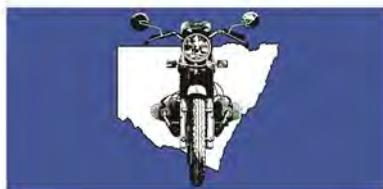


**BMW Touring Club
of New South Wales**



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

November 2018 NEWSLETTER

BMW National Motorrad Rally 2018—Wallerawang



BMW
Touring Club
of New South Wales



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NEWSLETTER DISTRIBUTION

Tony Conliffe (tbc)
Al Peters (tbc)

Club Website:

www.bmwtcnsw.org.au



Club Yahoo groups site

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

CLASSIC REGISTRARS

South Coast	Steve Treloar	04397 39876 sthcoastregister@bmwtcnsw.org.au
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	No Current Officer	
Sydney North	Craig Hancock	0419 557 014 sydneythregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilseman	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 pm on the 2nd Thursday of the month. Members gather at the The North Nowra Tavern 182 Illaroo Road, North Nowra for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.
North Coast Breakfast & Social Sip	Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.

CLUB POINT SCORE

<i>Organise a Ride or Event</i>	2
<i>Attend a Social Sip</i>	2
<i>Attend a Social night (Restaurant night, party, etc)</i>	3
<i>Attend a Maintenance Day</i>	2
<i>Attend a Day Ride</i>	6
<i>Attend a Weekend Run or Rally</i>	10
<i>Attend a Long Weekend Run or Rally</i>	12
<i>Self-written Newsletter article</i>	4
<i>Attend a Club Meeting – City Member</i>	4
<i>Attend a Club Meeting – Country Member</i>	6
<i>Attend a Night Run</i>	6



Ride & Events Calendar

Past Events September			
	New Members Ride		
	Kosciuszko Rally		
	Dead Man's Gulch Rally		
October	Events	Contact	points
Thur 25 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
November	Events	Contact	points
2 nd – 4 th	24 th Trout Rally- Tumut Valley Riders; Jounama Creek Camp ground, opposite the Talbingo Turn off. 28km south of Tumut.	Dave Beers 0401 444 567	
3 rd – 4 th	37 th Thunder Rally – Hosted by Ducati Owners Club NSW, Sheba Dam, Nundle. Date change confirmed by Aunty Mal	TBC	10
Thur 8 th	South Coast Social Sip; 2 nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Sat 17 th	Movie night at Malaluka Caravan Park Spencer, BBO dinner & breakfast at Spencer Store. Bookings 02 4377 1405, Camp it or Van it, it's up to you.	Dave Beers 0401 444 567	10
Wed 28 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412858880	4/6*
Thur 29 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
December	Events	Contact	points
Sat 8 th	Christmas Party, Majors Creek Recreation Reserve. Free to all members, free camping at the showground, hard accommodation available at Majors Creek Pub, BYO Alcohol. See further in this newsletter	Marie Pennykid 0428 393 093	3
13 th	South Coast Social Sip; 2 nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
26 th	No Club Meeting in December		
Mon 31 Dec - Tues 1 Jan	New Year's Gathering at Micalong Creek via Wee Jasper NSW BYO everything from Yass, Canberra or wherever. Campground is 10k past Wee Jasper with 6k dirt. There are toilet & shower facilities & daily camping fees apply. Ice available nearby at Billy Grace campground.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	10
☺ HAPPY NEW YEAR 2019 ☺			
January	Events	Contact	points
Thur 10 th	South Coast Social Sip; 2 nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
Sat 26 th	KRR Recon Run Dungog – Based at Bank Hotel - accommodation at the Bank Hotel (02 4992 1701), Royal Hotel (02 4992 3070) and Tall Timbers Motel (02 4992 1547) - this run is a lot of fun as is a swim in the Williams River before dinner at the Bank Hotel on Saturday night.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	10
Wed 30 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Jason Boyd 0412858880	4/6 *
February	Events	Contact	points
Thur 14 th	South Coast Social Sip; 2 nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road, North Nowra at 6pm South.	Tony Schmidt 0407 494 229	2
8 th – 10 th	Karuah River Rally - Frying Pan Creek, Chichester State Forest - see map and flyer on our website and a map at the Bank Hotel Dungog from late January. And note, if necessary, we will advise (by various means) of any location change due to extreme conditions that revoke our camping permit.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	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.	Jason Boyd 0412858880	4/6*

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@bmvtnsw.org.au

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

BMWTCNSW Meeting

26 September 2018

Chairperson – Dave Beers.

Meeting Opened – 7.38 pm.

Apologies – Jason Boyd, Al Peters.

Visitors – Sergio Celotto, Giuseppe Tamborrino (R1200GS).

New Member – John Fryer (R100RT).

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

Acc-Bob Madell.

Sec-Al Pennykid.

Correspondence –

RMS Trailer Registration Renewal Notice.

RFDS Custodian renewal.

Westpac statements x 2.

2 x membership renewals.

