

**BMW Touring Club
of New South Wales**



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

**May 2018
NEWSLETTER**



BMW
Touring Club
of New South Wales



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Club Website:

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 sydneynthregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilsenan	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.
North Coast Breakfast & Social Sip	Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.

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			
13 th – 15 th	Inverell Restorers Rally. 13/15th April at Inverell.	Rob Edgar 0408 161 107	10
21 st - 22 nd	NSW DR Muster, April 21-22, Bigga Pub, NSW.	TBA	10
28 th - 30 th	Autumn Leaf Rally. Held in the grounds of the Tumorrana Hall about 35KM East of Tumut on Wee Jasper Road. Hosted by the TUMUT VALLEY RIDERS MC inc. SIGNPOSTED FROM TUMUT & COOLAC. Catered from Friday Evening to Breakfast Sunday.	tvriders@hotmail.com	10
May Events			
Thur 10 th	South Coast Social Sip; 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 th -13 th	Loaded Dog Rally. Tarago Showgrounds (grass, fire wood, showers & toilets) 72km from Canberra via sealed roads. Fully catered with the Loaded Dog Hotel & Servo 1km down the road. On site catering from Saturday lunch to Sunday breakfast. Prepaid \$15 & \$20 at gate.	&holbery@gmail.com	10
May 19 th - 20 th	Ruptured Budge Rally. Hosted by Motor Guzzi Club of QLD. Held at Mingoola, 60km west of Tenterfield on the Bruxner Hwy, Queensl&. Good camping by the river, firewood onsite. Fully catered, licensed bar from Friday dinner to Sunday breakfast. \$25 entry, includes badge. Children under 15 years free entry, no badge	info@motoguzziclubqld.org	10
May 26 th – 27 th	Camping & Target Shooting Weekend. Windermere Regional Shooting Complex. This annual event will be held at the SSAA Mudgee & Districts Shooting Complex on Saturday & Sunday 26 th & 27 th May. All activities including camping held on site.	Mick Moriarty 0427 018 715	10
Wed 30 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
Thur 31 st	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
June Events			
8 th - 11 th	22nd Wintersun Run Mildura. Held at Olympic Park, Johnson Rd, Mildura, Separate area for cars / campervans. \$20 prepaid, \$25 at the gate	Michael Sarah 0438 619 838	12
9 th – 11 th	Alpine Rally – All motorcyclists - no cars please, are invited to this great 'back to basics' rally on the banks of the Yarrangobilly River, Cotterill's Cottage, Snowy Mountains Hwy. Ride to Yarrangobilly Caves thermal pool for a Sundee bath & cappuccino ! Please bring old rally memorabilia to share with us all. Presentations 9AM Sunday. To try & encourage younger generation to attend: this year, ANY rider who brings a rider 25 years & under, will earn FREE ENTRY for BOTH OF THEM. RALLY COST:\$22 PREPAID & \$25 ON SITE.	TBC	10
9 th – 11 th	Farina Rally South Australia - Farina Campground approx 25km north of Lyndhurst. Bakery will be open. All profits go to the Guide Dogs Association	TBA	12
22 nd – 24 th	Casper Rally, Hosted by SCUM TOURERS BUMMAROO FORD CAMPING GROUND. On the banks of the Abercrombie River 28 Kms north of Taralga. No dirt from Goulburn or Oberon. Wombeyan caves road from Mittagong for the more adventurous. Closest supplies - Taralga & Oberon. BYO drinks, food & cooking gear	TBA	10
Wed 27 th	Club Meeting and AGM 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm. Come along to vote and/or nominate for a committee position	Chuck Hamilton 0457 574 856	4/6 *
July Events			
13 th – 15 th	Winter Rally. Hosted by the United Tourers. Approx. 4km south of Nerriga on the Braidwood Rd. Gates open Friday. 50 acres, b&, bonfire, gymkhana start at 3pm, no dogs, no cars. \$20. Contact Noize 0425375817 or Brian 0407862296	TBC	10
Wed 26 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
TBA PENDING	Hat Rally Annual Awards Dinner	TBC NA	
August Events			
Sat 4 th	Border Run	TBC	
Sat 11 th	Off Centre Run – Mt Dare, South Australia	NA	
25 th – 26 th	2018 AMCA National Meet - 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 https://www.amcaustralia.org/	TBC	



Ride & Events Calendar

25 th – 26 th	TTT - Thrashers Terrifying Trek – 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	TBC	10
September Events			
14 th – 16 th	Far Cairn Rally – 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)	Paul Evans – TBC	12
Wed 26th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
TBC TBC	Ragged Fringe Rally Sidecar Rally	TBC TBC	
29 th , 30 th Sept – 1 st Oct	BMW Clubs Australia National Motorrad Rally , 29-30 Sept & 1 Oct 2018, Wallerawang, NSW. Hosted by BMW Motorcycle Club ACT Register online to include rally registration, dinner Sunday 29th Sept & (optional) breakfast Monday 1st Oct. Approx. \$80 TBC. The Rally, dinner & breakfast bookings are non-refundable after 14 September 2018. For Bookings Visit: https://www.bmwccact.org.au/National-Motorrad-Rally Rally entry, Dinner & (optional) Breakfast are ticketed events for pre-planning & catering. There is NO option to arrive on Sunday night for the Dinner with an expectation you can be catered for. NOTE: You are responsible for making your own accommodation bookings. The Black Gold Motel is the main venue but other local alternates have been notified of the rally. Some rooms will be held for a short period on a 1st come 1st served basis. Mention you are going to the BMW Motorrad Rally when making your booking.	Gary Smees BMWCCACT President@BMWCCACT.org.au	12
October Events			
12 th – 14 th	37th Kosciuszko Rally – Hosted by BMWCCACT. 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 (\$1000 in 2017). Firewood provided. Ever popular Germanic Kransky & salad + soft drink for \$8. Fresh egg & bacon rolls on Sunday morning with espresso or popper juice for \$6. Kosciuszko National Park has entry fees & remember to please take your rubbish out with you.	TBC	10
13 th – 14 th	3rd DEADMAN'S GULCH RALLY - Hosted by ILLAWARRA DUAL SPORT RIDERS TOGETHER WITH "BATEMANS BAY & SOUTH COAST MOTORBIKE RIDERS" present the 3rd DEADMAN'S GULCH RALLY. held at "YADBORO FLATS", NSW South Coast, Clyde river. Back to basics rally - bring food & water. 2 fixed toilets onsite. take out all of your rubbish on departure. Badges available at event \$15.	Daren 0413 782408 Or Brett 0477 425838	
November Events			
3 rd – 4 th	37th Thunder Rally – Hosted by Ducati Owners Club NSW, Sheba Dam, Nundle. Date change confirmed by Aunty Mal	TBC	10
TBC	Trout Rally	TBC	10

Newly & updated items are highlighted ORANGE.

