completely new design)
- LED DRL (Daytime Running Lights) around the headlights
- Separate plastic bit in the lower part of the faux plastic tank cover – resist buckle/zipper damage, etc.
- Hill Start – claimed, but I never used it.
- Bluetooth (Functionality) Connectivity
- New Front Spoiler

So more refined power and a better overall platform than the previous model. But how does this work – to put it succinctly, bloody fabulously. The whole package gives the R1250RS a lot more usable power, especially down low where it is mainly required. When the throttle is turned the resultant effect is a seamless stream of drive through the whole power band which seems to go on and on. In this model I couldn't notice when the ShiftCam cut in either by sound, feel or the tacho, thought I could with the previous two I've had the pleasure to ride (R1250RT Sport & R1250GS HP) – maybe BMW have modified it slightly, age is

really catching up with me or I was too wrapped in the bike to notice it.

The seat is well moulded, quite comfy and offers good support. The standard height being 820mm, options exist that can go as low as 760mm, for anyone with duck's disease, or as high as 840mm's.

To be honest, I fell in love with the R1250RS and even got used to the colour which sort of grows on you. Speaking of colour, they come in four colours and models:

- Black Storm Metallic – Standard
- Austin Yellow – Sport
- Blue – Exclusive
- 719 Stardust Metallic (Brown/Bronze Gold Metal Flake) - Spezial

Now would I buy one, not at this stage as I'm still enraptured with my R1200RS, BUT, if someone was to offer a swap, well that would be a completely different story. I would note here that this may be a slightly biased appraisal as I'm a long time convert to BMW's theme of RS motorcycles. Just for the record, the asking price for one would be in the vicinity of \$30K on the road, give or take a few dollars depending on the model and what options you want on it. You'll have to go to the website to see what's on offer, plus lots of other interesting titbits.

And again, a big thanks to Tim Sim and Paul Adams of City Coast Motorcycles, Wollongong, for making this bike available and I would strongly advise that a test ride can be arranged by contacting them.

Gerry Bloemen      BMWTCNSW #30

'PS: Achtung, Brother Rob (Lovett), don't take one for a test ride, but if you do be warned and have your cheque book with you! - GB'



## Spring riding



After the winter cold, spring riding brings warmth to my old bones. Unfortunately it also brings bugs; ideal to cover ones visor and bike----aargh. Not only must we put up with erratic car drivers, mad dogs, slippery roads and over-zealous police but also has to put up with these flying horrors.

Nature, in its infinite wisdom has five bugs in mind, five specialised creations that have evolved to seek out the motorcyclist and make his life on the road just that little bit harder. Meeting one of these airborne hazards can be an experience, meeting them all is a nightmare.

-The first is known as *Maximus Splatterus* (to give it its official Latin title) and it is the dumbest of the group. Without fail, it always strikes just after you have left a petrol station following a washing, cleaning and with tender loving care polished your helmet visor. Hardly have you changed into top gear when this bug commits suicide right in front of your vision. With your ears still ringing and your head recovering from the impact, you always attempt to wipe clean the mess. This action will always result in reducing your vision further, which in a way is a blessing since you're about to wipe out three pedestrians and a phone box.

-The second is far smarter; he doesn't commit suicide although if you catch it, it will be first-degree murder. You see this one is a killer. It attacks only in summer. It manages to find an opening in the clothing, then attacks. Since a large proportion of riders travel during the summer months with their jackets partially opened usually at the neck this makes the ideal entrance.

Without touching the skin, this joker zooms in, lands and simply waits. As soon as you start to lean, such as entering a favourite high speed bend, that is the time for action. Quickly it gets airborne, does a quick lap around your midriff, used the navel like a trampoline and whilst you're laughing, twisting or turning about it does a quick exit. By this time you have left the road, aiming straight for the biggest tree imaginable. All you can now do is say your prayers, close your eyes and prepare to meet your Maker.

The remaining three models always attack those riders who still prefer the open face helmet. They rarely show any interest in the full-faced helmeted rider.

-The singer is the first of this group. Like all singers, this bug requires an audience. When you least expect it, the singer crawls along the helmet lining, drops into the ear, sings a few bars, and then waits for a round of applause.

However, the only sound that can be heard is that of a hopelessly locked rear wheel as you do your best to stop in the shortest possible time, fling off the helmet, insert a gloved finger in the ear and try to get the culprit to leave the premises. Upset from the lack of applause, it takes off in search of another victim -- --er audience. This incident happens more often than you think. Look at all the black skid marks on the highways.

