

**BMW Touring Club  
of New South Wales**



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

**July 2018  
NEWSLETTER**



**BMW**  
**Touring Club**  
**of New South Wales**



## OFFICE BEARERS

### PRESIDENT

Chuck Hamilton  
0457 574 856  
[president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)

### VICE - PRESIDENT

Jason Boyd  
0412 858 880  
[vicepresident@bmwtcnsw.org.au](mailto:vicepresident@bmwtcnsw.org.au)

### GENERAL SECRETARY

John Rayner  
0415 104 830  
[secretary@bmwtcnsw.org.au](mailto:secretary@bmwtcnsw.org.au)

### MEMBERSHIP SECRETARY

Marie Pennykid  
0428 393 093  
[membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au)

### TREASURER

Bob Madell  
[treasurer@bmwtcnsw.org.au](mailto:treasurer@bmwtcnsw.org.au)

### BMWCA DELEGATE

Trevor Dean  
0409 407 409  
[bmwcadelegate@bmwtcnsw.org.au](mailto:bmwcadelegate@bmwtcnsw.org.au)

### EDITOR

Alan Pennykid  
0427 393 093  
[editor@bmwtcnsw.org.au](mailto:editor@bmwtcnsw.org.au)

### REGALIA

Dave Beers  
0401 444 567  
[regalia@bmwtcnsw.org.au](mailto:regalia@bmwtcnsw.org.au)

### ASSETS and ARCHIVES

Mal Cattermole  
0409 179 419  
[assets@bmwtcnsw.org.au](mailto:assets@bmwtcnsw.org.au)

### PUBLIC OFFICER

Alan Peters  
0407 829 033  
[publicofficer@bmwtcnsw.org.au](mailto:publicofficer@bmwtcnsw.org.au)

### SPARE PARTS/CLUB TOOLS

Rob Edgar  
0408 161 107  
[spares@bmwtcnsw.org.au](mailto:spares@bmwtcnsw.org.au)

### MCC NSW DELEGATES

Bob Whitehead  
Bob Madell  
[mccdelegate1@bmwtcnsw.org.au](mailto:mccdelegate1@bmwtcnsw.org.au)

### WEBMASTER

Michael Sarah  
0438 619 838  
[webmaster@bmwtcnsw.org.au](mailto:webmaster@bmwtcnsw.org.au)

### NEWSLETTER DISTRIBUTION

Tony Conliffe  
Al Peters

### Club Website:

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

BMW Clubs  
Australia



BMW Clubs  
International Council



### Club Yahoo groups site

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

## CLASSIC REGISTRARS

<b>South Coast</b>	Steve Treloar	04397 39876 <a href="mailto:sthcoastregister@bmwtcnsw.org.au">sthcoastregister@bmwtcnsw.org.au</a>
<b>North Coast</b>	Damien O'Toole	0419 296 939 <a href="mailto:nthcoastregister@bmwtcnsw.org.au">nthcoastregister@bmwtcnsw.org.au</a>
<b>Central West</b>	No Current Officer	
<b>Sydney North</b>	Craig Hancock	0419 557 014 <a href="mailto:sydneynthregister@bmwtcnsw.org.au">sydneynthregister@bmwtcnsw.org.au</a>
<b>Sydney South</b>	Graham Johns	0419 281 875 <a href="mailto:sydneysthregister@bmwtcnsw.org.au">sydneysthregister@bmwtcnsw.org.au</a>
<b>Sydney West</b>	Perry Gilsean	0418978781