President's Report –

See October Newsletter.

Vice President's Report –

Henning Jorgensen has suggested the Bland Hotel, Quandialla as a venue for the club Christmas Party. It was noted that it is a 5 hour ride from Sydney and likely to be hot at Quandialla in December.

Secretary's Report –

Secretary thank the treasurer for standing in for him and collecting Club mail while he was away from Sydney.

Treasurer's Report –

Reserve Acc \$33,024.85.

Cheque Acc \$6,753.88.

The treasurer presented the account for the recent Far Cairn rally.

The Secretary was asked to chase the invoice for the FCR and Club T-Shirts.

The Treasurer advised that the Meeting room has been booked for the remainder of 2018.

Membership Secretary –

The Membership secretary reported 2 new members this month.

Editor –

The printers who print the Newsletter have closed.

Editor has obtained printing quotes and has selected Kwikcopy.

Editor reported some FCR articles received. Keep them coming.

Public Officer

No report.

Regalia –

Microfibre towels still available for \$15. Contact Warren Buffett

Assets & Archives –

Mal suggested that the Club obtains a quote for sign writing for trailer graphics.

Clubs Australia –

CA supplied the FCR major raffle prize (won by Mal Cattermole).

Trevor reminded the meeting that the National BMW Motorrad Rally is on this coming weekend. A good turnout is expected from the Club.

Trevor reported 600 raffle tickets sold for the major prize of a new BMW G 310 GS.

Customer Survey is being sent out by BMW Group.

Trevor reminded the meeting that BMW send out a Newsletter, Send your email address to Trevor at bmw-cadelegate@bmwtcnsw.org.au and he will organise getting Newsletters sent to you.

Trevor noted that the BMW Motorrad International Conference is being held next weekend in Germany.

Webmaster –

No report.

MCC –

MCC have produced a map showing all the emergency phone locations on the Putty Road. A new map has now been published for the phones on the Oxley Highway. Can be found on the MCC website.

SIRA representatives attended the last MCC meeting and discuss CTP issues.

Bob Madell noted that Aldi motorcycle clothing appears to good abrasion resistant qualities.

Past Events –

1 September – Country Meeting at Bathurst. @1 members attended . Good venue and meeting.

7/9 September – Dargo High Plains Run. Dave Beers won 2 raffle prizes and noted the Rally trophies were good.

14/16 September – Far Cairn Rally. A good rally and a great ride in. 103 attendees.

22/23 September – Sidecar Rally. 8 members attended.

Coming Events –

29/30 September and 1 October – BMW Clubs Australia National Motorrad Rally. Wallerawang.

7 October – New Members Ride to St Albans.

12/14 October – Kosciuszko Rally. Geehi Hut Camp Ground.

13/14 October – Deadman's Gulch Rally. Yadboro Flats, NSW South Coast.

General Business –

No general business.

Meeting Closed: 8.51 pm.



Presidents Report

Peak riding season is upon us. That magic time of year when it's not too hot or cold and generally not too wet... just right Goldilocks! As a result the ride calendar is maxed out and we are spoilt for choice. Unfortunately this has resulted in a few overlaps that are disappointing... but it is, what it is, and as an ex-President said online, it's all about choice. Unfortunately October saw me with a number of personal commitments and I missed out on some of these events. I hope to make up for it over the coming months and to try and meet club members, new & old.

The new members ride to St Albans went ahead in early October and feedback I have received was that it was a great day and enjoyed by all that attended. Hopefully someone can give some better feedback at the monthly meeting? October also saw Motorcycle Awareness month hosted by the Motorcycle Council of Australia with a number of awareness events.

Special congratulations to the ACT Club for supporting a very successful BMW Clubs Australia National Motorrad Rally at Wallerawang late last month. The event was a great success and raffles (with some amazing prizes) raised \$4800 for the Prostate Cancer Foundation of Australia. Well done guys, great work.

Over the coming weeks we have a few events that the club normally attend. The Trout Rally down south (Jounama Creek Camp ground) and the "always well attended" Thunder Rally

at Nundle. If you are thinking of going to either and are looking for someone to ride with keep an eye on Facebook. Further details are in the club calendar and on the Facebook page.

Also don't forget the Movie night at Malaluka Caravan Park Spencer that Dave has added to the calendar. Please let people know in advance of you are attending for catering purposes.

Nothing much more from me at the moment, as mentioned I've been a bit out of the loop the past month, but if you have anything that you would like to be added to the calendar, or the Facebook site, or that you would like to see happening in the club, get in contact with me or any of the other Club Executive and we will see what can be done to make it happen.

Cheers, Jason

president@bmwtcns.org.au



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Australian Capital Territory**

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Prostate Cancer
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With the supporters of the
BMW G310GS Raffle 2018 present the
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20 October 2018

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E ditors Report

This month I haven't had too many submissions for content, I do have a range of photos from the New Members ride and from the National Motorrad rally at Wallerawang. I'll be digging into the archives with an article that everyone will enjoy to fill these pages. Also the next newsletter will be the last for this year.

