

**BMW Touring Club
of New South Wales**



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

December 2018 **NEWSLETTER**



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
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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 October/November			
	24 th Trout Rally		
	37 th Thunder Rally		
	Movie night at Malaluka Caravan Park Spencer,		
November	Events	Contact	points
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@gaslightbo oks.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
Jan 11 th – 13 th	Capital Rally @ Stewarts Crossing Campground on the Shoalhaven River. BYO everything. Bring your swimmers and a towel.	George Scarfe 0428 464 618	10
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@gaslightbo oks.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@gaslightbo oks.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*
March	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
Sat 9 th – Mon 11 th	Cold Flame Rally. At the junction of the Snowy and Pinch rivers on the Barry Way south of Jindabyne. This is an ACT long weekend (Mon public hol)		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@bmwtcnsw.org.au

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



President's Report

Another great month of riding completed with the Trout Rally and Thunder Rally now in the past. Despite these rallies falling on the same weekend this year, our club once again took out "Best Attended" for the Thunder Rally. Well done to all that attended and to the Ducati Clan for once again putting on a really well organised event.

We had attendees from the club leaving on Thursday, Friday and Saturday catering for most people's leave availability and work commitments. Being a personal favourite of mine I was lucky / unlucky (out of work) to be in a position to have left on the Thursday. As a result I was part of a group that was following Father PaulE through some very interesting TSR's and secondary back roads up to Cranky Rocks before arriving at Nundle on the Saturday. In all it was just under 1,700kms for the weekend with a large percentage of good dirt roads and fantastic weather.

As mentioned we had members that left on the Friday and Saturday, taking a mix of highway, secondary bitumen and a little dirt to get there. So, if you are relatively new to the club and think that seeing some of the country's prettiest scenery while riding your bike and camping may be your thing? **PLEASE ask around and get involved.** I am sure that someone will be attending an event soon that will meet your needs, easing you into the great outdoors. Don't be too worried about having the "right bike" (re-read last month's gun barrel article and note the bikes ridden). Our club has a core of seasoned veterans that are only too happy to provide guidance, ensure you are prepared, and help you have a great time.

Speaking of well attended events, the Movie night at Spencer was a screaming success despite looming bad weather. This event was a mini test for an initiative the club would like to announce in the next newsletter. Hopefully it will benefit active members in all regions of the state and encourage involvement from regional areas. Of course it will need a little effort from you to make it work. Stay tuned.

Now the last thing I need to table. At the last Far Cairn our attendance numbers were down a little over previous years. To try and counter this for the Karuah Rally, I took a mental note that we need to start getting the word out early, **that time is now.** Working with Woz, RobL, Al and Marie I have created a little communications pack. This is the first iteration. We can improve on this as we go if needed. The goal is to have a "desk-top-tidy" way of getting our flyers into dealers and friendly locations. We currently have 10 pamphlet holders. Over the next week I will be discussing with the committee who we could approach. **These need to be in circulation by mid December.**



Following this, I will be looking for volunteers from the Sydney, South, ACT, Hunter and North regions to approach, distribute, and keep these stocked at friendly locations. If you have any suggestions on where we may be able to leave these, please let me know. I will also be publishing the documents on our website so if you want to print a few and hand out to your mates you will be able to. The flyers are B&W on plain paper so cheap print.

I was also thinking that a "Karuah Rally Pack" (KRAP?) for newer members containing a suggested list of gear, spares, clothes, etc. and a couple of suggested routes (in Garmin GPX format) to Frying Pan Creek might be useful? I would love some assistance with this one (especially from our non Sydney

members... you guys and gals know some awesome roads).

Anyway that's enough rambling, this will likely give Al a headache trying to squeeze it into "x" pages especially after handing it over late... sorry Al. *(Not a problem, I do hold a page just in case – Ed)*

Cheers,

Jason

President, BMWTCNSW

Contact Email: president@bmwtcnsw.org.au

BMWTCNSW Club Meeting

31 October 2018

Chairperson – Jason Boyd.

Meeting Opened – 7.41 pm.

Apologies – Marie Pennykid, Al Pennykid, Warren Buffett.

Visitors – Auster Moultried.

New Members – Scott Butler, Dudley Hewitt.

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

Acc- Bob Madell.

Sec- Dave Beers.

Correspondence –

RFDS Receipt for \$750 donation.

Westpac statements x 2.

1 x new membership application.

Quote for trailer graphics.

President's Report –

Jason asked that any members who have ideas regarding anything the Club should be considering to do should talk to him as he welcomes new ideas.

Vice President's Report –

Members wishing to attend the Spencer Movie night on 17 November must advise Marie Pennykid so that catering can be confirmed.

Secretary's Report –

Advised that he was still awaiting invoice from T-shirt printers for FCR and Club T-shirts.

Treasurer's Report –

Reserve Acc \$33,037.51.

Cheque Acc \$6,445.22.

Membership Secretary –

No report.

Editor –

Ride reports and bike project reports required.

Public Officer

No report.

Regalia –

No report.

Assets & Archives –

Secretary to send a copy of the trailer registration certificate to Mal Cattermole for keeping with the trailer.

Clubs Australia –

Trevor Dean attended BMW Clubs meeting in Munich as the BMW Clubs Australia representative. Whilst in Germany Trevor visited the classic meet for motorcycle spares at Mannheim. Noted that there were 9-10 halls of classic parts.

Trevor Dean advised the 15% of the Clubs Australia members responded to the BMW survey.

BMW Classic are sending out a link for subscriptions to the Classic Newsletter.

Trevor advised that BMW has donated \$100,000 for water filters for developing countries.

Webmaster –

The website appears to be running well. It was noted that a security issue needs to be rectified.

MCC –

This month (October) is Motorcycle Awareness Month.

