

**BMW Touring Club
of New South Wales**



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



June 2018 NEWSLETTER

Photo: Steve Treloar



BMW

**Touring Club
of New South Wales**



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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
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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 Gilsean	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

May Past Events			
11 th - 13 th	Loaded Dog Rally. Tarago Showgrounds		10
May 19 th - 20 th	Ruptured Budgie Rally. Hosted by Motor Guzzi Club of QLD.		10
May 26 th - 27 th	Camping & Target Shooting Weekend. Windermere Regional Shooting Complex.		10
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	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
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
Thur 14 th	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
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 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 28 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
July Events			
Thur 12 th	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
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
21 st July	Annual Awards Dinner. The Awards night has been booked at the Grand View Hotel, Wentworth Falls. Final numbers for the meal MUST be received before 7 th July. Accommodation needs to be booked and paid separately by you. While the hotel can cater 100 people for the meal, they do have limited accommodation on site, so act quickly. BOOKED - The Function Room for YuleFest, 21st of July 2018 LOCATION: Grand View Hotel, 174 Great Western Hwy, Wentworth Falls, NSW 2782, Ph: 02 4757 1001 Please see advertisement in this month's newsletter for full details	Jason Boyd 0412858880 Or preferably by email toecutta@gmail.com	2
Wed 25 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
Thur 26 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
August Events			
Thur 9 th	South Coast Social Sip; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
4 th 11 th	Border Run Off Centre Rally – Mt Dare South Australia	TBC 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	2
25 th - 26 th	TTT - Thrashers Terrifying Trek – Hosted by Thasher, Sign posted 10km's north of Taralga at the Wombeyan 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
Wed 29 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the	Chuck Hamilton	4/6



Ride & Events Calendar

	meeting at Toongabbie Hotel from 6:00pm.	0457 574 856	*
Thur 30 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

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
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)

BMW Touring Club of NSW 2018 Awards Night



Saturday 7th July 2018

Grand View Hotel, 174 Great Western Hwy, Wentworth Falls, NSW, 2782

**GRAND VIEW HOTEL
WENTWORTH FALLS**

The 2018 Awards Night is booked to occur at the Grandview Hotel, Wentworth Falls. The Hotel can cater for up to 100 people, but can only accommodate up to 30 people (shared) onsite – so get in quick!

Attendees who wish to book accommodation will need to do this separately and directly to the Hotel. You can book your accommodation via the Hotels website at

<https://thegrandviewhotel.com/accommodation>

Or call them personally. Please mention during booking that you are with the BMWTCNSW Yulefest

Final numbers and meal payments are due by the 7th July

WHAT – The Function Room for Yulefest. Dinner Only Package (drinks additional at bar prices), 3 Course Yulefest Meal in a Private Function Room, 7.00pm start

WHEN – 21st July 2018

LOCATION - Grand View Hotel, 174 Great Western Hwy, Wentworth Falls, NSW, 2782

CONTACT – Accommodation / Hotel

WWW.THEGRANDVIEWHOTEL.COM

Contact: Sandra Tufrey

sandra@thegrandviewhotel.com

Ph: 02 4757 1001

CONTACT – General Enquiries

Jason Boyd (VP),

toecutta@gmail.com, Mobile: 0412-858-880

MEAL PAYMENT - \$55 per person for the Yulefest 3 course meal. If you have any specific dietary needs please contact Jason. Please pre pay directly to the club eftpos account AND notify Jason via email of your payment details. PLEASE make sure you identify your payment with your membership number AND / OR your name

BSB# 032 173, ACCOUNT# 40-6259

Jason will publish / email a list of paid attendees prior to the event to confirm attendance

**Final numbers and meal payments are
due by the 7th July**

YULEFEST FUNCTION MENU

3 Courses \$55 per person

ENTRÉE

(Alternate Drop)

Baked Goat Cheese Tart with a Pear, Rocket & Parmesan Salad (V)
Smoked Salmon Cucumber Salad & Horseradish Cream (GF)

MAIN

Traditional Christmas Dinner
Turkey, Ham & Pork with Roast Vegetables
(please ask for no stuffing if you require gluten free)