New Members Ride

This years new members ride started at Blaxland and went to the park at St Albans. If you haven't done a new members ride, maybe you should. The aim is always a short social ride with a free feed at the end, as well as new or prospective members we also want existing members to take part; the aim is to encourage both new, old and prospective members to have a chat over a snag etc. It helps the new members to find out what we're about and hopefully encourages some prospective members to join our ranks. It has been successful in this over the years we've been doing it. I cant comment much on the ride, I drove the wagon to SnAlbans with the supplies for the BBQ. It was a bit of a damp drizzly day, but that didn't stop people from turning out.



The crew parked up at St Albans



WELCOME TO BIKEBIZ BMW MOTORRAD

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

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

Welcome to the new members:

Peter Hedge (Hunters Hill)
Victor Riley (Forster)
Dudley Hewitt (Hunters Hill)



A familiar bike to many, I'm sure

National Motorrad Rally
Wallerawang

Members from many of the BMW motorcycle clubs around the country attended this years "Motorrad" hosted at Wallerawang by the BMW Motorcycle club of ACT. Wallerawang might seem an odd choice, but as well as the Old Gold being a fabulous venue for any gathering like this Wallerawang is in the middle of some great country with great rides in every direction. Sat nights dinner was basically a Meet 'n Greet at one of the local pubs, with the main dinner at the Old Gold on Sunday night where the G310GS raffle was being drawn. There were some rides semi planned for the Sunday, A major part of the Motorrad event since the beginning at Lake Cargellico is meeting old friends from different clubs around the country that maybe you haven't seen for a while. At this years main dinner we had Miles Davis there as a guest speaker talking us through a slide show about his involvement with the 2018 International GS Trophy event. It might have been long, but it was far from boring. Some amazing images and stories about where they took those hulking beasts.



Obligatory R90S shot

"He who is without oil, shall throw the first rod"
Compressions 8.7:1



Club Xmas Party 2018

The Xmas Party is heading back to Majors Creek this year, and will be held 8th December, 2018.

All member and their families are welcome, with plenty of camping available in the Majors Creek Recreation Reserve. The Reserve has toilets but no showers.

There is some hard accommodation at the Erlington Hotel, get in early for this.

Friends are welcome too, but at a cost of \$30 per head.

There will be a catered roast dinner on Saturday evening in the Reserve hall,
and a BBQ bacon and egg breakfast on Sunday morning,

RSVP December 1st, 2018

Marie Pennykid 0428 393 093 marie.pennykid@gmail.com



NEWCASTLE
brisan
motorcycles



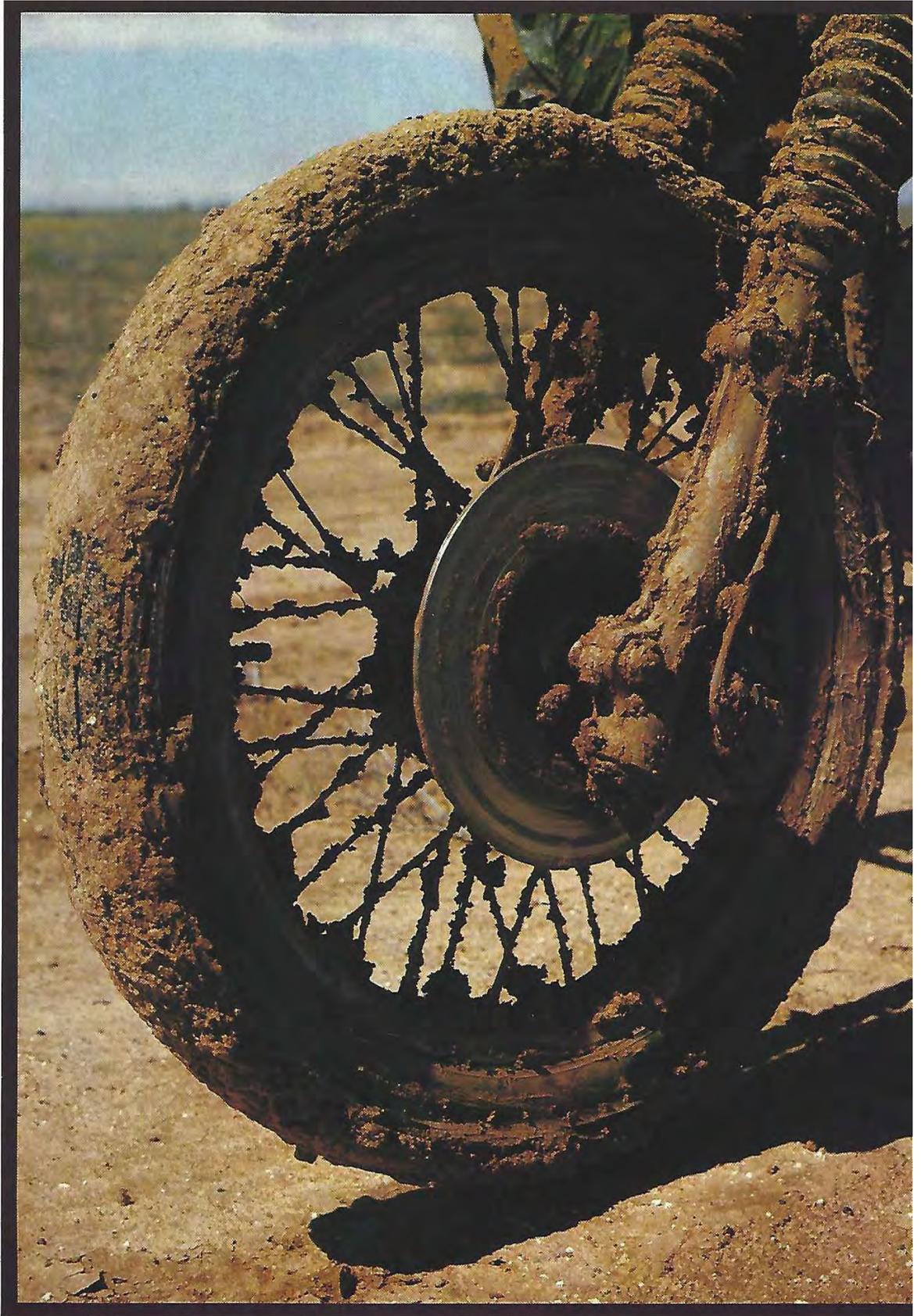
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A THOUSAND
MILES OF
MUD, SAND
AND HARD
KNOCKS
COULDN'T
STOP THESE
HARDY
AUSTRALIANS