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)

BMWTCNSW Club Meeting

Minutes—28/3/18 Monthly Meeting

28 March 2018

Chairperson – Chuck Hamilton.

Meeting Opened – 7.57 PM.

Apologies – Michael Sarah, Warren Buffett, Paul Evans, Ian Emmett, Marie Pennykid.

Visitors – Bob Williams BMW Drivers Club NSW.

New Member –

Previous Minutes – The Minutes of February 2018 Meeting were tabled.

Acc- Jason Boyd.

Sec- Trevor Dean.

Correspondence –

Magazines from BMW Club: NZ, Gold Coast and UK.

Westpac statements x 2.

President's Report –

See Newsletter.

Vice President's Report –

Emails sent to Committee members regarding the Club website. Feedback required.

Club Calendar content required.

Secretary's Report –

Application for the use of the Tottenham Race Course for the 2018 Far Cairn Rally has been made to the Lachlan Shire Council. Rally will be held 14-16 September 2018.

Treasurer's Report –

Reserve Acc \$32,941.76.

Cheque Acc \$4,639.50.

Bank statement reconciled to end of February.

Treasurer reported KRR takings around \$7,000. KRR attendance was 201.

Treasurer requested written list of Club assets as of 30 March from all members holding assets.

Membership Secretary –

No report.

Editor –

Keep articles coming.

Public Officer

No report.

Regalia –

More Club towels ordered for FCR.

Assets & Archives –

New trailer decals ordered.

Clubs Australia –

The BMW Clubs Australia AGM is to be held on 29-30 April. Any member having an item they wished to be raised to contact Trevor Dean on bmw-cadelegate@bmwtcnsw.org.au.

Trevor advised that the Chair of BMW Clubs will attend the AGM.

Also, the head of BMW archives and museums will attend.

The BMWCA website now has links back to each club.

Webmaster –

No report.

MCC –

No report.

Past Events –

33rd Cold Flame Rally. Attended by a sizable number of Club members. Good ride down and back and excellent weather contributed to a great rally.

Coming Events –

13-15 April – Inverell Restorers' Rally at Inverell.

21-22 April – NSW DR Muster at Bigga Pub, NSW.

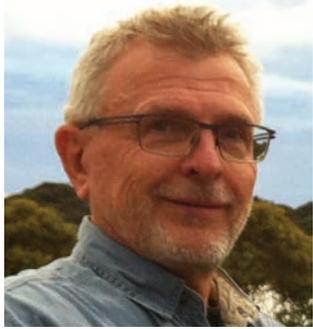
28-30 April – Autumn Leaf Rally at Tumorrana Hall.

General Business –

Award Night. Two venues being considered. One at Bundanoon and the other at the Grand View Hotel, Wentworth Falls.

The meeting was advised of the recent passing of Club Past President Paul Mackay. RIP Paul.

Meeting Closed: 8.45 PM.



Residents Report

Welcome to the May newsletter,

After an unusually long summer the weather is finally starting to cool off and weekends are looking much more comfortable. A couple of rallies coming up in June: the Alpine Rally at Yarrangobilly on the 9th to 11th of June and the Casper Rally at Taralga on the 22nd to 24th of June. The latter will be held at the Bummaroo Ford camping ground (who makes up these names?) about 40 kms north of Taralga.

I finally finished installing new steering head bearings in the R100RS. After assembling the front end and putting the fairing back together I was curious to see how the new springs would feel after suffering the stiff and oversprung old ones since owning the bike. Nothing like a weekend tour to give it a good evaluation so Mike (on his R100RS) and I planned a run down to Tumut then over the Snowy Mountains Highway and onto Jindabyne where we met up with Graham on his MV Augusta. I'm glad to say that the suspension on the RS is now perfect with the proper travel in the suspension for the damping to work as it should.

After a few drinks and dinner we retired to a non-descript motel at Jyndabyne as there was no accommodation left at our usual digs, the Banjo Patterson. Next morning we headed off towards Cooma, Bombala and then down along the excellent road through the eucalypt forest to Cann River. From there we headed up the Princes Highway and stayed the night at a coastal town in north eastern Victoria called Mallacoota. A few rain showers overnight washed the roads clean for us but at least next morning dawned sunny and cool. Breakfast at the only cafe in town was sensational – fresh figs stuffed with goat cheese served with grilled cherry tomatoes on smashed avocado spread on sourdough – doesn't get much better than that!

After an enjoyable run up the coast Mike and I left Graham at Ulladulla and headed home via Nowra, Kangaroo Valley, Bowral and north up the motorway which is boring but necessary in order to get home at a reasonable time.

A reminder that the newsletter is always ready to publish your stories for others to enjoy. Just put some words together of some of your early travel experiences or stories of the bikes you used to own (and probably wish you still owned), email it to Alan at editor@bmwtcnsw.org.au and enjoy your work being immortalised forever!

See you at the next club meeting,

Chuck



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**Vale Paul (Macka) McKay
17 October 1953 - 17 March 2018**

Paul was a long-time member of BMWTCNSW that for newer members had moved on to other pursuits in later years but maintained an interest if from afar in the Club.

Jane and I first met Paul "the Macka" McKay having moved back to Sydney from Melbourne in 1986 and on joining the Tourer's who were meeting in Rydalmere Scout Hall at the time. Macka was one of a loud and gregarious group of hecklers, aka past committee members, perched at the back of the hall and offering a running commentary on the Committee of the day performance in the best of spirits whilst emptying the carton of beer at their feet.

From the outset Macka made Jane and me welcome to the Club that began a friendship spanning over 30 years and our four moves to Western Australia (1991), ACT (1995), Tasmania (1997) and back to ACT (2002).

Through our shared membership in the Tourer's we enjoyed each other's company at Club meetings, dinners, Christmas parties, rides and rallies including Club's *Karuah River Rally*.