## REGIONAL RIDE CO-ORDINATORS

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

## MEETINGS

<b>Monthly Club Meetings</b>	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month ( <b>except for December</b> )
<b>Sydney Social Sip</b>	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
<b>South Coast Social Sip</b>	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
<b>Newcastle Social Sip</b>	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.
<b>North Coast Breakfast &amp; Social Sip</b>	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 -June			
8 <sup>th</sup> - 11 <sup>th</sup>	22nd Wintersun Run Mildura. Held at Olympic Park, Johnson Rd, Mildura		12
9 <sup>th</sup> - 11 <sup>th</sup>	Farina Rally South Australia - Farina Campground approx 25km north of Lyndhurst		12
9 <sup>th</sup> - 11 <sup>th</sup>	Alpine Rally - on the banks of the Yarrangobilly River, Cotterill's Cottage		10
22 <sup>nd</sup> - 24 <sup>th</sup>	Casper Rally, Hosted by SCUM TOURERS BUMMAROO FORD CAMPING GROUND		10
July Events			
Thur 12 <sup>th</sup>	<b>South Coast Social Sip</b> ; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
13 <sup>th</sup> - 15 <sup>th</sup>	<b>Winter Rally.</b> 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 <sup>st</sup> July	<b>Annual Awards Dinner.</b> The Awards night has been booked at the Grand View Hotel, Wentworth Falls. Final numbers for the meal MUST be received before 7 <sup>th</sup> 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. <b>BOOKED</b> - The Function Room for YuleFest, 21st of July 2018 <b>LOCATION:</b> Grand View Hotel, 174 Great Western Hwy, Wentworth Falls, NSW 2782, Ph: 02 4757 1001 <b>Please see advertisement in this newsletter for full details</b>	Jason Boyd 0412858880  Or preferably by email  toecutta@gmail.com	2
Wed 25 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
Thur 26 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
August Events			
Thur 9 <sup>th</sup>	<b>South Coast Social Sip</b> ; 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
4 <sup>th</sup> 11 <sup>th</sup>	<b>Border Run Off Centre Rally - Mt Dare South Australia</b>	TBC NA	
25 <sup>th</sup> - 26 <sup>th</sup>	<b>2018 AMCA National Meet</b> - Bulli Showground, Bulli, N.S.W. Swap meet entries are now open for all makes & models 35 years old & older. British, European, Japanese & American. For more details <a href="https://www.amcaaustralia.org/">https://www.amcaaustralia.org/</a>	TBC	2
25 <sup>th</sup> - 26 <sup>th</sup>	<b>TTT - Thrashers Terrifying Trek</b> - Hosted by Thasher, Sign posted 10km's north of Taralga at the Wombeyon Caves Rd. Follow the red & white TTT signs. Guaranteed to be a test of your starch. EXTRA LARGE FIRES, AS ALWAYS FIRST IN GET THE BEST CAMP SITES. One thing is the basic rule of the rally leave bad attitudes at the gate	TBC	10
Wed 29 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6 *
Thur 30 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
September Events			
Sat 1 <sup>st</sup>	<b>Country Meeting</b> at Bathurst, see the ad in this newsletter for details		10
7 <sup>th</sup> - 9 <sup>th</sup>	<b>Ragged Fringe Rally, Brett Reserve</b>	TBC	10
14 <sup>th</sup> - 16 <sup>th</sup>	<b>Far Cairn Rally</b> - Hosted by BMW Touring Club NSW - Held at Tottenham Racecourse, approximately 3km from the town's centre. Funds raised support the Motorcycle Accident Rehabilitation Initiative (MARI)	Paul Evans - TBC	12
22 <sup>nd</sup> - 23 <sup>rd</sup>	<b>Sidecar Rally, O'Connell, NSW</b>	Alan Pennykid 0427393093	10
29 <sup>th</sup> , 30 <sup>th</sup> Sept - 1 <sup>st</sup> Oct	<b>BMW Clubs Australia National Motorrad Rally, 29-30 Sept &amp; 1 Oct 2018,</b> 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: <a href="https://www.bmwccact.org.au/National-Motorrad-Rally">https://www.bmwccact.org.au/National-Motorrad-Rally</a>	Gary Smee BMWCCACT  President@BM WMCCACT.org. au	12



# Ride & Events Calendar

	Rally entry, Dinner & (optional) Breakfast are ticketed events for pre-planning & catering. There is <b>NO</b> option to arrive on Sunday night for the Dinner with an expectation you can be catered for. <b>NOTE:</b> 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.		
<b>October Events</b>			
12 <sup>th</sup> – 14 <sup>th</sup>	<b>37<sup>th</sup> Kosciuszko Rally – Hosted by BMW MCCA CT.</b> Geehi Hut Campground on the Alpine Way, Snowy Mountains. Supplies can be purchased at Thredbo (43km) or Khancoban (31km). Entry of \$20pp includes a raffle ticket. Usual & unusual rally awards. Rally proceeds are donated to the RFDS (\$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. <b>Kosciuszko National Park has entry fees &amp; remember to please take your rubbish out with you.</b>	TBC	10
13 <sup>th</sup> – 14 <sup>th</sup>	<b>3<sup>rd</sup> DEADMAN'S GULCH RALLY</b> - 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	
<b>November Events</b>			
3 <sup>rd</sup> – 4 <sup>th</sup>	<b>37<sup>th</sup> Thunder Rally – Hosted by Ducati Owners Club NSW, Sheba Dam, Nundle.</b> <b>Date change confirmed by Aunty Mal</b>	TBC	10
TBC	<b>Trout Rally</b>	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](mailto:vicepresident@bmwtcnsw.org.au)

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





# Presidents Report

Hi Fellow BMW enthusiasts,

I'm not the first one to say that time seems to speed up as one gets older but amazingly, it's been a year since I was elected as the club's president. Thanks to everyone for your support during the past year. I want to extend a warm thanks to the members of the committee and especially to those who have organised our rallies and have carried the club throughout my overseas absences – you all have done a fabulous job. I won't be available to stand for a committee position this coming year as Lilly and I have a number of overseas trips booked and so I would not feel comfortable expecting the VP to be filling in during my absences.