Conquest of the Gunbarrel Highway

It was a dream about to come true. The dream of crossing a continent—without proper roads, without service stations, without roadside coffee shops. The real thing.

Australia is one of the few civilized countries that still can boast of huge, unexplored areas. And through all that vast unknown stretches the Gunbarrel Highway.

For several years, members of the BMW Motorcycle Club of New South Wales had been fascinated by the idea of conquering the entire stretch—mind you, the word "Highway" is a misnomer—for the first time with motorcycles. The Gunbarrel Highway is an incredibly poorly marked, 1600-kilometer-long route reaching from Mulga Park Homestead in the Northern Territories through endless, untouched, arid and sometimes forsaken wilderness—called Australia's "Dead Heart"—to Carnegie Homestead in Western Australia.

Gunbarrel was planned and built in the late 1950s by Len Beadell, a well-known Australian author, together with a sixman group. Never intended as a public road or highway in the normal sense, it was meant to make the Woomera range as well as the atomic testing grounds in Emu Field and Maralinga a bit more accessible.

We began planning our trip in January 1975. The starting point would be Ayers Rock; this way we would be leaving out the more thickly populated section between Mulga Park Homestead and the meteorological station at Giles.

947 KILOMETERS BETWEEN STATIONS

Between Sydney and Ayers Rock alone there are 2000 kilometers of difficult, partially unpaved road to cover: this was to serve as a first trial for us and our beloved machines. But well before this trial was to begin, we already faced the thorny problem of calculating just what supplies eight human beings and their eight BMWs were going to need along the way. After our official start at Ayers Rock, the miniscule settlements of Docker River, Giles and Warburton were the only places where we would encounter people before reaching Wiluna: we had

been assured that Carnegie Homestead was long since abandoned. We also had to obtain a permit from the office responsible for aboriginal affairs just to enter the Docker River and Warburton settlements. The Office for Education, Science and Consumer Affairs entered the picture too, granting us permission to visit the Giles Meteorological Station.

Since we were all on BMWs, it was no great problem to stock up on the spare parts and materials we envisioned needing. But the extremely limited storage possibilities on our machines spelled difficulties for carrying the necessary food, water and fuel. We would probably be able to replenish our supplies at Docker River, but not at Giles. A telegram to the mission station at Warburton was in order, then, and the answer came back that we could be assured of food and gasoline there.

This was a critical point, because the 947-kilometer leg from Warburton to Wiluna was going to be the longest distance without the chance of new supplies. The Warburton-Wiluna stretch also determined our fuel-capacity needs: we calculated that each machine would have to carry 13 gallons of gasoline. To get this amount aboard, we replaced the standard tanks with German Heinrich units, each holding 6.8 gallons, and then arranged for the necessary additional fuel to be carried in the sidecar of our backup machine—which we christened the Gunbarrel Freighter. On top of all this, each machine would carry four gallons of drinking water in a special extra tank.

Large quantities of light, space-saving and yet nourishing dehydrated food, as well as heavy canned food, required a lot of space in the sidecar and on the rear of each solo machine. All the extra weight, in turn, required that we fit the machine with stiffer springs and shocks: we were astounded when we weighed one of the BMWs and found that it came to 1010 pounds without rider—fully 130 over the maximum gross weight certified by BMW!