On one occasion c1995 Macka (GS1150) and Rod Luff (Suzuki GS1000) plus one other (whose name eludes me with mists of time) rode a shortcut through the Brindabella's at night and in the rain on roads best travelled by some other means and under different conditions during late autumn. Whilst leading, Rod decided to cross a "small water filled pothole" only to find his bike was now at the bottom of it. Deeming abandonment the best course of action and in an era of pre-mobile phones, Macka pressed on valiantly knowing that the Cotter Pub (burnt down 2003) was nearish to hand and might have a telephone. Having made the pub and satisfied his late night dehydration, Macka called me up before making his way to the house and we ventured back out in my Hi-Lux with supplies and trailer in tow. We eventually found Rod +1 who were resigned to camping alfresco and following a celebratory drink picked up bike and rider and returned to Canberra. The third rider pressed on for Sydney and home, now many hours later than originally planned. Macka, Rod and I continued celebrating their successful recovery and undoubted adventure riding skills.

The following morning, Rod needing to get back to Newcastle and insisted on the somewhat unusual technique of restoring a flooded motorcycle to life by

connecting it to the Hi-Lux with jumper leads and cranking it over...and over and over...until eventually it started with a spray of water, then steam before settling into a very distressed and rattly idle. Garry "want to change the oil?" Rod "no, she'll be right" before riding away. I wonder now if Rod even stopped the engine to refuel. Rod and bike soon parted ways after his return to Newcastle.

Macka maintained contact throughout our family moves and arrival of Tayler, Mitchell and Morgane over the years with each of us making the opportunity to stop by when in the others locale. We helped Macka celebrate his 50th birthday whilst travelling the 'big island' from Tasmania with the family camping on his front lawn at Beverley Park and Macka was one of the first to offer his support and condolences on our son Tayler's (20) unexpected death in 2012.

Whilst Macka had drifted away from the Tourer's, he continued to own BMW's and ride amongst others Triumph and HD motorcycles. He was an active member with the NSW Police *Blue Liners*, held leadership positions with the Masons and was a Director at St George Sailing Club. Just some of the things you find out about a person at their funeral. Further whilst retired a well-respected member of NSW Police with many senior uniformed and retired officers and detectives amongst the 300+ mourners at his funeral along with Club members (we saw) Marie Pennykid, Trevor and Narda Dean, Gary Glover, Dave Nash and Paul Evans.

A late or thoughtful starter, Macka married Wi on 8 July 2017 in Sydney. From the local park wedding Jane, I and others were in no doubt and glad to see how besotted Paul was with Wi and she with him. A second wedding and holiday in Thailand followed, during which Paul developed a persistent headache. On return to Australia this was diagnosed as an aggressive brain tumour and forever the optimist Paul pursued medical treatment including ultimately unsuccessful surgery.

We have but a handful of true friends in life and were very fortunate to call Paul McKay one of them and close with that most quintessential of Macka's sayings,

Ciao for now

Garry & Jane Smee



A Prelude to the Outback Australia -

by Carlo Correani © March 2017

The moment I started thinking about this trip, the more it starting to become overwhelming, the feeling that I had to take on with careful calculation and all my tenacity to overcome the long days on the bike ahead. This isn't my first bike trip as I manage to organize one or two road trips a year, ranging from three to five days at a time. My plan is to take a road from Shellharbour NSW to Central Australia to the fable land of mad max, Broken Hill.

Along the way I will be taking care of my visual side of my brain by taking photos of the people and the landscape along the road, People have a way of looking larger than expected as you trumpet down the highway of small town Australia on your bike, it lets the imagination run away from itself, to a picture post card of life on the land, a more nobleman or woman appears, like life is broken down into its constituency waiting lovely, to be reassembled back together. As I always have being longing to touch the void of understanding of what I've been missing or avoiding

In 2014 I rode out to Broken Hill out from East Coast then down to the Great Ocean Road through Victorias grain fields that was outstanding to finally see, then on to the Spirit of Tasmania with the Out Law motorcycle gang; well, meeting up with them inline waiting to get on board anyway then off the ship at Devonport to meet up with my partner Angela flying in to Launceston to go two up with her father Rick and Cate his partner in a 4x4 who decided to blow the Sydney seen and try a new land south for a

retirement plan B to their farm house then moving on around Tasie.

With my next trip of around about two to three weeks this year, I've decided to look at it with fresh eyes and find out more than I can see, as I will be taking those out back roads that no sane man will take on a road bike on my BMW 1150 GSA, then photographing the scenery in time that presents itself, with a little research help with that tourer guide "the big Google in the sky"!

Back to the East coast trip in 2014, I started at Shellharbour by planning a road trip to Broken Hill via Hay a small town along the Murrumbidgee river where I stopped for the night off the main road, the feel of the town is proud working class with long hall trucks on the move and people taking their time to stop while crossing the road to catch up with the area local gossip, this town has time on its side, I found free camping with like-minded campers; the Gray nomad types with good advice about pitching up a tent under an old gum tree, with an opening line that the tree branch may fall overnight and end my trip, well I'm thinking that I'm living on the edge, with no wind and a solid tree of sentinel and trustworthiness, I camped and live to tell the tale, in my mind I call these people "out back jacks" a nick name I use that covers those mind sets full of over thinking advice that you don't really need to hear, after a day on the bike, well we all travel for a reason if not to be sociable. My next foot hold would be Broken Hill where a choice presented itself, whether to take the more direct route to Menindee past Ivanhoe that was highly recommended in the motorcycle atlas that I use, but in came with a warning of sand, and "no go" when raining, so being dry weather I turned off for about five kilometres then began hitting deep sand that pulled my front end violently from under me, if it wasn't for my left leg hitting the dirt road at sixty k's I lifting me off the seat I would be pulling my epirob out covered in bull dust and moan-



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ing in pain, so I stopped for one minute to regain my resolution then tried again, within one hundred meter again the front end pulled away which I caught with a full body movement to one side in the nick on time, so I stopped full of pride, I had to admit defend, stop turn around back to regain the tar road that was no better anyway, but longer as at that time the Cobb road was for over two hundred kilometres under construction, so gravel and sand with long corrugated tops then over the Scopes Ranger on the very straight, windy Barrier Highway to Broken Hill.

Hitting Broken Hill around 6pm was exhilarating, sun was just going down, casting an iron ore colour over the town that was telling me to find the nearest hotel room as I did, then gave into rest and hunger that took over my body like a spiritual being, every muscle was worked out beyond its engineering tolerance, and in need of sleep in a real bed.