When I first joined the club in 1977 the majority of members were around my age (mid twenties) and as you would expect, most of us rode BMWs even though they were more expensive than most other bikes in the day. There was a hard core section of the bike riding community riding Harley Davidsons who were for the most part labelled as one percenters. These guys gave bike riders a somewhat bad boy reputation back then. Many riders owned Italian bikes too with brands like Ducati, Moto Guzzi, Laverda and Moto Morini probably being the most well known brands back in the day.

I recall that in those days the bike riding community was not as diverse as it is today; apart from American and Italian bikes your other choices were either a British or Japanese bike. If you owned a Norton, BSA or Triumph, Japanese bike owners thought you were living in the last century, you had shares in an oil company, you loved working on your bike on the side of the road and you enjoyed going over your bike each morning applying Locktite liberally as you tightened all the nuts and bolts using your assortment of SAE and Whitworth spanners. It was conveniently overlooked that most Jap

bikes also came out with superior disk brakes as standard relegating front drum brakes into the 'obsolete' category.

Most British bike riders were very conservative and scorned Japanese bikes by criticising the added weight, wobbly handling (fair point) and the addition of new technology like electric starters, reliable electrics and a headlight that you could actually use at night to see where you are going. A common sentiment was: "You wait and see...a real bike has a kick starter. When the novelty wears off they'll come back to British bikes". In addition, Jap bikes were criticised for being largely made from plastic and having no 'soul' or 'personality'.

My recollection in those days was that BMWs were in a different category and didn't really get all that much flak from riders of others brands. Maybe it was because there were not that many around – in 1977 a new R100RS costs the same as a Holden Kingswood so the cost would put them out of reach for many. Maybe they were seen in a different category due to their unique appearance of the fuel tank and engine design and their reputation for reliability (I take that as meaning they don't usually stop on the side of the road due to component failures, things don't fall off them due to vibration and they are very smooth and quiet (if you overlook the tappet noise at low speed)).

Today we see that English bikes have learned lessons from the Japanese, are building reliable and powerful bikes and are enjoying strong sales. Ducati and Moto Guzzi are still in the game and are producing sought after models too. What is interesting is that the community of bike riders has grown into categories that didn't mostly exist when I started riding. Common segments now include sports bikes, tourers, cruisers, commuters, dirt bikes (enduro, trials and motocross) and the fastest growing market: adventure bikes. Adventure bikes give us the means to head out and explore the sparsely populated inland areas of our country and leave behind the traffic jams, ill tempered drivers, air pollution and congested cities. Just like we used to do on our R75 and R60 road bikes forty years ago. Stay shiny side up...

Chuck

**City Coast Motorcycles**  
Sales  
Service  
Parts & Accessories  
Rider Equipment  
Finance

**BMW**  
The Ultimate Riding Machine

**City Coast Motorcycles**  
262 Keira Street, Wollongong  
T 02 4228 7392 [citycoastmotorcycles.com.au](http://citycoastmotorcycles.com.au)



# BMW TOURING CLUB OF NSW COUNTRY MEETING

**PANORAMA HOTEL/MOTEL 51 DURHAM STREET, BATHURST**  
SATURDAY 1ST SEPTEMBER, FROM 6.00PM TO 9.00PM IN THE  
TAPPAS ROOM, DINNER & MEETING IN SAME LOCATION  
CLUB MEMBERS & GUESTS NEED TO BOOK MOTEL ROOMS BY MID  
AUGUST. MENTION BMW TOURING CLUB COUNTRY MEETING  
WHEN MAKING A BOOKING, PHONE 63312666. NORMAL FEE IS  
\$150

CAMPING IS AVAILABLE AT THE SHOWGROUND NEXT DOOR AT \$20-  
25 DEPENDING ON NUMBER OF CAMPERS. TOILETS AND HOT  
SHOWERS ON SITE. PAY FEE AT CARETAKERS COTTAGE ON WAY IN.  
PLEASE BOOK THE WEEK BEFORE, BY EMAILING CHRISTINE CURRY,  
ADMIN@BATHURSTSHOWGROUND.COM.AU. MENTION BMW CLUB  
BOOKING, IF USING TENT, CAMPER TRAILER ETC, SO CHRISTINE CAN  
ORGANISE THE BEST AREA FOR NUMBERS INVOLVED  
**CONTACT PAUL EVANS FOR MORE DETAILS**



<b>Rock Motorcycles</b>  Sales Service Parts & Accessories Rider Equipment Finance	 <b>The Ultimate Riding Machine</b>
--	---

**THIS IS  
GS COUNTRY.  
MAKE LIFE A RIDE.**

**Rock Motorcycles**  
175 Gordon Street, Port Macquarie NSW 2444  
T 02 65836655 1800 00ROCK  
rockmotorcycles.com.au  
sales@rockmotorcycles.com.au