-The second of this group are a group consisting of whole families, plus uncles, aunties and cousins. They make their home in the riders' hair. In olden days, they used to make their home on helmet less riders, but had a tough time hanging on due to dandruff flakes. Worse was their attempt at landing, they used to ricochet off due to the handful of hair gel. It was mass suicide broken homes everywhere. They also tried the eyes or nose but found floods and 200 kph sneezing blasts not much to their liking. When riders started to wear the pudding base and later the jet style helmets their chances was improved and the population increased. Microscopic in size, they attach themselves onto the helmet lining and once landed onto the hair, set up household. Harmless in all respects, you know they're around when a rider takes off his helmet, scratches his scalp, followed by a shaking of the head. Nothing to worry about, the rider can very easily live with the problem.

-The last peril always works in pairs. They have superb teamwork and precision timing that makes any sergeant major proud. The smaller of the two, the fighter, lands and savagely bites the corner of the mouth. (The scar is called a cold sore). Naturally, the rider opens his mouth and gives out a blood curling agonising scream. The bomber then takes over, dives and lands on a quivering tongue, stomps as hard as possible, walks over and kicks the living daylights out of the Adam's apple, walks back to the surface and with his team mate, takes off in search of another unfortunate victim. The pain is excruciating and can turn any rider into a blithering idiot, not, as one thinks, the consumption of massive intake of amber liquids.

Well, that covers one of the enemies a motorcyclist has to endure.

As for the helmet less rider, nature hasn't prepared any flying horrors. She figures that since this rider is a lost cause, why bother wasting time in planning such enemies.

FTW

# Classic BMW Ride

All Bikes are Welcome

Classic Ride around the 21<sup>st</sup> - 22<sup>nd</sup> March 2020.  
to Nabic Motorcycle Museum  
and also Nabic Pub.  
Weekend run.



Just putting this out there  
Do I have any takers?

Details to follow  
Mal Cattermole

## Have you ever wondered what other club members ride?

Here is some idea... Compiled from the Membership database as of 24/11/2019, based on information supplied on membership forms.

### BMWs

F 650 Daker	1
F 650 GS (Single)	5
F 650 GS (Twin)	6
F 700 GS	7
F 750 GS	2
F 800 GS	5
F 800 GS ADV	1
F 800 GT	2
F 800 R	1
F 800 ST	1
F 850 GS	1
G 310 R	1
G 650 GS	5
G 650 XChallenge	4
HP2	1
K 1	1
K 100	5
K 100 LT	14
K 100 RS	17
K 100 RT	17
K 1100	2
K 1100 LT	2
K 1100 LT SE	2
K 1100 RS	1
K 1100 RT	2
K 1200 GT	2
K 1200 P	1
K 1300 S	4
K 1600 B	1
K 1600 GT	2
K 75	2
K 75 C	2
K 75 RT	2
K 75 S	2
K1	1
R 100	4
R 100 CS	1
R 100 GS	7
R 100 GS PD	3
R 100 LT	3
R 100 R	5
R 100 RS	23
R 100 RT	11
R 100 S	5
R 100/7	3
R 1100 GS	6
R 1100 R	1

R 1100 RS	5
R 1100 RT	4
R 1100 S	3
R 1150 GS	9
R 1150 GS Adventure	3
R 1150 R	5
R 1150 R Rockster	1
R 1150 RS	1
R 1200 C	2
R 1200 GS	28
R 1200 GS Adventure	13
R 1200 GS LC	1
R 1200 R	5
R 1200 R Classic	1
R 1200 RS	5
R 1200 RT	4
R 1200 RT SE	1
R 1250 GS	3
R 1250 RT	1
R 25	1
R 25/2	2
R 50	3
R 50 S	1
R 51/3	2
R 60	3
R 60/2	4
R 60/5	2
R 60/7	1
R 65	12
R 65 LS	7
R 67/2	1
R 69 S	3
R 75	1
R 75/5	17
R 75/6	6
R 75/7	1
R 80	10
R 80 GS	17
R 80 GS PD	3
R 80 RT	3
R 80 ST	3
R 80/7	3
R 850 R	3
R 90 S	8
R 90/6	3
R Nine T	3

S 1000 RR	1
S 1000 XR	1

### Other Marques

BSA	2
CanAm	1
Ducati	8
GasGas	1
Harley Davidson	4
Honda	18
Husqvarna	2
Kawasaki	14
KTM	3
Lambretta	1
Moto Guzzi	4
MZ	1
Norton	2
Royal Enfield	1
Rudge	1
Suzuki	19
SYM	1
Triumph	12
Victory	2
Yamaha	18

Marie Pennykid  
Membership Secretary



# APPLICATION FOR NEW MEMBERSHIP / RENEWAL OF MEMBERSHIP

**BMW Touring Club of New South Wales Incorporated**  
(Incorporated under the Associations Incorporation Act, 1984)

The BMW Touring Club of NSW was founded in 1965, with an initial membership of 15.