And so, after months of planning, calculation, modification of our trusty machines and a lot of improvisation, we finally got underway on 19 July 1975, leaving Sydney on what we believed to be

eight thoroughly prepared BMWs. But before I get into the real tale, allow me to introduce our "team" and its machinery:

Tony Carroll, 21, sheet-metal technician; BMW R 75/5 with 55,000 kilometers on the clock

*

Kevin Devine, 21, brickmason; BMW R 75/5, 110,000 km

*

Rob Edgar, 28, machinist; BMW R 75/5, 47,000 km

*

Allen Grosse, 21, student; BMW R 75/5, 11,000 km

*

Alan Hawkins, 39, inspector; BMW R 75/5, 15,000 km

*

Malcolm McKenna, 25, switchman; BMW R 75/5, 36,000 km

*

Garry McLeod, 23, bookkeeper; BMW R 75/5, 24,000 km

*

Rob Poplewell, 34, flight coordinator; BMW R 60/2 with sidecar, 125,000 km

BY NO MEANS THE LAST BLOW

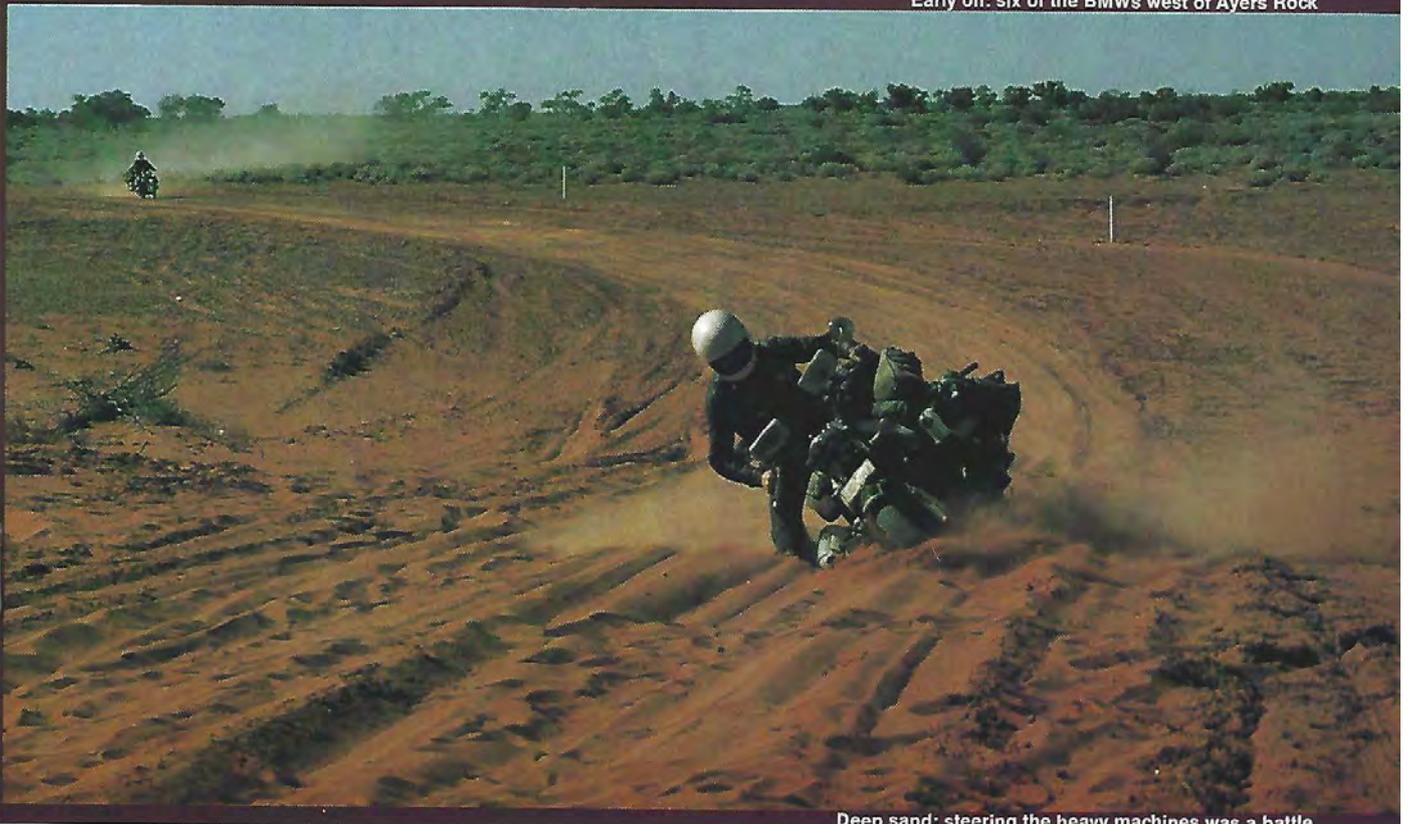
A fleet of R 75/5s, then, most of them a bit more than "well run in"—and we were off, with the heavily laden R 60/2 and its sidecar to help us challenge the hitherto unconquered. We waited until reaching Wilpena Pound in the Flender Mountains (South Australia) to mount special universal test tires from Metzeler on the rear wheel of each machine. These, we felt, would be necessary for the unpaved section of the distance between Marree and Oodnadatta on the way to Granite Downs Homestead.