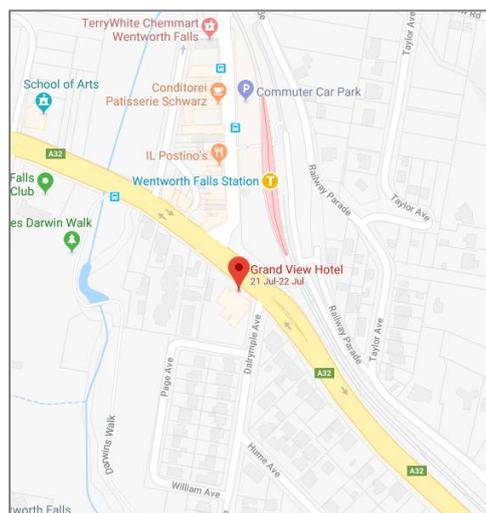
DESSERT

Christmas Pudding served with Custard
Tea & Coffee

Dietary Options

(please indicate how many required at the time of booking)
Main Meal: Stuffed Field Mushrooms with Roast Vegetables (V)
DESSERT: VANILLA PANNACOTTA WITH PASSIONFRUIT COULIS & TOASTED COCONUT (GF)

LOCATION MAP





P residents Report

Welcome to the June edition of the BMW Touring Club's newsletter.

While waiting for a train the other day I found myself reminiscing about the first motorcycle I bought in the early '70s, though now it feels like it was back around the Jurassic period. Remember how in those days you applied for your learner's permit over the counter, answered a few multiple choice questions on a paper form and after three months graduated straight to your black licence? For your practical test you rolled up at the motor registry where the examiner told you to ride 50 metres up the street, do a U-turn and ride back. When I first applied for my rider's learner permit at seventeen years old I was still at school so the wallet was pretty skinny. I worked part time packing groceries at Kmart on Thursday nights and Saturday mornings to scrape a few dollars together in anticipation of buying my first bike. It didn't happen exactly how I expected. A classmate at my school happened to mention that his brother had an 'old bike' sitting in the garage at home. He rode it for a short time until the novelty wore off then parked it in the garage where it sat unriden for over a year. Hmm, maybe an old AJS, an Ariel or even a Triumph I thought. Best have a look and see what it was – it's not every day you get a chance to buy a classic!

My mate Phil, being a British bike enthusiast, biased me towards English bikes from the start as he owned a BSA 650 Lightning and taught me to ride on it in the back blocks of Maraylya. I was somewhat deflated when we went over to have a look at the 'old bike' and saw that it was a black Suzuki T10 250 two stroke, probably mid '60s vintage. The paint wasn't too bad but the chrome had very fine rust pitting just starting to come through. Oh well, he only wanted \$60 for it so it might be a bit of fun getting it going. I did the deal, pumped up the tyres we and pushed it about a kilometre to Phil's place to get it running.

After giving it a quick once over to make sure it was all there and no important nuts or bolts were missing, I put a few litres of two stroke premix in the tank (no Posi-force oil injection in those days) and spent a half hour jumping on the kick start. It had an electric start but because the battery was flat all we got from the start button was a vague 'click'. In our naivety we commenced to push it up and down the street trying to get some life out of it because back in those days that's just what you did with old bikes when they wouldn't start – especially since neither of us had any mechanical knowhow back then. On about the twentieth run down the slight hill (even now I still marvel at our dogged optimism) the engine belched and spluttered into life and a huge cloud of blue two stroke smoke billowed out of one, then both mufflers. Since it was Phil's turn to sit in the saddle and my turn to push, he gave it a bucketful of revs and disappeared down the road leaving a huge plume of blue smoke in his wake. The image of that moment in my mind's eye is what Fred Gasset would look like hunched over the 'bars flying down the road sans helmet!

After a couple of minutes the sound of a wailing stroker could be heard as the Suzuki with Phil astride turned into Cameron Street. He shot down the hill past me after having completed a smoky lap of the block. He slowed and turned around admitting that he shot past because he stood on the brakes to try to slow but nothing happened! We stood there on the side of the road congratulating each

other on doing a fine job in resurrecting the Suzuki while it made the usual ticking sounds as it cooled down. A few moments later a green Holden GTR rolled quietly up behind us and a huge highway patrol office emerged and fixed us with a menacing stare that set the hair on the back of my neck on end. He stood there with his hands on his hips and all he said was: "I'm betting no licence, no rego and no insurance. You're marked". He then turned, got back in the car and as quietly as he arrived he motored slowly down the hill. He got one out of three right...not a good score for me.

The next afternoon I rode the Suzuki around to the rego office and it passed its roadworthy first time. I rode it everywhere that Phil on his BSA and Andrew on his Triumph rode, although they made me ride a few car lengths behind so no one would think I was with them.