In the morning, the town was on my agenda, as I always considered Broken Hill as a sister city of Wollongong my home town where everyone had a six degrees of separation to a job at Port Kembla, BlueScope that runs the engine of the economy of Wollongong, so a slow cruise around paying homage, as I was blown away by how close the main mining works were next to the people who carve out their living there, who made lifestyles next to mountain of metal ore, next was to stop for breakfast then South bound to Tassie, on the Silver Highway that was a cool road with plenty of high speed curves and wild life to shit your pants if they were in the mood to play chicken or emu with them, so as the day fell away the night saw me stopping at a caravan park near the Grampian mountain, as I considered camping now to be overrated with cabin accommodation at hand.

Day three was the Victoria country side and how sweet the landscape beckoned me along like a woman who has you on her mind. The feeling that you know that there's no place you would rather be, until I got the smell of the ocean air that lifted me to another level on that Great Ocean Rd, but I sense a change in the air of rain that made the road feel like riding on a back of a wet black snake, I knew that it couldn't last forever so I pulled into Apollo Bay area, then a hotel for the night.

The next day saw no change with light to heavy rain paws, but since the Spirit of Tasmania boat was already booked in, for the afternoon ferry trip there was no waiting around, so off with that pissy rain all day to balance the previous few days riding out to Melbourne harbour around one o'clock where the waiting rooms of restaurants and bars I made good use of until the mood changed to increasing tension of activity and excitement that the next stage of the trip was now at hand.

While waiting around for others bikers we were increasing in numbers and ordered to form lines, doing so I found myself in the middle of a line that the Out-Law Motorcycle Club was in, as we were pulled into two lines and told to wait for about one hour before they could assemble the cars and the rest of the cargo. A good chance to introduce myself I thought as I found out a lot about the Outlaw club members, most were from all around Australia with a different Chapter in every state, some of them had been there before as like a migration that was calling them in, so this passed the time quickly with tips, talking about the art of motorcycles maintenance, so we all boarded and I eventually found my cabin, the trip over was smooth and interesting with a load of bikers walking around, most were just moms and dads with two and a half kids, we all had to mount bikes in the morning and ride in convoy at Devonport only to be stopped again by about twenty police officers with drug dogs sniffing our bikes and boots, so I had to stop with them as ordered. We sat there and one biker said "there not after you, you may as well go", I thought to myself do I look that straight?, then pointed out by an approaching police officer who said "have you been court up with all these guys"?, you may as well go, so I guess I was getting away with my looks, who am I to question a perception, so off to Launceston and my waiting Angela and her father, Rick and his partner Cate.

We all went out for dinner and caught up with planning a few days ahead, the next day found us two up on the tail of Rick and Cate in there 4x4 car in the morning, down the East Coast to Angela father's farm at Welborough a small town of around twenty interested people, to Angela father hobby farm quite conveniently across the road from the local pub, a must for any organizer biker groups to stop and wash away the blues, the whole trip down found us on the best biker roads with no traffic with the very best scenery you could imagine, we had very little rain that made it feel like riding on clouds of fog and at any moment a hobbit without warning could step out and offer you some freshly pick mushrooms.

We all got to Ricks farm and had to stop to touch base there, then off again to a place called the pub in the paddock and as you can imagine there's a pub or a farm around a pub that had a pig outside called Priscilla with a drinking problem as the sign encouraged you to buy the pig a beer, nailed to her fence, but what was going through my mind was are we the only ones today that's bought her one? Well I don't think animal rights are big this far south.

Along the way down I've must have picked up a horse nail in my front tyre because on arriving to St Helens to stop for fish and chips I felt the front go soft, so plug time with air cylinder fix, then back on to a night over stop at Rick beach house at the pen-

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insular at St Helens where he had a two bedroom beach house on the beach to stay the night with an open fire place for special effects.

The next day we decided to take a drive up to a place called Bay of Fires north with all of us in the car for a day of exploring on the beach, coming back we were getting low on supplies so we stopped off at the local shopping centre, but to my surprise as I'm getting out of the car and I see a column of dark smoke over the peninsular where Rick's beach house is, and my BMW bike has been parked outside under some trees, well as you could imagine my heart rate went through the roof with me going in to denial, we still needed supplies thinking "let's just all relax", It could just be back burning that they do in these part hearing about it on the radio they were doing dew to the conditions being right before fire season starts.

Still no time for ice cream! I said to Rick with his hands full of a gelato, with me in a half panic, we travel back to beach house, but as we got closer there was a smell of smoke in the air then the gravel road out to the beach house was blocked with fire trucks and police barriers telling us that the road was closed as the back burning they were doing had gotten out of control with a shift in the wind.

To my minded the visual burning of the beach house and my beloved bike was going up in flames, I thought how was I going to get back, so I jumped out of the car looking for fire proof clothing like a jumper or fireman jacket coming to mind, something I saw in a doco, my idea was to go around the road block into the beach, away from the flames and smoke that was now overwhelming that no sane man would consider going through I stopped and said to myself what the f##k are you thinking, with all in the car looking at me with a look of, you must be kidding, along those lines.

Going through those five stages of grief was hard there was no way I could ride my bike out into smoke and flame the next decision was to consider where we all were going to sleep for the night as we heard that one of the beachfront houses was going up in flames, with that news from the fire fighter, we drove in to town about five kilometres away to a hotel to check into a room with uninterrupted view of the helicopters trying to put out the peninsular that was now going up in flames, still we had food and dinner on the plate, at around 10pm, me and Rick decided to take a drive to see if we could get though the road block but again stopped by police, smoke and more bad news that a few more beach houses were in flames.

That night was fun but tragic at the same time, we could only wait till morning.

We all packed our belonging and headed back to the road block to find out what had happened to Rick's house, but to our astonishment we had no road block, the opportunity to carry on to the beach house past the police barriers and fire trucks was on offered to us.



We had no concept of how far the fire had burnt up to, the tree line was black and wet from the water hoses and still congested by firefighters mopping up small stubborn fires, along the side of the road, as we got closer I looked at the bush and felt that it was getting greener, then within one kilometre we arrived at the beach house that had my bike loyally still standing there under trees without damage, I walked up to it and ironically on top was a light covering of burnt leaves covering my bike that I had to brush off with my hands, we all gave a loud overwhelming scream, the stress of the last 12 hours was melting away and we now had an appreciation of what we had nearly lost, with me my bike and Rick his beach house that he had just purchased and renovated. We pack and made a move, the next stage of our trip was Hobart and those roads along the east coast side was the best for bikers who love to ride hard, with views that spoke of emptiness that made me question where I could live, corners that did not stop, and a place I could never forget. We booked in to a hotel near the harbour then went out to the best Italian restaurant in town for dinner, the next day we spent doing a two-hour cruise along Hobart's harbour front.