It rained buckets—so bad we had to wait a week in Alice Springs before tackling the tedious, sometimes sandy, often muddy 100-kilometer leg from Walla Ranch into dramatic Kings Canyon. At this point one of the group had had enough: it was clear he had neither the endurance nor the desire to press on farther, and he turned back.

Soon afterward, yet another member of our troop would be forced to drop out. Thirty-two kilometers before Walara Ranch the rubber strap holding Allen Grosse's packs to the back of his



Early on: six of the BMWs west of Ayers Rock



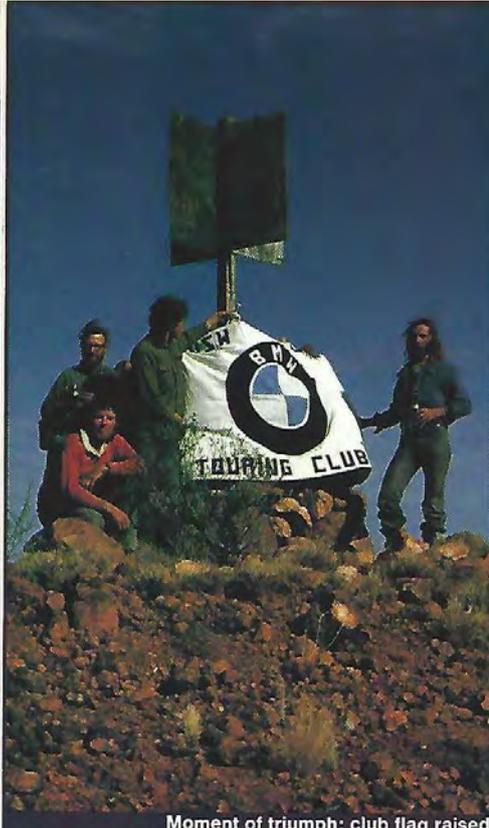
Deep sand: steering the heavy machines was a battle

machine came loose and hit him in the eye. He struggled on for six days after that, but finally had to be put into the hospital at Alice

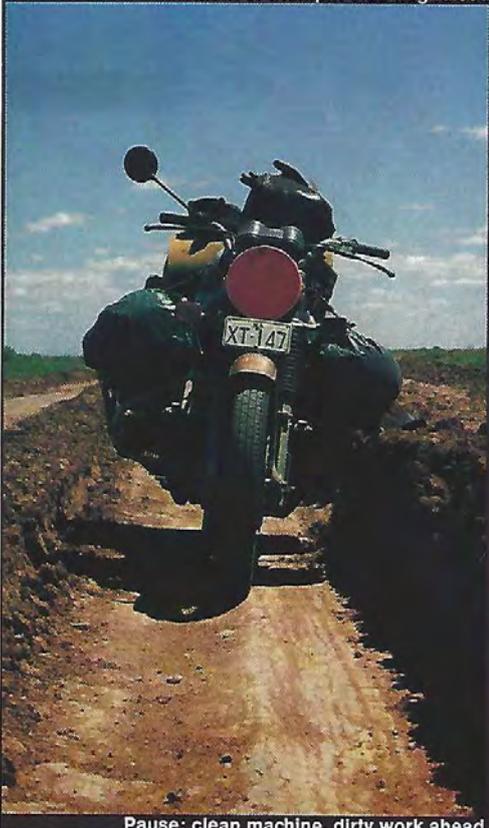
Springs. That was a hard blow for us all. But not the last. Between Curtin Springs and Ayers Rock Kevin Devine lost control as he hit

a patch of deep sand at about 110 kph. He came away from the ensuing battle with a few abrasions and bruises, but his R 75/5 didn't