# Editors Report



Welcome to the July newsletter, for most of you when you read this the AGM will be done and dusted and we'll have a new committee. In case this is my last opportunity I'd personally like to thank all the members who have contributed to our newsletter for your efforts throughout the year. I have just been through the arduous process of listing month by month all the articles that have been written for the newsletter through the year to aid in my selection of the recipient of the 2017-18 BMWTCNSW Editors Award, identifying how many were written by who etc. But it wasn't just about the numbers of articles produced and submitted, if it was I would have just done a word count on each article and given the award to the contributor with the most words submitted cumulatively. I also allocated bonus points to the articles that I just plain enjoyed personally. I'd like to say it was a difficult decision but I'd be lying, it became glaringly obvious. The recipient of the Editors Award for 2017-18 is (*drumroll*)... going to be announced at the Annual Awards night like every other year. All the awards recipients including the Editor award will be listed in the next newsletter folks

# Alpine Rally Report

– Mostly 45 Years Late

I'd just finished reading last month's Presidents Report where Chuck was reminiscing about his early motorcycling days and my eyes scanned the next page where Henning had placed an ad' for the 50<sup>th</sup> Alpine Rally in 2019. The thing that caught my eye was the image of the poor bugger frozen to the KO XL250 Honda Motosport. It was a much younger Woz, 19 years old, 3<sup>rd</sup> year apprentice and attending his first rally. The background is the chalet at Kiandra that closed later the same year. It was originally a courthouse and was later used as a road works depot. It has recently been restored and joins the collection of look but don't touch heritage buildings administered by National Parks so don't expect to get a beer there if you get the urge to visit while on tour. The bike in the background is a CB350 Honda ridden by my cuz' Bruce who took the photo.

I loved that bike. I was in Willoughby DMCC at the time that sported legends like Laurie Alderton, Jim Scaysbrook, Joe Eastmure and a host of other A graders for young fellas to aspire to. They ran the Castrol Six Hour and also had about six hundred members that allowed the club to run club race days and the odd restricted meeting when another club would be invited along. The little XL250 was thrashed



## WELCOME TO BIKEBIZ BMW MOTORRAD

We are pleased to welcome you to our BMW Motorrad dealership in Sydney, Bikebiz Granville.

We have a full range of demos available, a professional workshop for all of your servicing needs and a full range of genuine BMW accessories and spare parts. Come and visit us for all of your BMW needs. Open 6 days.

**Bikebiz BMW Motorrad**  
274 Parramatta Rd  
Granville NSW 2142

**Sales** (02) 9682 2921  
**Service** (02) 9682 2914  
**Spares** (02) 9682 2907

### Bikebiz

Sales  
Service  
Parts & Accessories  
Rider Equipment  
Finance  
Insurance



The Ultimate Riding Machine



### *Then (1973)*

around Amaroo Park in road race, short circuit and moto X as well as Nepean short circuit. It redlined at 8,000 but would spin up close to 10,000 rpm. That was very close to the last 'I' in Nippon Seki at the bottom of the dial in the tacho. I found out later that they mostly died from a crack radiating out from the spark plug hole in Hondas first production attempt at a 4 valve head.

Anyway, back to the rally. Realising it was going to be a long ride with that small engine buzzing away I decided higher gearing was in order. I was already geared with the highest available so I turned the outside off an old sprocket, welded a ring on it and marked out a smaller sprocket that I drilled and then filed the teeth on. This allowed a comfortable 60MPH cruise until anything resembling a hill was confronted. Then it was back to 4<sup>th</sup> or sometimes 3<sup>rd</sup> gear. I had a nylon tent with no floor, no ground sheet and a five dollar kapok filled sleeping bag. The riding gear was top notch too. Fur lined flying boots, plastic rain pants over jeans and a three quarter length leather coat that let water in and wind under. The route was via the old Hume Highway, not the current one that sees you in Yass in a couple of hours. Back then it was a slog through traffic to Liverpool then Camden, Picton, Bargo etc and mostly one lane each way. Yass gave way to Tumut via Wee Jasper. That was all dirt then as was much of the Snowy Mountains Hwy. Paul Giles talk at the club meeting on how the rally was supposed to take people out of their riding comfort zone and improve their skills then get together to celebrate it kept ringing in my ears. (I'm not sure what the early '70's term was for "harden up Princess" but Gilesy must have used it).