My very first motorcycle step-off happened after a few weeks. I was merrily ring-a-dinging my way along River Road in Penrith when I topped a rise in the road and was presented with the butt-clenching sight of a T-intersection with the Great Western Highway. I've heard that in a life-threatening situation your life flashes past before your eyes. Problem is that when you are only seventeen years old it flashes past so quickly that it would be nice to be able to call for a rerun.

I instinctively slammed on the brakes but when the rear tyre overtook the front the bike slewed sideways and slid across the road on its side. I hit the deck, sliding on my right side over the westbound lane and landed alongside the bike on the concrete traffic island. Oh well, it could have been a lot worse, especially if I met a car during my slide across the road. I stood the bike up and put it on the side stand to take stock of the damage. All that seemed wrong with the bike was a broken mirror, a flattened RHS muffler and twisted handlebars. It was then I felt a burning pain under my right forearm and looked down to see a meaty acre of gravel rash. Lesson learned that day: a flannel shirt with the sleeves rolled up offers no protection in a fall! As I examined the wound I heard a voice call out. I turned and saw an elderly lady on the veranda of her house on the corner asking if I was alright. I walked over to her house and to my surprise she invited me to join her on the veranda for a cup of tea. Why not? I needed a few minutes to get my head back together so we sat and chatted. The lady even got up and brought out a bowl of warm water, Dettol and some cotton wool wipes so I could administer some first aid to my forearm. After a bit I thanked her, walked back over the road to my bike, started it and putttered off home with the handlebars still at a jaunty angle.

About nine months later Phil and I were riding through Quakers Hill when I spotted a green '69 Bonneville for sale for \$600 outside an old fibro house. Naturally we stopped to have a look. The door was answered by a skinny, shifty looking beanie-wearing dude who announced that the owner of the Bonnie would be home soon. As we stood checking the bike over, the soft sound of tappets caused me to turn to see a big Viking-like guy with blood dripping out of his mouth come to a stop beside us in his red R60/5. Wow! What a fantastic looking engine...looks just like it came out of an aircraft. A BMW! I'd love to be able to afford one of those one day! The BMW rider took off his open face helmet and introduced himself as 'Bub'. He had just returned from the dentist after having a tooth pulled. By the look of him I would have expected that he could have removed the tooth himself with a pair of vice grips.

After a bit of chat Bub said he would take \$550 and the Suzuki as a trade for the Bonnie. Wow! What a bargain! I didn't know it at the time but the Bonnie was thrown together from a large pile of mismatched parts (including the engine internals) and that this purchase was the beginning of a steep learning curve in becoming proficient in roadside fault-finding and repair on British motorcycles...but that's another story.



Editors Report

50th Alpine Rally

Hi Everyone,

I'd really like to thank people for the submissions this month, it's what you guys send it that makes the newsletter a good thing for all of us.

If you are thinking of sending me something please don't spend too much time formatting it because I will reformat anyway when putting it into the template I use for the template, your formatting doesn't save me any time. If you are sending photos as separate files, please include a place marker in the document if the location is important, I will comply with this if I can (sometimes it may have to be on the next page if the text length forces it). Even if you send it as a .pdf and think its locked down, I still have ways of placing it into the newsletter template.

Now for a don't; If you do send me a link to a webpage that has "lots of good stuff you could use" or an email that has lots of links to "interesting stuff" it's really just like sending it to the dead letter office, I'll just delete it because I'm not going spend any time sorting through a ton of non-relevant bits to find something that I might be able to use. If you find a good article by all means send me a copy or give me a DIRECT link to it, if I have to sift through things myself it simply won't happen.

I do enjoy putting the newsletter together but it's enough work on that last weekend before the meeting fitting all the articles together in some coherent form, with sort of consistent formatting so it looks good, chasing the people that supply me with the regular stuff, then finding amusing or otherwise on topic bits to fill in gaps and try not to leave spaces.

See you next time, Al

Next year (2019) will be the 50th anniversary of the first running of the Alpine Rally. Many of you would know that it is the longest running rally in Australia, many of you would have been to one or two (or more). To celebrate/commemorate this event Henning Jorgenson (the current organiser of the rally) would like for it to be recorded/documentated for posterity. Ideally Henning would like someone to make a video recording the event, interviewing attendees etc. He is seeking assistance to locate a person/TV show/production company that might be interested. Also anyone that might have old video/film footage or other resources from past Alpine Rallies that they would allow him to use.