Breakfast Torque 2018 (NSW) is to be held on 28 October 2018 at Heathcote Oval. "Breakfast Torque exists primarily to provide effective information and education, sharing of resources, and build a sense of motorcycle safety into the motorcycling community."

At the next meeting of MCC the RMS has been invited to talk about motorcycles and road safety, wire barriers, etc.

Past Events –

7 October – New Members Ride – 3-4 new members and 16 members attended. A showery ride home, but a good day nonetheless. Thanks to Al and Marie Pennykid for organising the lunch.

12/14 October – Kosciuszko Rally – About 10 Club members attended.

13/14 October – Dead Mans Gulch Rally – No report.

Coming Events –

2 - 4 November 24th Trout Rally – Jounana Creek Camp Ground.

3 - 4 November 37th Thunder Rally – Sheba Dam Nundle.

17 November – Movie Night at Malaluka Caravan Park Spencer.

8 December – Club Christmas Party – Majors Creek Recreation Reserve.

General Business –

Flyer for KRR to be sent to motorcycle dealers.

Dave Beers suggested that the club purchase a defibrillator for use at events such as KRR and FCR (where Club members may get so excited as to need its use). Dave volunteered to obtain some prices and shelf life information for review.

Bob Madell encouraged Club members to use the MCC of NSW as a resource as the BMWTCNSW has a large representation on the MCC.

It was suggested that the Club organise an historic ride/meet each year to encourage Historic Plate owners of historic BMWs to join Club events.

Paul Loakimidis suggested that he advise on ways of attracting new younger riders to the Club. Suggested that younger members were interested in the restoration of "Classic" bikes.

Meeting Closed: 8.50 pm.

The Island, We're off to the Island



It started simply enough. One of my work mates approached me at the beginning of the year and said, "In October, myself and a few mates are going for a ride. Want to come. "OK. Where to I replied"? "Off to the Island, but we are doing a ride. I stay at Yarram Sat night. Then will ride to the GP on Sunday, then back to Yarram". I did the GP with this guy a few years ago. I know he is a good rider, doesn't start pub fights and best of all doesn't snore. I'm in for sure, as long as Gail is Ok with it. "When do I ever stop you from going for a ride"? Gail's approval in and ratified.

I'm not a huge fan of motorcycle racing any more especially the GP. Except for when Gardner, Doohan and Stoner were racing. Jack attack Miller still has a few years to go, although I always enjoy watching Rossi siding down the track on his head. Even better when it was on a Ducati. I have an intense hatred for Rossi, not Ducati just Rossi. He did his dash with me when he was putting shit on Stoner big time when he had Chronic Fatigue Syndrome and was still managing to win a few races. To be there, when Stoner won the GP championship, on a Ducati, a few years later, was even more rewarding. Still to be fair Rossi is a brilliant rider, but that is no excuse to be a track bully when you

are that good a rider. Even the Italians seem to accept that if an Italian could not win the GP on a Ducati, then an Aussie was a great second choice, since all Italians in Italy seem to have a cousin living in Sydney or Melbourne. Now when you look up the starters in a GP, their names are spelt using the whole alphabet, not 6 to 10 letters in it.

Come mid October 2018, thoughts of the "Island" were rampant. We had four starters, three from work and one of the mates. Strom serviced, new rear tyre fitted and thoughts turn to what to take to the Island. In all reality, the only thing you will never need at Phillip Island or riding there, is snow shoes. If you go over the ranges like most of us do, if you have snow shoes strap them on. The weather can be rain, like Noah never experienced or heat that even an Afghani Cameleer would say "Stuff that. I'm not going out in that heat", and that's just from one side of the track to the other. Jumpers, undies, good shirts, jeans x 2 t-shirts, socks and spares in case it rains, wet weather gear, tea, coffee, mug, shower gear + soap, thongs. Stuff this! I'm taking the car! OK, everybody said to me, "You take way to much gear Michael". Yes I do, but on more than one occasion I have seen that poor guy whose water bottle or Green Ginger wine leaked into the saddle bag, soaking their only pair of jeans or underpants. I have a spare pair of underpants mate. I only wore them three days ago. You can borrow them if you like. Oh and tool kit, first aid kit, helmet cleaning gear, maps and you might need this recovery gear, in case you launch your bike off Mount Fuckitsalongwaydown, when you over shoot the corner at a spirited pace.

Now money. I put my lotto winning aside when I have a little wind fall over the year, so that took care of sixty six dollars and fifty three cents. My Tax cheque was squirreled away as well as money from the pay each week. Now to count it all up and shit, this is going to be a very lean ride. How the hell does some habitual drunk put his last \$5 that he happened to win on Keno at the pub, just before he was thrown out for being too drunk. Then puts it on lotto at 6.55pm, 5 mins before betting closes on Thursday night Power Ball, at the local news agent, run by that sweet Chinese couple who can't speak much English and then wins ten million dollars!

Now to pack all this mound of stuff, that would fit easily into a Suzuki Grand Vitara onto a motorcycle. To think that in 1952, my parents immigrated to Australia carrying a suit case and the clothes they were wearing on their back. Five years later they create me, who cannot fit everything I wanted to carry with me on an eight day motorcycle ride 60 years later. Actually, I rode past the Snowy Mountains Scheme and to think that was created by immigrants carrying one suit case from Europe. To those people I salute you. I'm sure their ghosts would have thought, all he needs is one suitcase.