We must have left Sydney at sparrow fart 'cause we had the tent up and there was plenty of daylight left. We'd heard it was snowing a few miles up the road and that there was a pub at Kiandra. I'd never seen snow so a late afternoon ride seemed like the go. The road was mainly mud and the frozen bits were decidedly slippery. The experience cemented my opinion that snow looks nice in pictures but is crap to really be in. If you look at the pic in the last issue that I referred to you will notice a visor size slab of ice on my chest. The ice is frozen condensation from inside the visor that fell off when I opened it. Anyway, we had enough cash for one beer each and then it was back to the rally.

There was a DMR camp on the Eastern side of rally site and the old abandoned school house was outside the compound fence. It rapidly disappeared as the punters dismantled it for firewood. Reconnaissance of the site to check out the survival methods used by more seasoned rallyists showed that the ultimate riding apparel was the army surplus great coat. These wonderful garments would hold two long necks in each pocket. The really experienced had three long necks and a bottle of Green Ginger wine. The modern equivalent would be a clown suit fitted with soft panniers.

Being rally virgins we wrongly assumed that food would be available and so spent a cold and hungry night in our nylon Chateau.



### *Now*

*(2018)*

Morning dawned, or tried to. It was hard to tell with all the fog. It was decidedly cold and the hills were alive with the

sound of Bosch starters trying to crank R75's into life.

Everyone one waited until their bike started before confidently taking the piss out of anyone who's didn't.

A cuppa and breaky in Tumut was high on our agenda so we left early to head for home.



*I had to empty the badge bucket to find this one.*

It was the start of a habit that a few years later had a twenty year gap but it never really went away and I'll be at the 49<sup>th</sup> and hopefully the 50<sup>th</sup> Alpine Rally. The following year the rally moved to the Brindabella Valley after the sealing of the Snowy Mountains Hwy was completed. The XL250 made the trip again but this time it laboured two up. If nothing else it proved the old adage of ride what you've got and ride the wheels off it. If you've never tried a rally give one a go. The comradery between rallyists is hard to replicate anywhere else.

I'm back home again so I'll keep going...

Ten members and a friend decided to leave on Friday and overnight at Majors Creek (scene of our 2016 Club Christmas Party) on the way to the 49<sup>th</sup> Alpine Rally. After a fairly relaxed and very spread out meeting at Marulan we set off under leaden skies for a back road ride via Bungonia to Tarago. We were greeted by plod at Bungonia who decided to breath test all of us. We did however make Majors Creek without getting wet. Six of us had beds booked at the pub. One hundred dollars for dinner, bed and a hot breakfast was a great deal. The hardy ones that elected to sleep on the verandah of the hall were reminded of this more than once as the temperature dropped and rain started falling. We had a great night at the pub and some of us were bowled out

the door at stumps.

Morning came with rain and a dismal outlook made more dismal by the fact that the fog I hoped was on my glasses turned out to be in my head. Scarfey was tracking the weather via a phone app so we decided to wait until 10.00am then cancel the dirt route and slab it to Cooma for lunch and fuel. My heated grips had stopped working but I couldn't be bothered finding out why as it was only cold as opposed to freezing and besides I was wearing my Milwaukee heated jacket plugged into the bike and had four batteries to warm me off the bike.

The run across the Snowy Mountains Hwy was spectacular, as always. There wasn't even any snow to be seen. There were a few cars to hinder progress but these were quickly despatched and we arrived at the rally site early in the afternoon.

Portable accommodation was quickly set up and firewood collected (Thanks to the locals who supply it every year). A lap of the site before dark located past acquaintances and old friends. A first class two jaffle dinner and a bottle of port had me set for the night. Unfortunately, after the excess of Friday night I expired about 10pm to test my new -4 rated sleeping bag on an Exped mattress with Dizabone coat doona. I can report that it was a great advance on the gear I used in 1973 and allowed me to sleep snugly until well after the sun came up.

Sunday at Yarrangobilly was crystal clear and sunny but we decided to head home as Monday was looking ugly.

Many thanks to rally organiser, Henning Jorgensen, for another great weekend.

*Woz*

## **Wanted:**

R100 Front Mudguard

[wozzasshed@bigpond.com](mailto:wozzasshed@bigpond.com)

0473403205

## Welcome to the New Members:

- Steve Houston
- Ross Bellamy and Yvette Slomovits (Randwick)

# R1200RS

## Owners Update

Browsing the BMW showroom is usually an innocent exercise in curiosity but you need to be a bit careful as sometimes something might bite you and not let go. In my case, it was the 2017 R1200RS. I think they were originally released in 2015 with very positive road test feedback all around the world. I spoke to Chris Dobie (then the roadtester for AMCN) who thought it was pretty good – but not a sportsbike. I studied endless tests and tech evaluations which reported good stability, torque and two-up capability as its virtues and insufficient tank capacity being the main drawback.

Its geometry was a big attraction for me with a 27.7 degree rake and a 1527mm wheelbase – so it was nice, long and lazy. In December 2016, the 2017 model arrived with ivory bodywork and a red frame. After circling it, sitting on it, dreaming of it, and talking to it (when no-one was around of course), I caved in and it had its wicked way with me.