The aim of the club is to provide a social medium for BMW riders and motorcycle touring. It is not necessary for you to own a BMW motorcycle to join the club. There are a wide range of activities throughout the year, ranging from regular day rides, rallies (local, interstate and other BMW club rallies), runs with interstate BMW clubs and camping weekends. We have gained a large number of trophies from our attendance at rallies. The club also has regular maintenance days (where you can tap into a vast range of knowledge from our members). We have spare parts available at a slight discount for members and a variety of special tools for use when servicing, repairing or replacing components. We also have social evenings, an annual presentation night/dinner and a Christmas party. The club encourages family involvement in all events.

**NEW and PRESENT members**

Current Membership Number: \_\_\_\_\_

I, \_\_\_\_\_ and \_\_\_\_\_  
(Full name of applicant) (Additional person/s)

of \_\_\_\_\_ Postcode: \_\_\_\_\_

Preferred Phone No's: 1) \_\_\_\_\_ 2) \_\_\_\_\_

E-Mail address: \_\_\_\_\_ Motorcycle/s Make, Model & year: \_\_\_\_\_

I hereby apply to join/renew my membership of the above named incorporated association & I agree to be bound by the rules of the club.

\_\_\_\_\_  
(Signature of applicant)

\_\_\_\_\_  
(Date)

**NEW MEMBERS ONLY:** If an existing member introduced you: Introduced by: \_\_\_\_\_

**New Application / Renewal and/or Joint Application** *(please circle one)*

**New member joining fee** \$ 20.00 (+ Annual Membership Fee)

**Annual Membership fee** \$ 50.00 per year (city or country membership)

Subsidised 'T' shirt \$ 10.00 SINGLE MEMBERSHIP SIZE \_\_\_\_\_

(Mens- XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL) \$ 10.00 JOINT MEMBERSHIP SIZE \_\_\_\_\_

**Total amount payable** \$ \_\_\_\_\_

**MAIL TO:**

**BMW TOURING CLUB  
of NSW  
PO Box 549  
TOONGABBIE  
NSW 2146**

**Make all cheques and money orders payable to BMW TOURING CLUB OF NSW**

FOR DIRECT DEPOSIT... BSB# 032 173 ACCOUNT# 40-6259

Please quote 'MSHIP', YOUR NO (if current member) and YOUR NAME when making your transfer.

Please POST, or SCAN & EMAIL THIS FORM to the MEMBERSHIP SEC, membership@bmwtcns.org.au, so your DEPOSIT can be RECONCILED, your 'T' SHIRT ORDER NOTED, and your DETAILS UPDATED

NOTE 1. All membership fees are due by 1st July each year.

NOTE 2. Membership not renewed by 1st August will be considered as a resignation of membership

**OPTIONAL :**

Do you wish to download the **magazine from the Club web-site?**..... Yes/No

Do you wish to receive the **magazine hard copy by Mail?**.....Yes/No

Do you have a **First Aid Certificate** .....Yes/No

If **NO** are you interested in attending a **First Aid Certificate Course** for Bike Riders.....Yes/No

Would you like to be on the Club **Hospitality List** .....Yes/No

Name (e.g. John & Julie)	Location (Town or Area)	State	Phone no./s	S	A	M	D kms	Comments

(S) Social stop, cuppa etc (A) Accommodation (M) Mechanical Assistance (D) Distance prepared to travel to assist (C) Trailer, alt phone etc.

If undeliverable return to :

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

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*Watch out for these upcoming events :*

14 <sup>th</sup> Dec	Xmas party @ Koorawatha Hotel
31 <sup>st</sup> Dec	New Years Gathering @ Micalong Creek
10 <sup>th</sup> – 12 <sup>th</sup> Jan	Capital Rally
25 <sup>th</sup> -26 <sup>th</sup> Jan	KRR Recon Run to Dungog
8 <sup>th</sup> – 9 <sup>th</sup> Feb	Karuah River Rally
21 <sup>st</sup> – 22 <sup>nd</sup> March	Ride to Nabiac Motorcycle Museum