The event will be at Yarrangobilly homestead on the Snowy Mountains Hwy on the Queens birthday long weekend June 8-10, 2019. If you can be of assistance yourself or put Henning in touch with someone who could, please contact Henning directly:

Henning Jorgenson:

0457 034 448 or HPJ333@GMAIL.COM



City Coast Motorcycles

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 262 Keira Street, Wollongong
 T 02 4228 7392 citycoastmotorcycles.com.au

Ride for Rotary

Smithy is a Rotarian and a member of the Rotary Club of Crows Nest, and he rides a BMW R1200RT LC, and has ridden across the USA, and Route 66, and circumnavigated Australia on the Coast Road. He is also a member and the Secretary of the International Fellowship of Motorcycling Rotarians (IFMR). This is his experience in India, in April 2018;

INDIA

India is inviting yes? I saw the 'Ride for Rotary2' highlighted on the IFMR website and a visit to the 'Ride for Rotary2' website made you read every word, it was very well produced. A ride of 1,500 kilometres in the south east of India on a Royal Enfield 500cc motorcycle. The wife said, "Go, what an amazing opportunity!!"

I got enthused and applied on line. Fellow IFMR member Colin, from Rutherglen, Vic, also signed on, and at the finish, I was mighty glad to have a friend accompany me on the ride. The cost was US\$3,000, yes, a lot of money. But the project was fund raising for the Rotary Foundation so being a Rotarian, the cost was accepted. The cost covered, hire of the bike, fuel, all food and accommodation. All we had to do was fund our airfare, and alcohol throughout the ride, ie beer, when we could find it! Flights were booked with Singapore Airlines out of Sydney and into the city of Bangalore, India.

I have since learned that northern India is more affluent than southern India, and when I arrived, it showed. Naive as I was, what hit me was the vast number of people, and the traffic is so busy, I wondered how it ever moves!

I quickly learned that there are no road rules, except driving on the left. When I did come across a traffic light, which were few and far between, most drivers stopped, but not all. The condition of the roads in southern India are not even on a comparison with Australian roads. What Australians call terrible roads with pot holes etc,

can be called 'excellent roads' in India. Thank goodness I took my Air Hawk blowup seat! Although a lot of the time I was standing on my pegs just driving down the road.

I was a combination ride, ie, avoiding the stray dogs, hundreds of them, stray cows (holy protected animals!) pedestrians, who didn't appear to have any value for their lives, drivers who had no idea of road rules as we know them, road humps every 2 kilometres or so, and pot holes that you wondered how you ever remained on the bike afterwards.

I booked into a 4 star hotel in the centre of Bangalore for a couple of days rest from jet lag, and another in Mysore, where I met up with two other international riders, both Rotarians, one from England and the other from Venice, Italy. The organisers of Ride for Rotary2 picked us up in a mini van and drove us to another hotel to start the ride with the other participants.

That evening the seven Internationals and two Indian riders, were briefed by the Leader, and were given, to keep, outfits of jackets, gloves and plastic strap-on leggings, full leggings, and we were asked to select the helmet and bike we would like to ride. However, I always take all my own bike gear when I go overseas, I get on the plane dressed in jacket, boots and carrying my helmet, with wet weather gear, dragging jeans and gloves etc in your suitcase. Regardless of the bike you hire, or the country you ride in, you always feel comfortable dressed in your own gear.

At the briefing, we were also unexpectedly presented with a two page disclaimer document which we were asked to sign, which overall exempted the organisers and the supplier of the bikes, from any claim what so ever imagined! After much discussion, many of us refused to sign it. When introduced to the bikes, we found them to be a mixture of allsorts of bikes, both road and off-road bikes, that were other than new, and only two were Royal Enfield road bikes.

That night the general standard of the hotel fell short of what most internationals call acceptable. And the ongoing hotel standards continued to fall throughout the ride. On top of that, on the first night we were asked to share a room with another rider. After discussion, most of us paid extra to get a separate room.

Now I'm not knocking the overall premise that this was a fund rais-



er for Rotary International, but after paying such a lot of money, it was expected we would stay in at least 3 star hotels and the bikes would be new or fairly new.

The Royal Enfield road bike I selected, had been around the clock many times and on day one, I had to mention to the mechanic (who came with the support vehicle), that the clutch was slipping. He adjusted it and assured me it was now all good, but afterwards, it slipped and shot out of gear whenever I hit a large pot hole, which was most disconcerting. It was difficult to communicate with the mechanic so I learnt to put up with the gear slips.