The RS has lived up to what everyone was saying. It has extremely good stability on rough roads, stays planted on the road when sitting behind B-doubles on a windy day and overtakes pretty quickly often hitting 170 – 180 by the time you get around the obstacle. Its gearing is nicely spread (6<sup>th</sup> = almost 120 kph at 4000 rpm), and surprisingly, she's well behaved on average dirt with the ability to crawl along at almost walking pace if you have to. Range-wise, she seemed pretty thirsty at first at around 18k per litre, but now, if you stay under an indicated 120 (with odd bursts well above this), averages of 21 or 22 k per litre are possible – but keep your eye on the distance to empty reading – it's very accurate!!

Slow speed manoeuvring is a major hassle especially when trying to back into a sloped parking spot or turning around in a tight area. The steering feels very front heavy and ponderous, and I've had several near misses. But the moment you get moving, all this vanishes. The panniers are spacious and you can stack a fair bit on the back on top of them. However, once the panniers are on, you have to get hold of a lower part of the frame to lift it onto the centre-stand. Chiropractors are going to make a fortune! Oil changes are easy, and with a bit of probing,

you can check the coolant level.

Compared with previous RS iterations (eg the R1200ST – basically an RS), she's higher and heavier, but you are rewarded with a very stable and predictable ride. Some of the instrument readings are useless with the font way too small, thus tempting you to peer at the screen instead of where you are going (but a simplified style option gives you all the basics in large font). Engine temperature and voltmeter are handy little readings and you can program bits of other data.

It has three riding modes – Road – Rain and Dynamic. I keep mine on Road unless it starts to drizzle. And (I think) you can fiddle with the ABS (which now operates when leaning), as well as the Traction Control and Stability Control, but I haven't taken the time to understand all of that stuff. The owner's handbook says you can set cruise control anywhere between 20 kph (probably a misprint) to 210 kph (that's quite feasible). An engineer on the RS Blog site calculates it'll do 260 if you wring its neck but I'm not going to explore this metric.



As of writing this, I've now got 12,310 k on mine and it hasn't missed a beat. I suspect it'll be a dependable, competent and enjoyable machine for many years to come and it will uphold the RS tradition. The bike came with Metzeler Roadtec Z8 tyres but the scarcity of tread in the centre section made me uncomfortable so after a couple of thousand k I put on a set of Metzeler Roadtec 01 which have the appearance of

Michelin Pilot Road 4 (an excellent road tyre). I'm much happier with these as I assume they'll be better on wet days. I'm not sure how it handles long stretches of rain but I'm sure its geometry will win the day and keep it sure footed.

In terms of riding feel and comfort, it's quite good and it will carry you a long distance before cramps and pain set in. I'd say 700k days are quite feasible. The handlebars are from the K1300S (I think) and quite comfortable. I haven't had a chance to try it's two-up behaviour but I imagine it would be very good since it has a number handlebar controlled suspension settings to accommodate two and their luggage and much lazier geometry compared with earlier RS models will guarantee assuring and predictable behaviour. Depending on your riding criteria, if you're mainly a sealed road explorer, then BMW may have the answer for you in the form of its 1200RS.

**Rob Lovett**

# BUGS

Upon hearing the word, bugs, the mind immediately conjures up thoughts of creepy crawling insects, which frighten, scare and even to some extent cause phobias. They spread diseases, spoil food and are a downright nuisance at outdoor functions such as at the beach, swimming pools and when trying to lie still so as to get an even suntan. It goes without saying that at barbeques and camping they're the uninvited guests. Since some bugs can cause painful injuries or even death it is understandable why to the general public not only are they harmful, they're even cursed.

To a motorcyclist, not only must he contend with erratic car drivers, mad dogs, slippery roads and over zealous police but also has to put up with bugs. Nature, in its infinite wisdom has five bugs in mind, five specialised creations that have evolved to seek out the motorcyclist and make his life on the road just that little bit harder. Meeting one of these airborne hazards can be an experience, meeting them all is a nightmare.