Next day we made the long trip back to Launceston where Angela would be flying out to Sydney that afternoon and me catch-

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ing a boat trip back to Melbourne, so we said our good byes to Rick and Cate and went our separate ways, arriving at Devonport I met up with three pommy guys who were traveling around Australia on BMW R1150 GSA's like mine so we had a comparison test, I told him to replace the camchain tension bolt with the upgrade hydraulic one and keep an eye on the left hand side pivot bearing on the swing arm as they tend to go as mine had, we all agree that Tassie had an oversupply of trees and in need of a population transplant as they had gone all the way round and was blown away as I was and saying that it must be the mecca for bike travel in the world as they had done a few countries in Europe together, once we all boarded the boat, I had that dreaded feeling of knowing that I was only a day ride away from my routine of making home loan repayments and working hassles, but only a day away from Angela again and my two dogs which lifted me up in that moment, going through Melbourne the next day I decided to take the over the mountain pass road off the tar as possible from Orbost, Jimcumbilly then Cooma, the weather was not on my side though as at one stage I was riding through a hail storm that had covered the road in marbles size ice, as I'm passing a few fellow road bike riders, waving who had stop under a large tree to wait out the storm but something keep me going, too hype up to stop now and loving the fight to destination, my calculation was to be home for dinner and give Angela a surprise as she was twenty four hours in front of me flying into Sydney then at home waiting for me in Shellharbour, I didn't really want the hassle of camp in the rain, coming from the south the rain clouds look like a dark handed monster that was daring me to stop then hold me down into a wet three man tent with lightning bolts and thunder for entertainment it would only piss me off now that I've made a stand into riding home, the rain keep pushing me relentlessly forward, then I had to stop for fuel, the rain would get heavier, that intimidated me to push on, "don't give into it", home was only a wet ride away now, so close, I should be home around 7pm by my reckoning.

So, there was a long ride now ahead, too tired to get off the bike, too many k's to go on but I managed it with care, enough to see Angela and play ball in the back yard with my dogs which I manage around 7.15pm that was all the motivation I needed to ride on through the storm to my statuary.

The thing about bike travel that it puts you into a moment that can stay with you for a lifetime, it can challenge you and amaze you, who could ask for more?

Welcome to the new members:

- Keith Davis and Andrew Davis—Woronora
- Hamish Cameron—Pymont

The Stories of Objects

Back in December, the Weekend Australian ran a piece by Trent Dalton titled "the story of Australia in six objects". So speaking of objects, as I look around my cramped little shed, I'm always reminded of the speedo from an R80 G/S that came to a halt at 77,908 kilometres on Sunday 20 March 1994.



For about six months or more, a few of us had been planning a run up north to include the Birdsville Track and the Gulf of Carpentaria. We set off on 12 March with our first overnighter at Hillston – and everything was proceeding brilliantly. The goal for the next day was Broken Hill via Ivanhoe and Menindee, stretches of which, had anywhere up to a couple feet of fine red sandy dust (you all know the one). Accompanied by pathological terror, I managed to hold my G/S at around 80kph with the rest of the crew congratulating me on my fine pace and rate.

In the distance, I could see a deeper stretch and there was no way I was going to hit this at 80 so I dutifully dropped down a couple of gears and relaxed the throttle (very silly). The predictable consequence was that I still vividly remember staring at my front wheel at around axle level (for a nano second) before ploughing face first into the purest of red sandy dust. Apparently the mushroom cloud I threw up was quite impressive. This put me in a very dark space with a temptation to bid all farewell and go home. After being convinced that the front end was not twisted, we pushed on – me still convinced there was something wrong with the front (there wasn't).

Fast forward to Menindee the same day. I took a wrong turn and had to do a u-turn in front of the pub (Maidens I think) and hit a bulge in the asphalt which sent me A over Z. Only one problem – I performed this stunt in front of around 30 drunks in the pub (it was a bit after 3.30) and the laughter was thunderous!!

We had a great run up to Tibooburra and onto Cameron Corner, to Merty Merty, Innamincka, Cordillo Downs and Birdsville (when I say great – it was bloody hard work). I think we spent a couple of nights at Birdsville to reward our-

selves on getting that far. The next day's objective was Boulia, some 395 k away. It was the worst bit of road I've ever ridden.

About 120k north of Birdsville is Lake Machattie where a detour road had been set up while the main road was repaired. Alex Leitch was in the lead followed by Wayne Hampton, John Minogue, Les Smith and myself (way behind as usual). I could see them in the distance and it looked like they'd stopped for a spell (excellent)



But not quite so. On a flat but powdery S section of the track, Alex's bike somersaulted. He was temporarily knocked out, but that wasn't the only thing knocked out. The instrument nacelle on his G/S had exploded. I found the partially buried speedo about three metres or so from the bike. It took ages to find the ignition tumbler with the key in it (a miracle that they were still together, but all the wiring had been severed with only a couple of centimetres left on each connection.