Unbelievably, at every stop, including fuel stops, the local Rotary Club was there to meet you! Rotary is very big in India! Refuelling was a photo opportunity for every Indian, regardless of being a Rotarian or not. This resulted in huge loses of time. But, that was what we were there for, and we all enjoyed meeting the local Rotarians.

Lunches were a feast of presentations to the Ride's organisers and endless speeches, most of which were in a non-understandable local dialect, which really got on your nerves, as their first language is English!

The roads during the ride were in extremely bad condition and the traffic was full on, which made progress very slow. On one day we covered 150 kilometres and it took 6 hours. For a week we had a heatwave with 41C each day, which was a bit overwhelming for

some riders, not for the two Australians.

The good thing about the ride, and there were some, was mainly the camaraderie between the participants. We all laughed off the Rotary presentations and bikes that needed mechanically attention throughout the ride and we shared a beer when we could get it. The Indian participant from northern India, Arun, was a great help, interpreting, and explaining the food, local customs etc. Without him the ride would have been a chore. We all became great friends with him.

The unexpected low standard of accommodation was unacceptable to some participants who on occasion, insisted they be taken to a proper 3 star hotel, and for which they paid extra.

So all in all, the ride was an experience, but the thought given to managing the International Riders, lacked any appreciation of what was expected. So if you feel you would like to participate next year, in Ride for Rotary3, expect to suffer inadequate

accommodation and bikes that have seen better days. Shame really, they could do so much with the appeal of visiting India.

Whats the key message?

'beware of the unknown, well advertised organised motorcycle tour',



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Inverell Motorcycle Restorers Club Rally

The 26th Inverell Motorcycle Restorers Club Rally is always worth the journey and this year was no exception. Based in Inverell, the rally draws attendees mostly from the northern region centres of Coffs Harbour, Lismore, Toowoomba, Goondiwindi and Coonabarabran. Being from outside this region I determined to stretch the weekend and left Sydney on Friday morning. Having stopped for a coffee and chat at Grey Gums I checked the clock and saw 10.30. (!) With nearly 500km still to travel I thought I'd better get a wriggle on. Luckily the R100S is still up to it and in good form, we soon saw the back of Bulga, Muswellbrook and Scone along with the long queues at several roadwork sites. A quick lunch with old friends at Wallabadah always takes at least an hour, just a brief chat. I booked my bed for Sunday night on the return journey and got back on the road. Fuel at Tamworth, check the phone, postpone a couple of jobs and off up the Moonbi Range. Despite a desire to explore I decided that, given the late hour, I should push on up to Uralla and turn off to Bundarra and take the shortest route. Arrived at the motel just on dark, 5.50pm, to find the Coonabarabran contingent enroute to the Bowlo across the road. After a 10hr journey I needed a bit of sprucing up but I wasn't far behind them.

Early Saturday morning saw Henning and I searching for a coffee shop before joining the assembling throng at the Pioneer Village, Rally Central. There were about 200 bikes entered and most were lined up in chronological order for judging and ogling. An extensive morning tea was on offer for the couple of hours before the briefing and the ride's start. A heavy shower came in from the west but was gone before the 10.30 start. This year's run was to Bingara via Delungra, head west, turn left. The group was soon strung out, with the slower bikes struggling up slight rises. I had a good look and listen as I passed a Triumph Speed Twin, two up, a 1926 Indian, a 250 Honda, various Matchless and AJS models, Ariels while other "vintage" bikes like Honda Fours and Kawasaki Z1s went zooming past the lot of us. Henning and I stopped briefly to check the site of the Myall Creek massacre which occurred in 1838. It's worth a longer visit and a bit of investigation.

The lunch was laid on at Bingara RSL, the staff were kept busy replenishing the buffet. The throng was like a plague of locusts really and left the buffet bare. Following lunch I visited the cemetery to see old mate Max Ralph who took up residence there a few

years ago. Then it was a leisurely ride back to Inverell via Copeton Dam.

The Presentation Dinner on Saturday night is always a lavish affair at the Inverell RSM with a buffet meal and the usual rally awards and raffle. There is also a motorcycle-related quiz with a sheet of questions on each table. Despite our table's superior brains trust and google we came nowhere near top place. After the dinner there is always entertainment and dancing downstairs. As it was past 10pm I danced off towards bed.