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

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

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

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

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

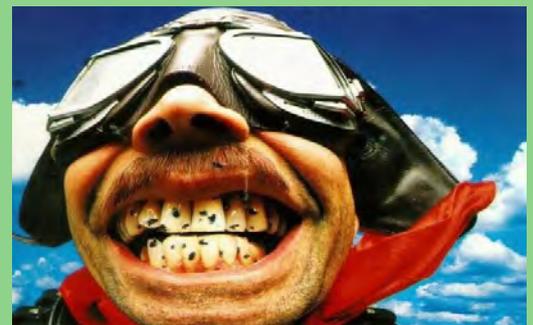
However, the only sound that can be heard is that of a hopelessly locked rear wheel as you do your best to stop in the shortest possible time, fling off the helmet, insert a gloved finger in the ear and try to get the culprit to leave the premises. Upset from the lack of applause, it takes off in search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

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

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

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

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



FRANK CACHIA

30 May 2018

Chairperson -  
Chuck Hamilton.

brisan  
NEWCASTLE  
motorcycles



TRIUMPH

aprilia

can-am



02 4940 8777 • 250 Maitland Road ISLINGTON • www.brisans.com.au

## BMWTCNSW Club Meeting

**Meeting Opened** – 8.04 pm.

**Apologies** – Mal and Marianne Cattermole, Alison Ashby.

**Visitors** – Nil.

**New Members** – Nil.

**Previous Minutes** – The Minutes of April 2018 Meeting were tabled.

Acc- Chuck Hamilton.

Sec- Jason Boyd.

**Correspondence** –

Magazines from BMW Club: NZ, UK.

Westpac statements x 2.

5 membership renewals.

**President's Report** –

See Newsletter.

**Vice President's Report** –

New Club website. Jason will send out new link to website.

The President thanked Jason for his work on the new website.

**Secretary's Report** –

No report.

**Treasurer's Report** –

Reserve Acc \$32,969.28.

Cheque Acc \$1,090.08.

Annual Award Night payments required asap.

This month's accounts showing loss due to lack of subscription funds which is normal for this time of the year.

Treasurer requested Rob Edgar to forward list of spares and tools for annual stocktake.

**Membership Secretary** –

6 new members this month.

**Editor**

No report.

**Public Officer**

No report.

**Regalia** –

No report.

**Assets & Archives** –

No report.

**Clubs Australia** –

Trevor Dean advised CA AGM held 29-30 April in Melbourne.

Garry Smee was elected the new Chair of CA.

The chairman David de Bruyn of BMW Clubs International Council and Eva Priller of BMW Club and Community management were in attendance.

On 30 April at BMW headquarters in Mulgrave, Vic saw presentations on new BMW models and programs and communications to current owners.

Garry Smee gave presentation regarding taking over of the National Motorrad Rally at Wallerawang, NSW on 29 September to 1 October. Trevor advised members to book accommodation asap. Register for the Rally online. The main raffle prize will be a new BMW 310 GS.

Trevor advise the next BMW Motorrad Days will be held on 6-8 July 2018 at Garmish-Partenkirchen, Germany.

**Webmaster** –

No report.

**MCC** –

Bob Whitehead advised at the last MCC meeting there was a presentation by Jerry Reynolds on coding used by government to describe motorcycle accidents. The method used has artificially been boosting accident statistics by including off road data. This data is used to determine CTP premiums.

Bob advised that in the last 2 years the number of motorcycle parking places in the Sydney CBD has been reduced by nearly 500.

The Oxley Highway speed limits are being reviewed and may be returned to 100km/hr west of the divide.

**Past Events** –

11/13 May – Loaded Dog Rally. 2 members attended. Rained all the way there, but fine the next day.

26/27 May – Camping and Shooting Weekend. No report.

**Coming Events** –

8/11 June Wintersun Rally at Olympic Park, Johnson Road, Mildura.

9/11 June – Farina Rally at Farina Campground, Farina, SA.

9/11 June – Alpine Rally at Yarrangobilly River, Cotterill's Cottage, Snowy Mountains Highway.

22/24 June – Casper Rally at Bummaroo Ford Camping Ground.

**General Business** –

Rob Edgar advised Rob Dunstan has advised that he would attend Club meeting, but was a "no show". Members expressed their disappointment. Rob to follow up.

A motion was proposed by Chuck Hamilton and seconded by Bob Madell to provide a \$20 discount to the first 50 members to register for the Awards Night. Motion carried by the meeting.

Chuck Hamilton advised that he will not be standing for the President's position next year.

Bill Sparks noted that RMS are using cameras to record the use of drivers using mobile phones whilst driving.

**Meeting Closed:** 9.11 pm.





## BMW Clubs Australia 2018 National Motorrad Rally



### BMW G310GS Raffle

The BMW Motorcycle Club ACT Inc. has partnered with BMW Group Australia and Rolfe Classic Motorrad BMW (Phillip ACT) to raffle a brand new BMW G310GS motorcycle with rrp A\$8817 inclusive of on road costs and delivered to the lucky winner in their home territory or state.

You can see this exciting motorcycle at your local BMW Motorrad Dealer or read more about it on the BMW Motorrad Australia website <https://www.bmwmotorrad.com.au/motorcycles/adventure/g-310-gs/>.



Only 600 tickets will be sold at \$20 each and all proceeds donated to the Prostate Cancer Foundation Australia ([www.pcfa.org.au](http://www.pcfa.org.au)).