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The Ride

Three of us live on the Central Coast. So we started our ride by going through Yarralong Valley, Wiseman's Ferry, Sackville Ferry and then the back way to Kurmond for our first pick up. So the bikes were my 1000cc Vstrom, a late model Triumph Tiger ridden by Mick X and a K1200RT ridden by Steve P. All very capable twisty burners. Then Derrick turned up on a Triumph Thunderbird land barge. Derrick was a mate of Steve on the K1200GT, Mick X and I looked at each other, then looked at Steve and Mick X said "He knows the ride we are doing, right"? Steve said "He will keep up with us on the Thunderbird". Mick X looked at me and rolled his eyes and we both gave a big sigh! Neither of us smoked. So I guess we sit on the side of the road and wait for the Thunderbird all trip. To be fair, Derrick could swing that bird. If we were smokers, we would have only gone through one smoke each time waiting for him. Back to the ride. Bell's Line of Road, Bathurst, two laps of Bathurst race track. Ok three, Skyline at 60kph Yeah Baby! Somewhere out from Bathurst, Derrick said to me "Want to swap bikes" I have always wondered about the Thunderbird. It was on my bikes of interest list for a while, along with 150 others. OK trim that list to 149. The Thunderbird wasn't my style, plus it was a heavy bike to manhandle around. When Derrick pulled up, I'm guessing he wasn't a big touring rider. Instead of putting the side stand down, then stepping off the Vstrom with enough gear on it to fill a Suzuki Grand Vitara, he hopped twice, then the Vstrom toppled over with Derrick still sort of on it. The look of terror on his face was a classic. Unfortunately, I could not get my camera out in time. To be fair, Derrick threw himself under the Strom, so there wasn't a scratch on it or any damage to the Strom. I thought it was very noble of him. Then the apologies Blah, Blah, Blah. I said to Derrick "Don't worry about it, it happens" or something like that. Still spewing I didn't get a photo though. Mick X had a cousin somewhere out Forbes way who owned a sheep station. Mick X is Aussie born Maltese. They all have lots of cousins everywhere. The Cousin took us on a tour as they were shearing sheep at the time. The Cousin said "You look bored", I said "I grew up on a sheep station; I left when I was five and never went back". After a very pleasant hour with the cousin, we headed to Forbes for our first stop for the trip. OK, I know Forbes is not far for all you hardened touring club members,



but it was far enough for the first night for the Wild Hogs.

Day 2 Thursday.

West Wyalong, Narrandera, Urana, Corowa and our second night stop was Wangaratta. As Vyvan from the Young Ones said "Boring, Boring, Boring. No one fell off my bike today though. "Today we rest, for tomorrow we ride" Not sure who quoted it, because Wikipedia won't fess up, but I'm pretty sure someone did.

Warning Mick's Ramblings Ahead.

Mick X booked the first two nights accommodation at Forbes and Wangaratta. While Mick X is a great rider, he is not really used to touring and booking accommodation for four big burly blokes, so he booked "A" family cabin at the Big 4 van parks, which are very good and clean, but to a normal car driving type person, family means a double bed and 2 bunk beds, equalling 4 children's beds especially for the Catholics. Not any of us four had fantasies of sleeping with each other in a double bed. This then created a problem. One of us had to sleep in the top bunk. So three of us are in our 60's and Mick X is 40 and he is Maltese and Maltese 60 year olds can climb into top bunk beds very easily it would seem. Not so for Australia Bikers who have been riding motorcycles from before Mick X was even born. So dilemma. Who gets the top bunk? Now if we were Vikings or American Indians, we could knife fight for it and first one who dies solves the problem for the other three, but, burying a body, hiding a motorcycle and gear, not to mention cleaning up all the blood is not as easily resolved as one would think. Plus, the unlucky spouse (maybe) would start to ask stupid questions around Christmas time, (The next closest family celebration time) when the much loved partner (maybe) has not returned from a week long ride that happened to extend into two months. Now can you see the problem about a knife fight? I know great idea, but you really have to think it through. Anyway, we told Mick X that he was in the top bunk. Problem solved diplomatically, despite Mick X whining about how he booked the accommodation. Consider that a bit of another life's education Michael X. Somewhere along the ride Mick X said he would like to see the qualifications on Saturday afternoon. So as a group, we decided to cancel our third night's accommodation in Whoop Whoop and book another night at Yarram Pub for Friday night.

More useless information, but you need it for the story to make sense.

Steve who organised this ride, planned for us to stay in Yarram on Saturday night, which is 150km from Phillip Island, but it's a really nice pub and it's a great ride to Phillip Island from there. So we all agreed. Steve booked the accommodation and we were all happy. Mick X said one day at work, "That's 300 km". I said "What" Mick X said again, that's 300 km. I said "What's 300 Km"? Mick X said "150k plus 150k is 300km, that's how far we have to ride to Yarram and back to Phillip Island every day". I said "Fuck"!

Day 3 Friday T

oday was when the real riding started. We went to Marysville then went the Reefton Spur, Warburton, Yarra Valley and twisted our way down to Moe, a bit of a highway burn to Traralgon, then cut down more twisty stuff to Yarram. It is a pretty town on the Coast, sort of. Derrick was stuffed after the ride. While we were waiting and pretending to smoke our cigarettes we didn't have, we chatted, took photos and peed on trees to mark where we had been. To be fair we let Derrick rest up for a few minutes each time, while we chased the new ride leader through Reefton Spur and Yarra Valley with great vim and vigour. All I can say is nobody fell off. As for speed limits. No Comment, except to say nobody fell off. Mind you, we were not doing sports bike pace either. I had no wish to plow into an oncoming vehicle coming the other way. By the time we got to Yarram Pub in the evening we were ready for a beer. Although occasionally, 300 hundred kilometres popped into my head. Blessed be the Inn Keeper, we all got a single room for the night for \$30 a night. I thought \$90 for three nights 150km from Phillip Island is not too bad. A good nights sleep with only me farting and snoring wasn't a bad thing, plus no top bunks to fight over was even better.