Sunday morning there is a short ride on after breakfast and a swap meet at the Pioneer Village. I hung around the village for a cuppa and a chat and eventually headed off south to Bundarra and Bendemeer via Kingstown. North of Tamworth I turned off and headed in via Moore Creek instead of the highway. Again, just north of Wallabadah I took a detour via Gaspard, just for old time's sake. Arriving at Wallabadah about 3pm I soon settled in for a good catch up with the McDougalls.

Monday morning, a leisurely start. It's barely 80km to Scone on the New England Highway, and that was enough. I see enough of the highways on work trips. I turned off towards Merriwa but really I wanted to head for Denman. At Bunnan I checked the map and found a road that goes to Sandy Hollow. It's a meandering gravel road through various properties that brings you out onto the Wybong Road. Turn left for Muswellbrook or right for Sandy Hollow or Hollydeen, then on to Denman. From Denman you can follow the Golden Highway to Jerrys Plains, or take the Martindale Road. Head south from Denman, turn left onto Martindale Road, left again on the Bureen Road and off you shoot to Jerrys Plains via Doyles Creek. Little difference timewise, or quicker if you're so inclined, and you won't encounter any trucks or caravans.

Of course the remainder of the ride took in the Putty Road and with the weather being as it was it turned out to be a very pleasant way of spending what should have been a working day. I might take 5 days for next years rally.

Rob Edgar



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PUDDING & ICE MAY 2018

This little tail started un be knowns to me on the way to the Cold Flame Rally. For me it was a usual rally for me no major hic ups to or from Pinch River on the Barry Way. The Pudding made its usual appearance, carried by Tony Schmidt. And Rob Lovett took the Pudding back to Canberra.

The following Monday mornings news revealed that, there were 2 motorcycle accidents in the Snowy region. The BMW safari was also on in the area, I was hoping that all concerned were OK.

A week later I got a phone call from Ken Knox from Benalla. Ken informed me that his son Luke was one of the unfortunate people that was involved an accident and had passed away. There were a few from Benalla were on their way to Pinch river.

Ken had been in contact with Henning who passed on my details to Ken. Ken offered that at Luke's funeral that in Lou of flowers that a donations to the RFDS Motorcycle Pudding account would be great. I supplied the details to Ken to pass onto the Funeral directors. After the service Ken was informed that usually the funeral directors would get 3 or 4 envelopes. They were overwhelmed with the response as they received 54 envelopes. Which they just sent to the Melbourne office of the RFDS.

It took some time to find out where the funds went to. Numerous phone calls were made to my RFDS contact in Sydney, the Melbourne office, the funeral home and Ken.

Finally it has been sorted and the donation is now visible on the

<https://rfdse-fundraisers.everydayhero.com/au/the-pudding-motorcycling>

A massive \$3070 plus another \$100 that was donated later.

Since 2015 since I started to track the pudding donations it has reached \$10955.36

Usually who ever carries the pudding, in recent years, makes a donation to the RFDS pudding account. Poor Luke had not carried the pudding at all. Ken had heard of the pudding and also not carried the pudding. Considering this, I thought I'll fix that .I tracked the pudding down and made arrangements to pick up the pudding at the Autumn Leaf Rally at Tumut.

As my current time lines are pretty tight I locked in a date and notified Ken that I was coming to Benalla to personally hand over the Pudding to Ken and his family in recognition of Luke.

Un be knowns to me, I hadn't checked the weather forecast, it turned out to be terrible. Hay we ride bikes, toughen up princess I said to one self. I'll take the F650 with the heated grips.... Packed her up and hit the button and Nothing. Well the R80 road bike it

was going to be, repacked, actually checked it started first.

I headed out from the coast a beautiful day. First stop the mother in laws to get her fire going, then up the Darragh mountain range to Cathcart, always a great run. Better than the Brown MT. Across the dirt to Bibbenluke, on to Ando and along the sweeping Snowy Mountain Way towards Dalgety. I was looking to the horizon constantly, still a beautiful day, this side of the range .Berridale I stopped and made a few Logistic phone calls, can I go over the top or will it be around via Canberra. The roads open was the answer. Let's do it, over the top it was to be. Onto Adaminaby for fuel and a coffee. Weather still looked good though the where cloud all along the range.

Set off for Kiandra, oh yes it was bloody cold though I had warm feet and cold hands. As soon as I got to the National park boundary the weather closed in. the road wet and light rain, and whiskers of snow starting to appear.