Moment of triumph: club flag raised



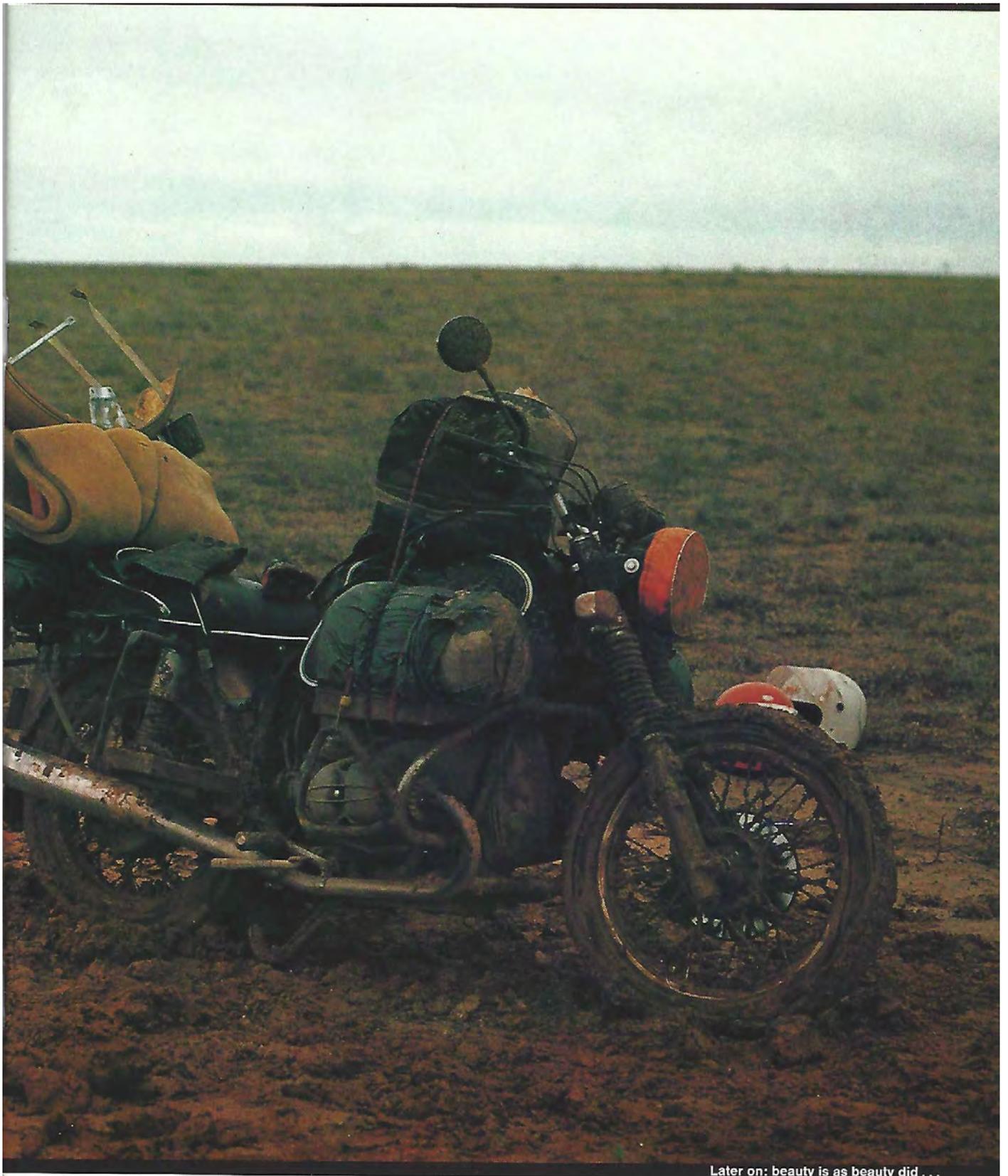
Pause: clean machine, dirty work ahead



fare nearly so well. And we didn't have the parts necessary to repair it properly. So: improvise. And that wouldn't be the last time either!

The comforting, or challenging, thought that kept coming back through all this was that we were quite likely experiencing the same

up-and-down of triumphs and low blows that most pioneers throughout history have known. We therefore pressed on, undaunted . . .



Later on: beauty is as beauty did . . .

On Sunday we made it to Docker River, where we were unable to talk the man at the "service station" into selling us

gasoline. So, believing we had enough to make it to the next possible fillup place, we went on—only to stop a few kilometers

farther on, recheck our calculations and assure ourselves that was wrong. One of us turned around, then, heading back to





Once more for the camera: Rob Popplewell in the muck



School of hard knocks: Malcolm McKenna lost this round

Docker River on Monday, when it was possible to get petrol. Thankfully, at the weather station in Giles we got a different sort of recep-

tion. We were welcomed not only by friendly faces but with fresh fruit and culinary delights. We could shower too—what luxury!

The friendly people at Giles told us that a unit of the Royal Australian Army had been through here a month before, testing heavy

military vehicles. Proof for us that we were truly putting ourselves and our machines to the ultimate test . . .

And yet to come was the most difficult, most seldom used stretch of Gunbarrel Highway. Since its construction 20 years ago absolutely nothing had been done to it—and we knew it from the first kilometer on, where the road was totally washed out. The next 36 kilometers were fairly negotiable, though—until the road turned into little more than a track of deep sand. In the first day after Giles we covered fully 74 kilometers!

This meant that we would have to spring out of bed at sunup the next day and make our way through the Gibson Desert's mighty dunes for a good 10 hours. Our sidecar, which normally had plenty of ground clearance, sank again and again into the sand. Despite its special short gearing we had to help it out, three or four of us, repeatedly.