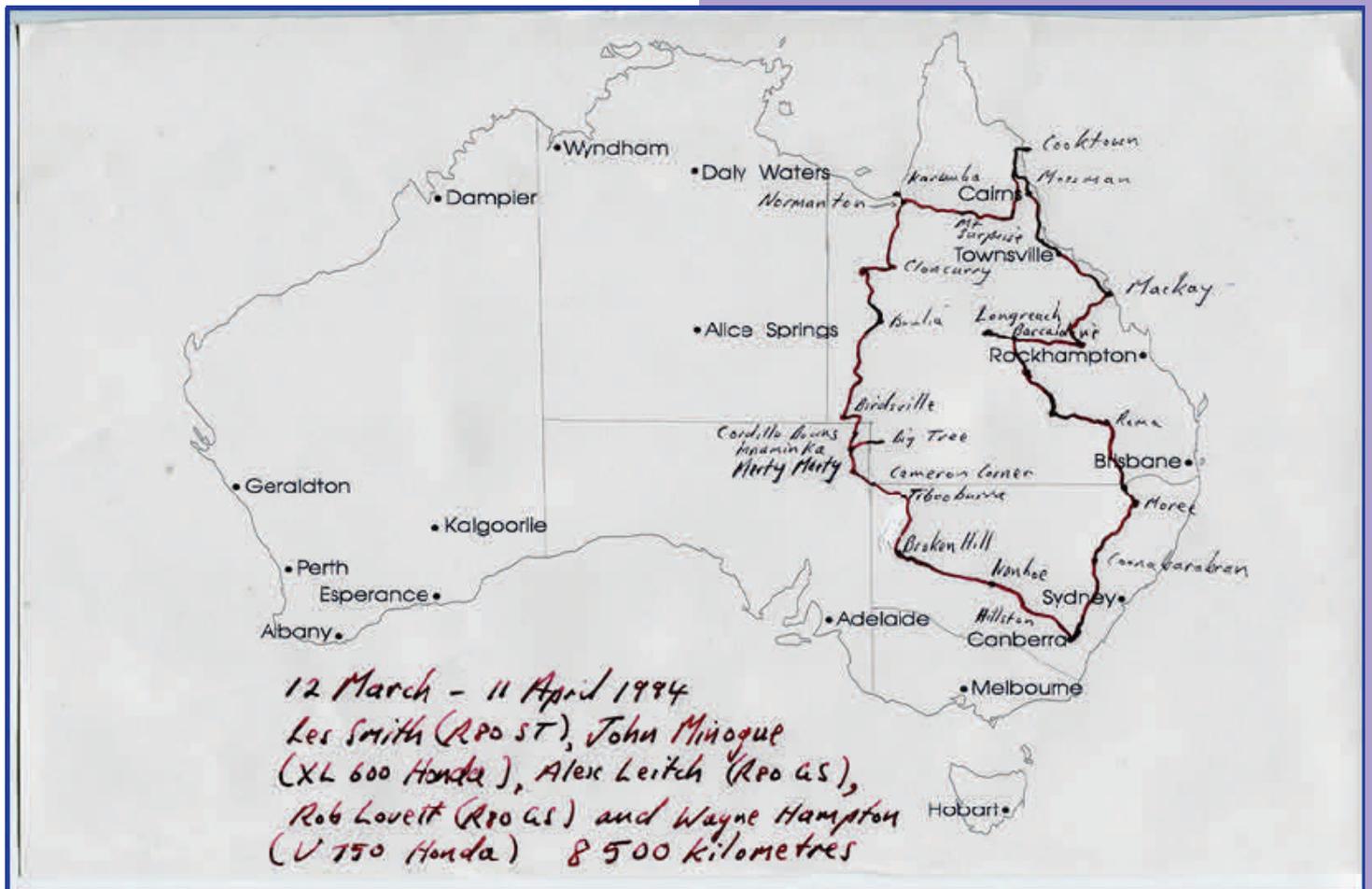
This was a pretty frightening situation in an extremely isolated area. But miracles do happen. Wayne Hampton knew how to read wiring diagrams and was able to rejoin the right wires to activate the ignition (so the bike would start). The bike had no regulator function anymore so it ran on total loss. Every 100k or so, we'd swap batteries to keep Alex on the road with a better fix found at Mt Isa some days later.

Alex didn't want the speedo back but I couldn't bear the thought of leaving it lost beside a track in the middle of nowhere. So home it came with me as a memento of an amazing run and a very scary couple of hours at Lake Machattie.

One object – one enduring memory.

Rob Lovett

Left – no headlight, no key, no speedo and no go!
Below is my mudmap of the run.



Ethanol in Motor Gasoline

Eat it, drink it,
or burn it as fuel?

By Kevin Cameron December 1, 2016

The introduction to a book on bartending once began, referring to ethyl alcohol, "Mankind has been systematically poisoning himself for 50,000 years." To this we can add the present controversies over E15 and higher-percentage gasoline-ethanol blends. Plastic Ducati gas tanks have absorbed ethanol sufficient to swell, making it almost impossible to free them from the frame rails. Plastic or rubber fuel system parts can do the same, causing carburettor or fuel quantity floats to sink and possibly resulting in leakage. Upon removing carb float bowls, we may find sludgy green deposits. Operators of passive-fuel-system engines (those that cannot automatically adjust their own mixture) say they've had "ethanol lean-out", leading to overheating and seizure. How? Ethyl alcohol contains only 2/3 as much energy per gallon as gasoline hydrocarbons do, so the more alcohol you add to motor gasoline, the leaner your mixture becomes. With E10, the lean-out effect is 1/3 of the 10% ethanol, or 3.3% - easily covered by the safely rich condition of most street-operated carburetion. Carburettors had to be set rich enough to be safe in the coldest anticipated conditions (air density increases but fuel density remains constant, which is a lean condition), so they operated comfortably rich in warm weather.

But with E15 and higher levels of alcohol addition, the percentage of lean-out becomes greater and the cooling effect of excess fuel is lost, causing combustion temperature to rise. This is the problem of carburetted engines run on E15 and higher.

Clearly, if E15 is a pump option only, the buyer can take care to select a fuel safe for his/her vehicle. But a fear exists that availability of E15 signals a Federal trend away from fuels (E10) that are relatively safe for engines with passive fuel systems. This would imply a future in which such vehicles could be operated only on expensive specialist fuels such as racing gasoline.

There are limits to ethanol use even in the case of fuel injection. As we add ethanol, the mixture leans, but the oxygen sensor in the exhaust detects the change and enriches the mixture in proportion. Sounds good - where's the problem? The problem is that vehicle makers size their fuel injectors for the anticipated fuel. If the fuel changes so that greater volumes must be injected, eventually the flow limit of the injector is reached. Beyond that point, the oxygen sensor, computer, and fuel system can no longer keep up with the drop in fuel energy as we add more and more ethanol. Again, the result is enleanment. To cover this possibility, vehicle manufacturers generally forbid the use of alcohol blends higher than E10.