Day 4 Saturday The Track

Mick X and I left for the track early to go check everything out. Derrick and Steve followed on a few hours later. The ride to Phillip Island was pleasant, but we hit some rain, so I pulled over to put on some wet weather pants. It seems in my remiss old fart tiredness the night before, I took my wet weather pants out of my top box and left them, at the time 75 km behind, at Yarram Pub. Oh well, good day to be riding in the wet. Meanwhile, Mick X was chortling and laughing like a caged galah. So I came off with one of my witty repartees "Fuck Off you" which sent Mick X into more chortling laughter as he was donning his wet weather monkey suit. I replied with a sterner word, but since most women don't appreciate that word, I will leave it out of this story, but it does rhyme with vagina (sort of). Being Saturday morning everything was pretty easy, parking, getting a two day pass, checking out the motorcycle pavilion which was pretty crowded. With the usual ohs and ahs over some overpriced motorcycle. Some salesman handing me flyers about the new sporty Royal Enfield. Funny I didn't think I look like a Hipster. I suppose I look like an old guy though. Some salesman trying to talk me into a Honda super mottard with a year's free chiropractic recommendations and a months supply of pain tables, plus local solicitors in your area for those annoying speeding fines you may rack up. Then out onto the track to watch warms up and motorcycles chasing each other like dragon flies in spring time. Mick X was quoting times, names, marques, past standings etc. Like I cared. Once again I will quote Vyvyan here. I just go to the GP for the party and atmosphere. The racing is just a nuisance to me. Finally grid positions finalised for the day, then another 150k ride home which was very pleasant in the evening with the four of us howling along. We got to Yarram just before dusk. No rain this time, no roos or wombats were harmed. We also decided Sunday morning we would stop at Bunnings and buy fold up chairs which were five dollars and leave than at the track. I said to the guys, "Do you reckon somebody walks around picking up all the chairs on Sunday night, sell them back to Bunnings for a \$1 a chair and Bunnings sell them again next year for \$5"?

Day 5 Sunday Race Day

Boring, Boring, Boring.

Day 6 Monday Morning

Derrick and Steve decided they wanted to be home Tuesday night. I personally think they were sick of being around stinky men and wanted to go home to the pretty smelling and soft skinned wives. Mick X and I were still on our Viking conquests and we weren't going home to our pretty smelling and soft skinned wives till Wednesday, because we were men ! Mick X and I were going to go riding through the Great Alpine Way and Snowy Mountains and singing Tyrolean yodelling songs, searching for Edelweiss flowers to take back to our pretty smelling soft skinned women, who conquered had our hearts all those years ago. Yeah OK, I'm bullshitting. We were just going for a ride through the mountains. Derrick and Steve left half an hour before us. Mick X and I were going to stop at Corryong for the night. We headed for Sale as we planned to do a slab run to Bairnsdale. Then headed up to Omeo. About 30 k from Sale in the distance we saw two bikes. One was on the side of the road and one just in the bushes, a metre in but upright. As we got closer we saw it was Steve on the side of the road and Derrick in the bushes. We thought "shit"! Derrick was fine, but his tyre delaminated and



flat. They were not sure if he got a flat or his number plate came lose and scrubbed the back tyre out, or his air shocks went down enough to hit the rear guard. Whatever happened, Derrick managed to keep it upright. It was about 8.30am. As Mick X and I had the furthest to ride, it was decided we would find a bike shop in Sale and get them to go pick up Derrick. As we got into Sale, I got a text "All good, contacted bike shop sending out a trailer to pick Derrick up. Keep going we are fine". Well not much we can do now. We found out later, that the bike shop fixed all the damaged stuff, got a new tyre fitted and had Derrick back on the road by 10.30 am. Great service from the bike shop in Sale. The ride to Bairnsdale was boring. We had plenty of bikes to amuse us with their antics on the boring ride. We had a great run to Omeo, but it was starting to warm up, another great run to Tallangatta, a quick fuel stop, then a 75k run into Corryong for the night. After doing some calculations, I said to Mick. "We can be home tomorrow night. It will be a long

ride but we can be with our pretty smelling soft skinned women, if we don't flaff around". Mick X decided he didn't want to be around stinky men any more either. When I did the calculations I figured we would be hitting Sydney around 3 to 4 pm, school pick up time, then peak hour. Fantastic!

Day 7 Tuesday The Run for home

At the motel we were staying at Mick X said, "They have a free continental breakfast here, but it doesn't open till 7am" I thought, you are going to put me into peak hour traffic at 4pm because you want a free continental breakfast. At 7.30am after free bowl of muesli, three slices of toast and two mugs of very poor coffee, I said to Mick X "I'm going". I'm not sure if Mick X wanted to be home tonight or not, but I wanted to be home. We had two choices of which way to go. We went the Snowy Mountain Hwy, Khancoban, Thredbo, Jindabyne, Cooma, Queanbeyan and then onto the stinking truck city. The Hume Highway that Jimmy Barnes paid tribute to by singing "Driving Wheels" stuff that for a joke. Then, as I predicted, 3.30 pm we hit Pennant Hills Road. We decided we would both make home on the fuel we had left. Looking at a rolling road block of a choked city, I said to Mick X "I'm lane splitting from here, I will see you at work next week, thanks for the great ride". We butted gloved fists, our ride together was over. Then with Kenny Logins churning in my mind with "Highway to the Danger Zone" I white lined Pennant Hills Road till I got past Beecroft Road. Then it was back to cutting the traffic to the start of the M1 North. The Vstrom had the chaff bag on and we were heading for home. Another great ride to Phillip Island over. Well, till next year. 1989, Wayne Gardner won the Australian GP at Phillip Island (I was there). Next year makes 30 years. I will be there to celebrate the warriors I watched battle it out in 1989, Kevin Schwantz, Wayne Rainey, Eddie Lawson and Wayne Gardner. Where 1st went to 4th in one corner, not once but innumerable times. The days when true warriors walked this earth.