Sawyers Hill Hut was a stopping place. For the Pudding, I'm sure it been there before and probably on the snow too. The snow was everywhere and the speed was dropped as I had thoughts of black ICE and you idiot..... At the Kiandra turn there was about 30 to 40 cm of pushed up snow by the snow ploughs. The snow was getting heavier and heavier, just up from 3 mile dam I stopped as the snow had frozen over on my visor and I couldn't see. Even slower speeds and visor up. Mo and beard had frozen icicles and when the snow

drifts came again in glasses froze over too. The next 30 k along the Link road rd. and on towards Elliot way was extremely slow. As I dropped altitude the frozen visor melted and the rain and snow stopped. I was glad to arrive at Tumbarumba. Fuelled and late lunched waiting for Barney, F800 rider from Tumut to arrive.

As we left Tumbarumba it started to rain again. It got heavier and heavier as we headed toward Albury.

Being caught behind a cattle truck all the conditions were not favourable to overtake so the safest option was to sit back until the truck turned off. Once on the Hume we opened it up to finish the day at a mates place Chris Abbott, an old BMWTCNSW member. Now rides Harleys but that's fine when you're like a drowned rat and he has a raging fire and nice crock pot cooking. A relaxing night was spent playing pool and a few beers, followed by some, a lot of scotch....

The next day we had dry gear , not that i got wet except for my feet from my dated BMW wet weather boots... it was a fantastic sunny day except for the fog inside my head....

Off to Blackwood's BMW to have a perve at everything NEW. A deal was struck and I donned a new pair of boots. They were, on special Darling wife

Benalla bound we were, slabbed it along the Hume finally arriving at Ken and Sandra Knox's place where we had a greeting party of GS's waiting at Kens front gate.

Ken and particularly Sandra were overwhelmed and there, were a few watery eyes moments mine included. Also there was Danielle, Luke's daughter and, Rachael Luke's wife and a few others whose names escapee me.



Over a beautiful BBQ lunch and talked and explained the history of the pudding and its travels. Before heading towards Tumut we went to the cemetery to visit Luke's Grave site and a couple more photos for the memories.

We bid our farewell to our new found friends and started for Tumut. Back along the bloody Hume stopping for fuel an Albury. Checking phone maps for alternative routes to Tumut caused some confusion as Barney had left his phone on his pannier and after 500m it could not be found, with back tracking and walking the road side. We finally moved on arriving at Tumut about 7.30 dodging roos and wombats.

The next morning after a quite night again another great start. Sunny, fresh. Headed along the Snowy mountain highway south out of Tumut past the deserted Alpine rally site, where Ken and his family and mates will be attending in a few weeks, along with the Pudding.

The rest of the trip was just glorious back tracking the same way back to the Bega Valley. Minus the snow, wind, rain and ice.

Meeting the family at the Mother in laws for Mother's day lunch.

In total I travelled 1400km in mostly fine weather though about 6 hours was terrible weather .But all for a good cause, will I thought so anyhow .Also it good to get out of the comfort zone and bring back the memories of days and big km weekends.

My thoughts and prayers will always be with Ken, Sandra and family for their support of the Pudding and the RFDS in Luke's legacy.

Steve Treloar

Known my some as the well-travelled one...

R 1150GS Fuel Pump Replacement

George Scarfe

I recently removed a fuel pump assembly from an R1150 GS to diagnose a problem with the plugs sooting up causing the engine to run badly.

The fuel pump was stuffed so I sought a reasonably priced replacement. The Holden Commodore VN, VP, VR VS GE033 Goss Fuel pump fits straight in costing \$97.00 from Supercheap. A similar pump from BMW parts suppliers costs between \$200 to \$490 depending on the model and whether it is OEM.

Unfortunately the Goss kit doesn't come with the plug and wires to connect it so I simply soldered the wires to the terminals. The polarity of which is clearly marked on the plug socket.

It seems the original problem with the poor performance of the engine was associated with the installation of a new fuel filter. Instead of replacing the internal fuel line with the original "U" shaped fuel line a straight piece was bent around to replace it. The bent hose caused a restriction, loss of fuel pressure and delivery flow to the injectors resulting in incomplete combustion.

The original factory "U" tube can be purchased from Munich at a cost of \$69.00.



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Factory Bend

Wozz and I put our heads together and he came up with a replacement bend that will enable the use of normal fuel hose. Wozz made one from stainless with a couple of olives soldered to it to prevent the hose from coming off. He has indicated that he is willing to produce a kit that includes the "U" tube, hose of the correct length and clips to match. We reckon that the cost of the kit would be about \$25 delivered to your place by one of Pat the Postie's comrades.