Some vehicles are not limited in this way - the so-called 'Flex-Fuel' vehicles. Their fuel systems are designed to be able to cope with high-alcohol blends such as E85. The added cost of this fuel flexibility is buried in the generally higher price of such vehicles. As you may have noticed, Flex-Fuel vehicles are often large. Normally, if a maker wants to produce a high-profit luxury SUV which uses twice the fuel of the usual econobox, it must comply with CAFÉ standards (CAFÉ = Corporate Average Fuel Economy) by producing a great many more economical vehicles so that the average economy of that maker's fleet averages out to meet the standard. But a deal was made; if the heavy vehicle was built as Flex Fuel (making possible operation on lower-emissions alcohol-rich blends such as E85), then 100 such heavy vehicles could legally be counted as a smaller number. Who could resist? But wait - how did we get into adding ethanol to motor

gasoline in the first place? Back in the late 1970s and early '80s there were hundreds of thousands of old carburetted vehicles on the nation's highways. In their carburettors, fuel metering needles and the orifices in which they operated had worn in use, making fuel mixtures richer and increasing emissions of unburned hydrocarbons. Was there a way to fix this? Yes there was - to dilute motor fuel (especially in smoggy urban areas) with a low-energy content ether - MTBE. Thus began the use of so-called "oxygenated fuels". What this term actually means is that such fuels are partially burned (that is, partially combined with oxygen), somewhat reducing their content of chemical energy.

The MTBE program began with great enthusiasm and purpose, constructing specialized plants for making the stuff. Then came a terrible blow; MTBE was not decomposed by soil bacteria as normal fuel hydrocarbons were. It persisted in ground water for long distances, appearing in drinking water. Screech, the MTBE program was quietly halted. In its place was put ethyl alcohol. Ethanol is an excellent fuel which strongly resists detonation. The power gain achieved on 100% alcohol (which has long been used in Australian motorcycle racing) comes not from its energy content, which is low (see above), but from its high heat of evaporation. As alcohol evaporates, it takes heat from the air with which it is mixed, refrigerating that air and increasing its density such that a greater weight of fuel/air mixture will fit into engine cylinders.

Although alcohols cause slow swelling of the familiar plastic 'Plexiglas', they are listed as very compatible with nitrile rubber, a common seal material. This apparent easy solution is denied us by the fact that gasolines now contain large percentages of aromatic compounds (toluene, xylene, xylidene) which are not compatible with nitrile rubber. Choice of fuel system elastomers is tricky. Further, quoting from the Owen and Coley "Automotive Fuels Handbook", "Methanol and ethanol are corrosive to many of the metals that are used in conventional fuel systems such as terne plating used in fuel tanks (a lead/tin coating on steel), aluminum, copper, brass, magnesium and die cast zinc. "Elastomers and plastic components can also be attacked. Carburetor and fuel gage floats are often made of plastic and have been known to swell and stick. Fiber gaskets can be softened and fuel hoses and pump diaphragms can swell or harden and crack."

What this means is that the nature of motor gasoline should not be arbitrarily changed by government administrators without the most detailed consultation with the vehicle industry. Because motorcycles are greatly outnumbered by cars, it is possible that this consultative process may not include their manufacturers. Why not just require all vehicles made after a certain date to be Flex-Fuel? First of all, any added system adds cost. An engine optimized for E85 would have a compression ratio too high for operation on ordinary gasoline, but with compression set at the high limit for gasoline fuel, when running on E85 we'd be throwing away some fuel economy which higher compression could have delivered. A vehicle returning a fuel mileage of 30-mpg on gasoline would deliver more like 22-mpg on E85. The take-away here is that engines cannot be optimized across the range from common E10 to E85. A compromise is always present.

We have recently seen a proposal to build engines which could break this compromise - engines able to vary their compression ratio while operating. Certainly this is possible - the standard laboratory CFR knock-test engine has had this feature for seven decades - but it would add substantially to the cost, weight and complexity of engines.

The following label has been approved by EPA for placement on pumps capable of dispensing E15 fuel:

Like so many other things, the E15 controversy has acquired political aspects. Quoting from a USDA site; "Strong demand for ethanol production has resulted in higher corn prices and has provided incentives to increase corn acreage." Another USDA site gives figures for 2016

averaging just over 38% as the fraction of US corn now devoted to ethanol production.

You get the picture. Environmentalists are delighted at this use of corn because it satisfies their desire to see renewable energy sources replace fossil sources. The petroleum industry sees a gallon of fuel ethanol as 2/3 of a gallon of gasoline they don't sell. A factory farming organization will naturally seek to increase the percentage of ethanol in motor gasoline. Think of being a Congressman, deafened by the roar of all this lobbying. Is there any such thing as "right"? Or has right come to mean "what I want" while wrong means "what my opponents want"?

Still others see conversion of corn to ethanol as the institutionalizing of hunger in the form of "burning food." Could it be, as claimed by some big-picture pundits, that the world-wide rise in food prices in part cause by conversion of corn to ethanol led to the social unrest and revolutions now referred-to as "Arab Spring"?

It's giving me a headache. What do we do? We read and understand what it says on the pump before filling up. We write to our Congresspersons to let them know our concerns.

Happy motoring.

NOW THIS NEXT BIT IS WHAT I FOUND TO UPDATE MY OWN KNOWLEDGE AND IS NOT ME TRYING TO PUSH ANYONE TO MY WAY OF THINKING. RATHER, I WANT TO ENCOURAGE MY CUSTOMERS AND ANYONE READING THIS TO HAVE A LOOK AROUND...FOR FACTS AND NOT STORIES OF WOE AND MAKE AN INFORMED CHOICE.....WHAT EVER COUNTRY YOU MAY LIVE IN AND FOR WHAT EVER FUEL IS AVAILABLE.

NOW BEAR IN MIND THAT I LIVE IN AUSTRALIA !!! and from what I can figure out our fuels are a bit different from other parts of the world. BUT... there is a great deal of wrong information out there and even scary stuff that apparently might happen to you or your bike ...you know premium unleaded re standard unleaded and how much they cost and how bikes run on them and all the rest.....

Since I started riding airheads in the late 90's (yes I am a late arrival) with an R65 monoshock I have used either 95 or 98 RON fuels (and on advice at the time, FOR MY 70's BIKES, Valve Saver Flashlube at the prescribed rate). I did this as a result of discussions with people who had knowledge of fuels back then...people who worked in the fuel industry, someone who worked in the RAAF and had been to training sessions on the properties of unleaded fuels (as they were then)...BUT...as a result of all this I've run my airheads on premium fuels ...so 95 or 98 RON since about 2000.

It's been a long time since I updated my knowledge on this subject (although I've seen plenty of hearsay) and so this morning I decided to go on a bit of a mission to discover what the state of things are today. First I tried to read up on industry bulletins(very flowery and sweet smelling). then I looked into as many forums on the subject as I could find (scary) then I went to fuel company web sites looking for data sheets on the various fuels and information as to their uses and outcomes from same (more flowery and sweet smelling with no real commitment)...I might as well have gone on a UNICORN hunt.