BALANCING ACT IN THE SAND

But for the five remaining solo machines it was also a constant battle. It was virtually impossible to steer the heavy machinery through the sand without losing balance and landing anything but rightside up several times a day. Fortunately we landed mostly on top of the BMWs instead of vice versa and there were no serious injuries—but often we were so tangled up in the motorcycles that another rider had to get off and come extricate one who had just "landed." The worst day of all was between Giles and Warburton: in 10 hours we put just 47 kilometers behind us.

As the first native huts on the outskirts of Warburton hove into sight, though, all the tribulations of the past five days suddenly seemed worth it. Even the depressing news that we wouldn't get fuel here—even though it was promised—was not enough to destroy our triumph at making it this far.

We were surrounded immediately by a crowd of curious, if shy, natives. And then two missionary nurses drove up in their Land Rover. Wonder of wonders, despite our appearance, they invited us to lunch!

In five days we had covered

355 kilometers—an average of 8.9 km per hour. The stretch had taken its toll too: Alan Hawkins, our chief navigator and oldest member of the group, decided to pull out.

After a refreshing stay in Warburton, off again—and now the road was relatively good, though big potholes, ridges and washouts forced us to keep down our speed. But on the first afternoon it happened; Rob Popplewell was motoring along at about 50 kph when he saw a deep washout right across the road—much too late to do anything about it. The R 60/2 with its sidecar was catapulted into the air; it didn't return to earth in one piece.

So we had to improvise yet another time, exchanging front and rear engine-mount bolts and taking off the forward footrest. For the rest of the journey Rob would have to make do with the footrests intended for the passenger's seat.

A makeshift repair to Kevin's carburetor was to give up the ghost on this leg too. We used wire to perform an even more makeshift fix, which broke again and again. But there was more: 181 kilometers before Carnegie Homestead—which was supposedly deserted—and 502 kilometers from the next place where we hoped to get supplies, the sidecar's front attachment bracket broke once and for all. It would be impossible to take it any farther.

This meant that all supplies now had to be distributed among the solo machines, which was going to make it more difficult for

all of us. But especially for Rob, who would now be on two wheels for the first time since we had begun.

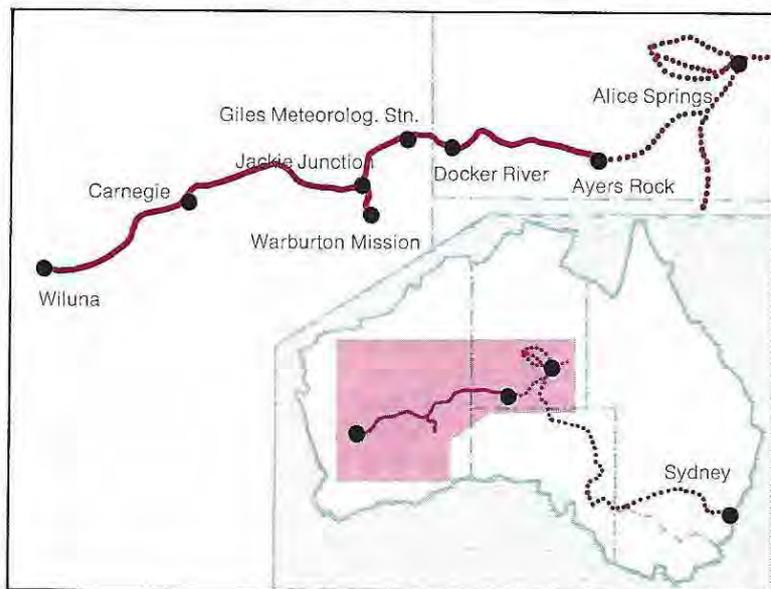
Almost incredibly, we made it to Carnegie without any major problems. And truly incredibly, there was someone there—a native, charged with certain administrative duties.

The dusty, 426-kilometer stretch between Carnegie and Wiluna is comparatively smooth and we made good time, although we found the settlement at Wongawol abandoned. On top of that, one of our fuel tanks had developed a leak and was empty. Only Rob Popplewell and I had enough fuel to make it on to Wiluna.

About 145 kilometers before Wiluna we made the decision that I would go on alone to Wiluna; the others would share Rob's remaining fuel and go as far as they could. I got to Wiluna with no problems and filled my tank as well as the extra containers I had with me.

Turning back then, I met my friends only 37 kilometers from Wiluna. Fuel apportioned, we started up and made our entry into the little village of Wiluna on the evening of 29 August in pouring rain . . . a quiet but triumphal end to the most ambitious two-wheel adventure in Australia to date.

For the first time, motorcycles had conquered the Gunbarrel Highway—through hell, high water and one of the most sparsely settled, driest stretches of land on earth. *Garry McLeod*



McLeod and teammates were the first to conquer the Gunbarrel on two-wheelers. Dotted line is the approach route, solid red the real thing

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26 th Jan	KRR Recon Run to Dungog
8 th – 10 th Feb	KARUAH RIVER RALLY!!!