The End

Mick Furchert

Post note

I will go to work Monday and somebody will ask me who won the race. I will reply "I don't know". They will ask. "Didn't you just go to the GP". Well yes, I did but I don't go for the racing. Not many people understand. I know a lot of the old Bikers will though. The race is an event. The real part of the journey is how you got there, who you went with, who you met along the way, what adventures you had, plus the roads you came home on again. Old Bikers understand the values riding over the mountains and reaching out to the Deity of your own belief. Paying homage to your mates who have moved on. To your family who are no longer here, your pets. Hearing the roar of your motorcycle, echoing in your ears, the wind blowing in your face covering the tears of so many memories. Life's achievements, life's regrets. It's the ride, not the destination.

To all my mates who have moved on to their next journey, onto the Astral Highway. Their memories ride with me in my heart. I keep their flame alive and they keep me alive. This story is for you.

RIP Clarke Meader: "What will be, will be" You took so much when you left.

3/11/2018



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OCR 2018

Steve Treloar



Originally I was thinking that this years OCR was out of my range, due to no Holidays as I'm one of those that still has to work....and have been galivanting around the globe, well 4 weeks in NZ.....

All the stars aligned and approvals were given. So a hasty prep was given to the bike: service, pull the suspension down, check and repacked bearings. Gear packed, maps surveyed for the potential routes. I love the outback.

The weekend before was an Ashes run for a good mate who passed way too early. Departed the far south coast on the Friday heading towards Dubbo. I didn't even get out of the Bega valley, or Bega for a matter of fact. About 20ks from home I noticed yellow spots on my visor. I wasn't following a car leaking fluids, it wasn't raining and I hadn't pee'd myself in excitement. I looked over the tank bag and saw oil, Shit I'd blown a fork seal and hadn't even been on any dirt. Then looked to the left side of the tank bag and there was oil everywhere from "arsehole to breakfast time", literally. The oil filler cap was closed but not tightened, like a small cut with blood. Tightened it up and continued to Bega where I was meeting Hamish at the powder coater with his R65LS parts. A towel in the car was used to mop up the oil off the bike and wipe over the riding gear. Later the extent of the escaped oil would be revealed in the dust....

After a blustery and very windy day 700km I arrived at Dubbo at Brother Marks. A quick change and it was off to the Garden Hotel for dinner and a few drinks with a lot of old mates. The next 3 days were spent on, "A Run For Crossy". A good mate that passed way too early. As with the runs Garry use to organise it was a mystery. I along with Craig, an Africa twin rider we explored the dirt roads to Bendemeer. The next day headed towards Walcha and onto Gingers Creek on the Oxley Highway where his family spread his ashes and many tears eyed bikers. Mondays forecast was for rain; and it did 1/2 hour after leaving Walcha. We were drenched by Nundle, all complaining about their supposed waterproof gear, including my new BMW boots.

Arrived back in Dubbo mid arvo and had a quiet. Spent the evening with boots and gloves in front of the heater. On Tuesday I set out from Dubbo at 8ish with Damon Howey on the DR650. We followed back roads to Warren and onto Gongolong via the dirt. Damon knew the way so I followed. Had a lunch with another mate Tony on his station/ huge property. who had just come in from feeding his sheep.

We continued onto Bourke, Fords Bridge as we had been told of the horror of the Bourke -Wanaaring road. This way we would only have 60ks into Wanaaring. The road was very sandy with bull dust holes. Every 10 to 15k i would pull over and allow the Damon to pass. This not only allowed us to keep close-ish together without eating each other's dust. Also gave you a 2 minute break to have a drink or pee or just a break from the corrugated roads. I stopped at the 10 K sign to Wanaaring; yahoo not far now as our stop for the night. The sun was getting down though we would be off the road before dark. I was about 200 to 300 m behind Damon's dust the slight cross wind was working well. At 6.5km from Wanaaring Damons steady dust stream explored like an atomic bomb. Shit must be another bulldust hole. As then dust settled and moved away, I could see Damon standing by his bike which was facing towards me. The dust hole approx. 50m long across the road and at least 30cm deep.



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Damon had a bit of shock, I got him to the side of the road and the bike as well. It wouldn't start; a bit of fiddling got the bull-dust out of the clutch switch. Damon's collar bone looks to be broken by the limb there. He insisted could ride the bike the 6km into town all but very slowly. We did make in, though I was shitting myself that it was going to end even worse. We got to the Ambo station, the duty nurse had just knocked off, so got onto to the RFDS in Broken Hill. We went to the pub where the medical chest was. Kerry the publican couldn't open it until she got approval. I had a beer, Damon water. We had numerous calls from the RFDS who had a person at White Cliffs to pick up



was they decided to pick up Damon as well. All the locals complained severely about the Bourke Shire council for not fixing the road, they had done most bull-dust holes except that one 6.5 km out. Apparently trucks have been known to be 'dry bogged' there a lot. At around 9.30 the plane arrived and off Damon flew. Next morning I sorted Damon's gear and bike into the Dog yard at the pub, refuelled and moved on to Tibooburra. The road had improved immensely as the Bourke Shire finished 5 km west of Wanarrang.

At Tib, the intel was to go to the corner via the Jump-up loop to the north of Tib, not the normal road out as it was heavily corrugated. After fuelling both the bike and myself, I bought some supplies and headed to the Corner and onto Montacilena Bore. The jump up loop is always a blast. A reasonably quick turn around at Cameron's as I have been there a number of times before. Always a great part of the country. The whoop d doo west of Cameron's at least had flags to post dangerous dust holes. The graders while also working the road as well. The road closer to Merty Merty did have a lot of sand so a lot of standing up on the bike was the order of the day.