In the end, I invested about 4 hours on the phone to Caltex, Shell and BP....In the end Caltex were the most helpful but it took a while. By staying on the line and passing through a number of hoops, I eventually got to talk to someone in service and tech support. He was somewhere around my age and knew all about "older vehicles"

Of course he was not going to give up any company secrets or say anything that could come back on the company but once I had explained about the bikes, the sort of carburetors they ran and what sort of seals and floats, O rings and diaphragms they used (yes he did know what

a Stromberg CV was), we discussed compression ratios and so on. The distillation from my notes is this:

Unleaded fuels have changed dramatically since 2000.

1: Although he didn't say this directly he said: Ethanol based fuels were not really suitable for our machines. He did say that they were much improved these days but

2: the octane rating of the fuel (correct terminology is RON but everyone refers to it as octane these days) available to the general public is 91(standard) - 95 (premium) and 98 (super premium)

3: 91 (standard non ethanol) is basically just straight unleaded fuel as refined no additives other than base anti oxidants. He said that most of the later unleaded type bikes (so post 1985) would run quite OK on this fuel but he agreed that because of the nature of the fuel there would be build up of soft gummy deposits over time.

4: 95 (premium non ethanol) higher octane base fuel more suitable for the older higher compression engines but his opinion was that any of the bikes would benefit from using this fuel. Contrary to what I thought from my 2000 induction to unleaded fuel, he thought that the higher octane would help some models and bikes but that the main difference was the "Vortex" additive pack in the fuel which was primarily a continuous cleaner. He pointed out that these additives were produced by Chevron / Texaco and had had such an amazing result since their introduction to Australian fuels "a little while ago" that they were now using the same additive in their diesel fuels. the upshot of all this was that in his view, with the types of main stream carburetors used on our bikes (so Bing CVs) this was the best alternative.

5: 98 (super premium non ethanol) the highest octane ULP available in Australia. It has the same additive pack as 95 with a few extra tweaks (which in his opinion would make very little if any improvement on the fairly basic fuel system which exists on our bikes. When I explained to him that I had a 1974 model 750cc model that pings on anything but 98 regardless of any fix short of de - compression plates that I have ever tried. He said that of course, in an event like that the higher octane fuel COULD overcome that issue but that the only way to know was to run a few tanks through. He did say that he thought 98 was an expensive option if the bikes were running well on 95 or even 91 but he did say several times that he thought 95 was the correct fuel to use.

6: On the issue of the higher octane fuels or their additives damaging rubbers, diaphragms or O rings or floats, we had a long discussion about how long it might have been since carbs were rebuilt. Of course I couldn't speak for everyone but I would have thought perhaps 6 to 8 years max. His considered opinion was that it would be very unlikely that O rings and floats etc purchased from reputable suppliers in the last 10 years would not be resistant to (a) unleaded fuels and (b) the additive packs in the premium versions . He raised the point that any carb not rebuilt in the last 8 years would be very unlikely to be operating at its best in any case and that fuel additives or octane would be "down the list a bit" compared to gunk and air / vacuum leaks

So there you have it, improvements, changes and as much as I could find out "from the horse's mouth" as it were. I urge you to use this blog to throw around some thoughts and to do your own research in your own country....don't just take the advice of someone who may not have updated his or her knowledge on the subject recently. As a result of my time yesterday and my experience with my own and others bikes, my recommendations to my customers will change as well.

COMMITTEE NOMINATIONS

BMW Touring Club of NSW Incorporated

(Incorporated under the Associations Incorporation Act 1984)

- At the AGM in June, all committee positions are declared vacant and all nominations will be voted on by the membership present. It is not essential for all committee positions that you attend meetings regularly.
- All nominations must be accepted by the nominated person.
- Nominations must be received by 23/6/18 please post to **BMWTCNSW, PO Box 549, Ermington NSW 1700**

BMW Touring Club of NSW Inc.		
NOMINATION FORM FOR COMMITTEE MEMBERS		
Your Name		
Your Signature		
Your Membership Number		
Position Nominated		1. Nominated Member 2. Nominated Members Signature
PRESIDENT	Responsibilities include chairing meetings and representing the club. Currently held by Chuck Hamilton	1. 2.
VICE PRESIDENT	Responsibilities include keeping the members points score and organising the events calendar. Currently Jason Boyd	1. 2.
SECRETARY	Responsibilities include incoming /outgoing communications with the club and keeping minutes of the meetings. Currently John Rayner	1. 2.
TREASURER	Responsibilities include keeping all financial records of the clubs operations. Currently Bob Madell	1. 2.
MEMBERSHIP SECRETARY	Responsibilities include keeping records of the club membership. Currently Marie Pennykid	1. 2.
EDITOR	Responsibilities include preparing and publishing the clubs monthly newsletter. Position currently held by Alan Pennykid	1. 2.
ASSETS & ARCHIVES	Responsibilities include managing the security of and access to club assets. Currently Mal Cattermole .	1. 2.
PUBLIC OFFICER	Responsibilities include preparing and filing the clubs documents with the Department of Fair Trading. Currently Al Peters	1. 2.
REGALIA	Responsibilities include selecting, sourcing and selling club regalia items. Currently Dave Beers	1. 2.
EDITORIAL ASSISTANT/S	Responsibilities are various and negotiable. Currently Tony Conliffe (distribution)	1. 2.
SPARE PARTS/CLUB TOOLS	Responsibilities include keeping track of the location of tools belonging to the club and issuing tools to members on request. Position currently held by Rob Edgar	
BMW Club Aust Representative	Responsibilities include liaising with the BMW Clubs Umbrella body. Currently Trevor Dean	1. 2.
NSW MCC Representative/s (2)	Responsibilities include representing our club within the NSW MCC and reporting MCC activities back to our club. Currently Bob Whitehead and Bob Madell	1. 2.

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Watch out for these upcoming events :

11th-13th May	Loaded Dog Rally
19th-20th May	Ruptured Budgie Rally
26-27 May	Camping and Target Shooting Weekend
9th-11th June	Alpine, Wintersun, Farina Rallies
15th-16th September	Far Cairn rally
Sept 29 – Oct 1	BMW Motorrad Rally (yes, it's back)