The BMW G310GS can be won by anyone holding a valid ticket. You do not have to be a member of a BMW Club or be at the raffle draw.

The winning ticket will be drawn at the BMW Clubs Australia 2018 National Motorrad Rally on Sunday 30 September 2018 in Wallerawang NSW. The rally is not open to the general public.

You have the opportunity to win this prize by registering to buy one or more tickets online and have them mailed to your home address at <https://bmwmccact.org.au/event-2919133>. Including the Raffle Terms & Conditions.

If the winner is not at the rally then they will be notified by Tuesday 2 October 2018 and their name and location posted to the BMW MCCA CT website [www.bmwmccact.org.au](http://www.bmwmccact.org.au).

*Proudly Supporting*



**Prostate Cancer  
Foundation of Australia**

Buy your ticket now and tell your friends and work colleagues and help worthy cause.

The BMW MCCA CT is the permit holder for this raffle number ACT R 18/00080.

Email [raffle@bmwmccact.org.au](mailto:raffle@bmwmccact.org.au) if you have any questions.



# APPLICATION FOR NEW MEMBERSHIP/ RENEWAL OF MEMBERSHIP

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

The BMW Touring Club of NSW was founded in 1965, with an initial membership of 15. The aim of the club is to provide a social medium for BMW riders and motorcycle touring. It is not necessary for you to own a BMW motorcycle to join the club. There are a wide range of activities throughout the year, ranging from regular day rides, rallies (local, interstate and other BMW club rallies), runs with interstate BMW clubs and camping weekends. We have gained a large number of trophies from our attendance at rallies. The club also has regular maintenance days (where you can tap into a vast range of knowledge from our members). We have spare parts available at a slight discount for members and a variety of special tools for use when servicing, repairing or replacing components. We also have social evenings, an annual presentation night/dinner and a Christmas party. The club encourages family involvement in all events.

**NEW and EXISTING MEMBERS**

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

I, (Full name of applicant): \_\_\_\_\_

and (additional person/s) \_\_\_\_\_

Of (address) \_\_\_\_\_ Postcode: \_\_\_\_\_

Preferred Phone Numbers 1: \_\_\_\_\_ 2: \_\_\_\_\_

Email Address: \_\_\_\_\_

Motorcycles Make, Model, Year \_\_\_\_\_

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

Signature of Applicant: \_\_\_\_\_ Date: \_\_\_\_\_

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

**New Application / Membership Renewal / Joint Application** (please circle one)

<b>New Member Joining Fee:</b>	\$20 (+ Annual Membership Fee)	Mail to:
<b>Annual Membership Fee</b>	\$50 per year (city or country membership)	
<b>Subsidised Club 'T' Shirt</b> (Mens XS—5XL)	\$10 Single Membership      Size _____ \$10 Joint Membership        Size _____	<b>BMW TOURING CLUB of NSW</b> <b>PO Box 549</b> <b>ERMINGTON NSW 1700</b>
<b>Total Amount Payable</b>	\$ _____	

Please make all cheques and money orders available to **BMW TOURING CLUB of NSW**

DIRECT DEPOSIT: BSW 032 173; Account 40-6259

Please quote 'MSHIP', your **NUMBER** and your **NAME** when making the transfer

Please **POST, SCAN or EMAIL** this form to the Membership Secretary ( membership@bmwtcnsw.org.au ) so your deposit can be reconciled, your T-shirt ordered and your details updated

*Note: 1. All membership fees are dues by 1st July each year. 2. Membership not renewed by 1st August will be considered as a resignation of membership*

**Optional** (please circle your preferences):

Do you wish to download the club newsletter from the club website..... Yes / No

Do you wish to receive the printed newsletter by Mail?..... Yes / No

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

if NO are you interested in attending a First Aid Course for motorcycle riders?..... Yes / No

Name	Location (Town or area)	State	Phone no/s	S	A	M	D (kms)	Comments

**(S)** Social Stop; **(A)** Accommodation; **(M)** Mechanical Assistance; **(D)** Distance prepared to travel to assist; **C** Trailer, alt phone etc

If undeliverable return to :

BMW TOURING CLUB OF NSW  
PO Box 549  
ERMINGTON NSW 1700  
Australia

BMW TOURING CLUB OF NSW NEWSLETTER

PRINT  
POST

PP 297537/0044

POSTAGE

PAID

*Watch out for these upcoming events :*

21 <sup>st</sup> July	Annual Awards Dinner
August	Border Run, OCR, TTT
1 <sup>st</sup> September	Annual Country Meeting
15 <sup>th</sup> -16 <sup>th</sup> September	Far Cairn rally
Sept 29 – Oct 1	<b>BMW Motorrad Rally (yes, it's back)</b>
12 <sup>th</sup> 14 <sup>th</sup> October	Kosciuszko Rally