Pulled up at the Strzelecki track to check the bike and noticed the chain guard had cracked one mount. So I took it off and strapped the first fatigued part under an ockie strap. The Strzelecki was a transport section. The hard clay top was mostly compacted though it was breaking up a fair bit. The track was punctuated with 5km sections of tar which were a welcome break from the constant corrugations. Though this is a sign of complete tar in the not too far distant future. An hour or so later on sunset I reached Montacilina Bore. Jason Boyd had set up his camp and was mighty relaxed and chilled out. He did mention that with sun set approaching was eager to hear and see me coming though.

The evening started with the cracking open of the bottle of port, Brother Mark had bestowed on me. Jason had his own concoction to consume and finish. We sorted out our own culinary delights and as usual I cooked more than I could consume. The evening was filled with all sorts of conversations; Jason also had this Star app. on his phone which was absolutely amazing, just point the phone to the sky and voila, there are the names of all the constellations. A great camping tool of the modern age. Didn't worry about putting up the tent, ended up using the picnic

table as my bed, though one mistake, with all the port consumption putting some extra air in the self-inflating mattress produced a huge head spin, wahoo. The next morning I was surprisingly well, after packing, a wander over to check out the bore pool and sun rise we headed off south towards Lyndhurst. The Strez was in reasonable condition punctuated by 5 to 10 km stretches of tar seal, a sort of welcome relief; well not really as before long it will be filled in and all sealed. Missed a fantastic photo op of a wedge tail pair in a nest quite close to the road, the picture will stay in my memory though. Stopped at Lyndhurst for fuel and a great locally home-made pie was had. I put in 19.5 litres for 437 km, which was not a bad effort considering my fuel tanks only hold 20 litres. I did have a 5 litre jerry hanging off the side as a safety net. We were starting to see other mad motorcyclist heading north.

Pushed onto Marree, topped up and chatted with others. The local informant gave us the lowdown on the tracks to Mt Dare, our best options etc though was sending us west towards the blacktop after William creek. We thanked her for her info and continued onto William Creek our nights stop. Again arriving close to sunset I was starting to set a trend. Fuelled the bikes, paid for camping and booked the last table for dinner. Set up camp and wandering over for dinner and sticky date dessert all washed down by numerous Coopers dark ales. On paying the dinner bill mentioned we best get a roadie to get back to the camp. "Well these ones are on me" said the barman, we had to settle for a sparkling and pale ale as we had consumed all the dark ales....

We were woken the next morning by a Cessna motor firing up to take the grey nomads on a sunrise flight over Lake Eyre. Today's destination for me was Mt. Dare via Dalhousie Springs, Jason indicated he would stay at Dalhousie. Again no tent to pack so got away reasonably early. We continued doing our 10 to 20 in front then stop and let the other pass, leap frogging along. I stopped to let Jas go in front, after 5 minutes no Jas. I stopped, got off had a leak, still no Jas. Turned back went a couple of Kms and I could see Jas coming though no dust behind him.

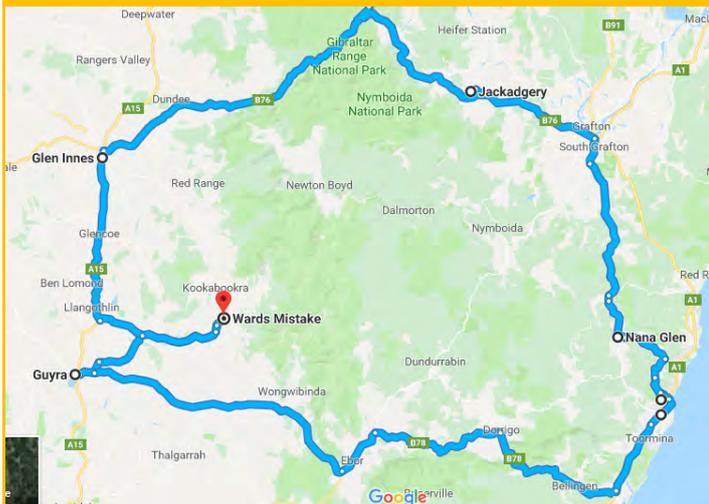
He wasn't moving very fast. As he passed he's had the thumbs down. Oh no what's happened to the big bumble bee? We pulled off the road and his bike won't do over 40 or so kph. First thoughts he'd blown a carbie diaphragm. We pulled the plugs, all looked good fuel ok. Decided to just pick along. After a while



the wings of the bumble bee burst into life again before Oodnadatta and started making good time again. Arriving at the Pink road house of Oodnadatta numerous amount old bikes and sidecars were gathered riders exchanging stories. Many members of the BMWTCNSW rolled in as we were there had lunch and fuelled up, topped up the camel packs ready for the next stage and the most gruelling.

More to come...

K100 Forum Northern Tablelands Ride:



If you own a K75 or K100 variant (1100s are tolerated), the K100 forum is good place to be (www.K100-forum.com). It's a source of knowledge, support, parts and there is an active OZ contingent. Many of the OZ forum members (hereby known as "The Krew") have since become members of BMWTCNSW since the 30th anniversary celebration of the K at the Far Cairn in 2013. Like many groups there are rides that become an annual event, the K-100 Forum have at least two, the Northern Tablelands ride in November and a ride to the Snowy region in March.

Much earlier in the year, Smithy (the host of the Northern tablelands ride) posted the dates for this year and a suggested route taking in the sights of the Northern Tablelands. The format of the ride is to ride to Smithys place at Guyra for camping/BBQ on Friday night then go for a group ride on the Saturday for lunch somewhere returning back to Smithies for another BBQ, more socialising etc. Then Sunday it's time to ride home again.