The Wozz replacement

Because the bike has been sitting for five years I have decided to remove the injectors and have them ultra-sonically cleaned, replace the filter baskets and "O" rings and flow test them. I've also started stripping the paint out of the inside of the tank so I can re-line it with a KBS coating.



The Pump and Filter with the " tube installed (minus hose clips)

Welcome to the New Members:

- **Chris Fisher (Beecroft)**
- **Andy Furniss (Manly)**
- **Tars Bylhouwer (Boat Harbour)**
- **Chris Marsh (Muswellbrook)**



BMWTCNSW Meeting

Minutes 25/4/18

Chairperson – Chuck Hamilton.

Meeting Opened – 7.49 PM.

Apologies – Mick Moriarty, Alison Ashby, Bob Whitehead.

Visitors – Nil.

New Members – Nil.

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

Acc - Chuck Hamilton.

Sec – Al Pennykid.

Correspondence –

Magazines from BMW Club: NZ.

St Vincents Curran foundation Philanthropy Report 2017

Westpac statements x 2.

President's Report –

See Newsletter.

Vice President's Report –

No report.

Secretary's Report –

No report

Treasurer's Report –

Reserve Acc \$32,954.84.

Cheque Acc \$3,232.94.

Treasurer reported that bank statements reconciled to 31 March.

Regalia stocktake received.

Tools and any other assets stocktake required.

Membership Secretary –

6 New members this month.

Editor –

City Coast advised that they were going to update their advert graphics for their Newsletter advert but haven't done so to date.

Public Officer

No report.

Regalia –

New microfibre towels received.

No sales in last month.

Assets & Archives –

No report.

Clubs Australia –

AGM this weekend.

BMW Club and Community management publishes a newsletter each quarter which showcases BMW Clubs around the world. Trevor Dean advised that members can register to receive the newsletter by going to <http://www.bmwgroup-classic.com/en/general/newsletter.html>

Webmaster –The current website has been backed up.

MCC – No report.

Past Events –

13/15 April – Inverell Restorers Rally. 5 Club members attended. 600km ride each way. 200 attendees. Good weather and good rally.

21/22 April – NSW DR650 Muster at Bigga NSW. Attended by Dave Beers who won the prize for worst DR. Well done Dave!

Coming Events –

28/30 March – Autumn Leaf Rally at Tumorrana Hall.

11/13 May – Loaded Dog Rally at Tarago Showgrounds.

19/20 May – Ruptured Budgie Rally at Mingoola.

26/27 May – Camping and Target Shooting Weekend at Windermere Regional Shooting Centre.

General Business –

Paul Evans advised that for next year's (2019) Alpine Rally someone is needed to shoot a video of the Rally. Contact Paul for further information.

George Scarfe advised that Capital rally badges have been sent to attendees, and that a \$356 donation has been made to the MRA of ACT from Rally profits.

It was confirmed that the 2018 Awards Night will be held at the Grand View Hotel, Wentworth Falls.

The meeting was advised that the 2018 BMW Motorrad Rally will be held 29 Sept to 1 Oct at Wallerawang NSW. Club members wishing to attend must pre-register.

Bob Madell advised that the NSW MCC is looking for a new treasurer. If anyone is interested contact Bob.

Meeting Closed: 8.29 PM.

APPENDIX 2

FORM OF APPOINTMENT OF PROXY

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

I, _____, Membership no: _____
(full Name)

of, _____
(Address)

_____ Postcode: _____

being a member of the BMW Touring Club of New South Wales Incorporated.

Hereby appoint _____
(full name of Proxy)

of, _____
(Address)

_____ Postcode: _____

being a member of that incorporated association, as my proxy to vote for me on my behalf at the general meeting of the club (annual general meeting or special general meeting, as may the case may be) to be

held on the _____ day of _____ 20____ and at any adjournment of that meeting.

My proxy is authorised to vote in favour of/against (delete as appropriate) the resolution
(insert details)

To be inserted if desired

(Signature of member
appointing proxy)

Date: _____

NOTE: A proxy vote may not be given to a person who is not a member of the association/club

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Watch out for these upcoming events :

9th-11th June	Alpine, Wintersun, Farina Rallies
21st July	Annual Awards Dinner
August	Border, OCR, TTT
15th-16th September	Far Cairn rally
Sept 29 – Oct 1	BMW Motorrad Rally (yes, it's back)
12th 14th October	Kosciuszko Rally