I confirmed my attendance early this year and booked leave for the Friday to ensure I could go. Then things got exciting, a forum member from the UK decided that he would join us for the ride, a bike was arranged for him from one of the OZ members collections. He had been out before and enjoyed a ride on the Putty. The bike he rode on that trip is now Michael Sarahs stripped down, shiny tanked K.

Friday, Marie and I got away early with the mutts in the sidecar as Guyra is a fair hike and we stop every hour and a half or so to give the dogs a run. The ride up on the Friday had its exciting bits as normal. First the rear tyre on the sidecar kept losing pressure; I was having to top it up every 2 hours to stay safe. Then pulling into Tamworth a couple in a silver BMW X3 pulled in



behind us to tell us that Marie's bike had shed a 'saddlebag' about 30kms back, they also told us clearly where to find it. Not wanting to waste time, Marie headed back to find her pannier while I braved Tamworth to find a tyre shop to try and sort my tyre problem. Kill two birds with one stone.

Marie did locate her pannier, the tyre shop said they'd located the leak (in the custom billet 15" rear wheel) and could not do much with it. They also tightened the threaded tyre valve when refitting the tyre. The problem was 90% solved at least, most of the leakage was from the valve not being tight enough. We found a shady area for lunch at a rest stop on the northern edge of Tamworth and then continued North. Filling at Guyra we got a call from Pat, he was in Guyra township wondering where we were.

Smithy has some acres about 25km out of town, so we all got directions and headed out. The yard was colourful display of tents with Ks all parked in a row. In all there were 22 forum members and hangers on with a good variety of Ks (and some other beasts). The nights festivities were friendly getting to meet old and new friends and talking all things K related. Some of the crowd were staying in town at Seans (another forum member who rides a Triumph Rocket III sidecar but is in the middle of building another K100 based outfit, this becomes important later!). Sean drove his wagon out for the evenings festivities with the guests staying at his place and hit Skippy on the way, no great damage done.



Meeting at 8am at the fuel station as our starting point didn't go to plan as expected, one of the bikes at Seans didn't want to start and might not make it. We hung around a little longer and they finally arrived after fixing a loose fuel line in the tank. The route was down the Ebor Rd, Waterfall Way.

Stopping for a coffee break, a few lookouts towards Coffs Harbour then on to lunch at Nana Glen. We would return to Guyra from there via the Gwydir Hwy and Glen Innes. I'd never travelled most of these roads before other than the New England



Hwy but I do understand that any road going up and over the Great Dividing Range is going to be entertaining so I was looking forward to it.

The people getting lost and breaking down just added to the entertainment!

My first stoppage was near a town, the sidecar just cut power just heading up a hill on the outskirts. Thankfully I found a shady spot to pull in before stopping on the hill. After 5 mins of switching things on and off, the bike started again. Seeing as we were now behind, we stopped and fuelled then carried on to the next lookout. The directions around the Big Banana to the next lookout were a little sketchy but we did find our way toward Sealy Lookout but not without the sidecar cutting out again; I flicked the ignition key off and back on and it caught. I was thinking it must be a dirty ignition switch.

Eventually all of the others did also find and gather at Sealy Lookout too, the signs aren't located well. All gathered together we then rode off to find Nana Glen and lunch. About 2kms and the sidecar stopped again! Surrounded by other K riders with helpful suggestions (*No, its not the battery Ed!*) it finally clicked. The 4 pin electrical connector that connects the fuel pump/tank sender to the bikes wiring can be flaky at times; this was causing the fuel pump to disconnect and the bike to cut out. I unplugged it and reconnected it and away it went. As my K100RS sidecar has a K1100 engine, wiring loom and Computer in it you should hear the fuel pump run when you turn the ignition on, this was not happening.



At the lunch stop at Nana Glen, I then get one of our members, Klompy enquiring about what might be causing clonking noises around the rear end of his lovely K100RS, it had just started to happen. Could it be the final drive pinion spline, the clutch spline, the big final drive bearing or the Universal Joint in the driveshaft? The main thing is that there is no way this bike is going to make it 200 odd kms back to Guyra making that noise. A plan is hatched though, a safe place is found to leave the bike at Nana Glen (with Smithies parents). One of the other riders (Ed) graciously gives up Smurfette, his K1100RS for Klompy to ride while he luxuriates as a passenger in the comfort of the Rocket III sidecar. Ed will enjoy the seat to experiment with taking photos on the move anyway.

The good news is that there are some spare parts available in Guyra that should get the bike mobile again—tomorrow.

The ride out through the Gwydir from Grafton out was pretty special, the sidecar was in the groove and maintaining a good pace but I was in need of fuel and besides we hadn't stopped in a while. The caravan park/fuel station at Jackadgerly just appeared on the inside of a left hand curve so I pulled in there for fuel, a drink and to throw the Frisbee for Leroy. Some kept on going but most stopped for a drink, a bit of shade, a chat etc. It looked like a pretty relaxed spot, I'll go back there someday.



From there the road just got better climbing up and through the Gibraltar Range Nat Park.

Some of the riders stopped in the park to look at some falls but most of us had the bit in to get home by now. The ride through Glen was uneventful, our UK guest went to visit the standing stones. South of Glen Innes at some roadworks we pulled up to a bunch of Ks parked on the side of the road; yes, another breakdown.



The bike with the errant fuel line had failed again. The old fuel hose was swollen and soft, the clamp couldn't be tightened enough and the hose kept slipping off of the metal line in the tank. In the end the filter was removed (in case it was clogged and holding pressure) and we just looped the hose onto the metal line, using the best clamp we had to clamp it on the metal line. I ended up doing the job as my hands are smaller and give a bit more room to move inside the tank. Some would say bad words about bringing an unreliable bike on a long run and holding everyone up, but I won't; Stan had lent his good bike to Paul (the guest Pom) for the ride and brought his first reserve out to play. Just the same, I got out of there as quick as possible so I wouldn't be wrist deep in fuel again.

Down the highway, we caught up with an old ute (Approx. '74 Dodge (a low end Valiant)) with a Yamaha RD350 in the tray following a police van. The cops were cruising on 106-108; I thought "no reason to pass, this is a good pace". Both the ute and the bike in the tray on historic plates. I had a ute very much the same back in the 80s so it brought a smile to my face.

So we left Guyra servo at a bit after 8, and arrived back at the farm after 7:15pm. It was a long day with all the breakdowns and fun, but no-one was complaining, it was a great day out. Dinner was had, experiences shared, more bullshit was uttered etc. With tomorrow being a return trip home for most, it wasn't a late night. Sunday morning brought bacon, eggs, coffee etc for breakfast, lots of packing up and goodbyes.

Our trip home was uneventful with my bike having the odd dummy spit due to the tank connector and our regular stops for the dogs. It was a long day, after an active weekend. We did ap-

prox. 1750kms in all over the three days. It used to be easy, but it's not something that Marie and I are used to anymore. Will have to remedy that.

AL

Postscript:

Klompys clonking K100RS rear end was caused by the total failure of the driveshaft universal joint, snapping one of the yokes at the end of the driveshaft. The spare parts on loan from Seans sidecar project donor bike saved the day. Smithy took Klompy down to the coast to trailer the bike back to Guyra where the spare bits were fitted enabling Klompy to ride home to Richmond.



Welcome to the new members:

- Mike Williamson (Thornleigh)
- Mike Read (Temora)
- Peter Hedge (Hunters Hill)
- Victor Riley (Forster)
- Dudley Hewitt (Hunters Hill)
- Rodney Chittenden (Falls Creek)
- Scott & Bradley Butler (Castle Hill)
- David Burge (Croydon)
- Giuseppe Tamborrino (St Peters)

NSW MCC News

Attention, Individual Members! You are now eligible for a discounted service at Lloyd Penn Motorcycles, Artarmon — one of Sydney's most trusted and honest motorcycle mechanics.

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Sign up here for just \$35: <http://www.mccofnsw.org.au/a/354.html>



Club Xmas Party 2018

Don't forget to send in your RSVP if you are coming to the party!

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



Ever wondered what other club members ride?

Here is some idea... *Compiled from the Membership database as of 24/11/2018, based on information supplied on membership forms.*

BMWs

F 650 GS (Single)	6
F 650 GS (Twin)	3
F 700 GS	8
F 750 GS	1
F 800 GS	7
F 800 GS ADV	1
F 800 GT	2
F 800 R	1
F 800 ST	1
G 650 GS	4
G 650 XChallenge	4
HP2	1
HP2 Enduro	1
K 100	4
K 100	1
K 100 LT	1
K 100 RS	15
K 100 RS	1
K 100 RT	15
K 100 RT`	1
K 1100	2
K 1100 LT	3
K 1100 LT SE	2
K 1100 RS	1
K 1100 RT	2
K 1200 GT	1
K 1200 P	1
K 1300 GT SE	1
K 1300 S	2
K 1300 S	1
K 1600 GT	2
K 75	2
K 75 C	2
K 75 RT	2
K 75 S	4
K1	1
R 100	3
R 100 GS	6
R 100 GS PD	2
R 100 GSPD	1
R 100 LT	3

R 100 R	4
R 100 RS	23
R 100 RT	10
R 100 S	5
R 100/7	3
R 1100 GS	5
R 1100 R	1
R 1100 RS	4
R 1100 RT	5
R 1100 S	3
R 1150 GS	10
R 1150 GS Adventure	3
R 1150 GSA	1
R 1150 R	5
R 1150 R Rockster	1
R 1150 RS	1
R 1150 RT	2
R 1200 C	1
R 1200 GS	28
R 1200 GS Adventure	14
R 1200 GS LC	1
R 1200 GSA	1
R 1200 R	7
R 1200 R Classic	1
R 1200 RS	5
R 1200 RT	5
R 1200 RT SE	1
R 1200 ST	1
R 25	1
R 25/2	2
R 50	2
R 50 S	1
R 51/3	2
R 60	3
R 60 US	1
R 60/2	4
R 60/5	2
R 60/7	1
R 60/7	1
R 65	11
R 65 LS	5

R 67/2	1
R 69 S	3
R 75/5	15
R 75/6	8
R 75/7	1
R 80	8
R 80 GS	17
R 80 GS PD	4
R 80 RT	4
R 80 ST	4
R 80/7	3
R 850 R	3
R 90 S	8
R 90/6	3
R NINE T	1
S 1000 RR	1
S 1000 XR	1

Other Marques

BSA	2
CanAm	1
Ducati	5
GasGas	1
Harley Davidson	4
Honda	20
Husqvarna	2
Kawasaki	14
KTM	3
Lambreta	1
Maico	2
Moto Guzzi	3
Norton	1
Royal Enfield	1
Rudge	1
Suzuki	18
SYM	1
Triumph	11
Victory	2
Yamaha	17

Marie Pennykid,

Membership Secretary

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Watch out for these upcoming events :

8 th Dec	BMWTCNSW Xmas Party @ Majors Creek
31 st Dec – 1 st Jan	New Years Gathering @ Micalong Creek (Wee Jasper)
26 th Jan	KRR Recon run to Dungog
8 th – 10 th Feb	KARUAH RIVER RALLY!!!
9 th -11 th March	Cold Flame Rally