

**BMW Touring Club
of New South Wales**



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

**February 2019
NEWSLETTER**



BMW
Touring Club
of New South Wales



OFFICE BEARERS

PRESIDENT

Jason Boyd
0412 858 880
president@bmwtcnsw.org.au

VICE - PRESIDENT

Dave Beers
0401 444 567
vicepresident@bmwtcnsw.org.au

GENERAL SECRETARY

John Rayner
0415 104 830
secretary@bmwtcnsw.org.au

MEMBERSHIP SECRETARY

Marie Pennykid
0428 393 093
membership@bmwtcnsw.org.au

TREASURER

Alison Ashby
0422 077 583
treasurer@bmwtcnsw.org.au

BMWCA DELEGATE

Trevor Dean
0409 407 409
bmwcadelegate@bmwtcnsw.org.au

EDITOR

Alan Pennykid
0427 393 093
editor@bmwtcnsw.org.au

REGALIA

Warren Buffett
0473 403 205
regalia@bmwtcnsw.org.au

ASSETS and ARCHIVES

Mal Cattermole
0409 179 419
assets@bmwtcnsw.org.au

PUBLIC OFFICER

Alan Peters
0407 829 033
publicofficer@bmwtcnsw.org.au

SPARE PARTS/CLUB TOOLS

Rob Edgar
0408 161 107
spares@bmwtcnsw.org.au

MCC NSW DELEGATES

Bob Madell
1 position available !!
mccdelegate1@bmwtcnsw.org.au

WEBMASTER

Michael Sarah
0438 619 838
webmaster@bmwtcnsw.org.au

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 December			
	New Years Gathering		
	Capital Rally		
	KRR Recon Run		
February	Events	Contacts	Points
Thur 14th	South Coast Social Sip; 2nd 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.	Rob Lovett 0417 267 425	10
Wed 27th	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	4/6*
Thur 28th	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
March	Events	Contact	points
8 th - 10 th	34 th Cold Flame Rally, Pinch river camp ground off the Barry Way.		
Thur 14th	South Coast Social Sip; 2nd 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 16th	Classic Ride Day, Kangaroo Valley. Details TBC.	Jason Boyd	6
Wed 28th	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 0412 858 880	4/6*
Thur 28th	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
April	Events	Contacts	Points
Thur 11th	South Coast Social Sip; 2nd 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
13 th -14 th	Victorian Outfit Rally, At Carter's Beach (Ulupna Island) on the Murray River near Strathmerton. DR Muster, Bigga NSW.	Points for either rally not both.	10
13 th -14 th	Weekend ride to Bundarra, 70 KM west of Uralla, The pub looks after us I think it is about \$30.00 twin room bed includes Breakfast.	Rob Tiedeman 0425 777 461	10
Wed 24 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 0412 858 880	4/6*
Thur 25th	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
26 th - 28 th	32nd Autumn leaf rally, Tumorrana Hall about 35KM East of Tumut on Wee Jasper Road.		10

Newly & updated items are highlighted Yellow.

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

“Celebrate endings – for they precede new beginnings.”

Happy New Year, Merry Christmas, Happy Hanukkah, Welcome Winter / Summer Solstice, Happy Kwanzaa, Joyous Bodhi Day, Happy Dongzhi Festival and my favourite Krampusnacht... No wonder this time of year is so busy for everyone. Luckily we can put these all away now for another 11 months.

Before Christmas we had the very well attended Christmas Party at Majors Creek. The weather was a little warm, but that only encouraged a social mindset towards festive activities. There were minimal casualties to / from the ride (*a collapsed knock off Helinox chair for Steve, a dented rim / leaky rocker cover / ABS warning light for Giuseppe, and a swig of some very well “matured” Ginger Wine by me from Henning*). A special thank you to Marie for her efforts with organising the catering and working with the locals to secure a well organised event. **A big thank you to all members, family and friends that attended Majors Creek.** It is your attendance that makes these events a success. Also our small addition to the camp area’s donation box was greatly appreciated by their local committee, with them stating we would be welcome back there again anytime... Something the club may take advantage of in the future.

By the time you receive this in the post, the Karuah River Rally will almost be in flight (February 9th). Thank you to all that have assisted in sharing the flyers, and told their friends of the event. Weather permitting it will be a great few days. Please keep an eye out closer to the date and follow any special site instructions on the day if required. For more information, look to the calendar, drop me an email, check our Facebook site, or download the flyer from here (including map) www.facebook.com/groups/bmwtcnsw/files/

For all you “classic oldies” out there the club will be hosting a Classic Ride Day on March 16th at Kangaroo Valley. We are hoping to get some of our Southern Cousins up from the ACT for this as well. Please look to the calendar or contact Scott Butler for more details.

In the last newsletter I mentioned how popular the Spencer Movie Night was. Following on from this, at the last meeting I proposed that we see if we can do similar in other locations. All were in strong agreement, with the proposal being voted on and agreed to unanimously. So here it is...

Based on the success of the Spencer movie night, and to share the love / cash / support of the BMWTCNSW across NSW, the committee would like to encourage regional areas to schedule small social events in other locations. The goal of these events is to bring the club together and give non Sydney members an opportunity to participate in official functions. Ideally, we would also like to see if we could create events where members from sister clubs (Vic, ACT and QLD) could also attend. So don’t be shy... THINK BIG! The committee have agreed:

- That the Hunter, South, North and ACT groups could arrange a similar social event with costs to be subsidized, based around \$100 minimum, or \$15 per person to the value of \$300
- That the event should be calendared to occur on or before end of financial year 2018-19 (arbitrary date, the \$ cant role from 1 year to the next)
- That if costs look to exceed the \$300 limit, guidance should be sought IN ADVANCE from the club executive (*please note we don't want people out of pocket, and if all 250 members attend, this will be seen as a raging success rather than a negative thing. We understand more people mean more cost, just the committee are bound by the constitution on how money is spent*)
- Alcohol will not be reimbursed under any circumstances
- All costs incurred MUST have supporting receipts in order to be refunded
- The event MUST be in the newsletter calendar to allow all members the opportunity to attend
- It is expected this may drive questions from other locations or other active sub groups within the club. The club is prepared for this, and we will review any query from other groups / people based on its merits

OK, so that’s enough rambling, as always I am very happy to hear back from you if you have any questions, concerns or ideas. Remember this is YOUR club and it is only as strong as the membership

See you at Karuah

Cheers,

Jason

President, BMWTCNSW

Contact Email: president@bmwtcnsw.org.au

BMWTCNSW Club Meeting

28th November 2018

Chairperson – Jason Boyd.

Meeting Opened – 7.30 pm.

Apologies – Al Peters, Warren Buffett, John Fryer.

Visitors – Nil.

New Members – Giuseppe Tamborrino R1200GS.

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

Acc-Al Pennykid.

Sec-Bob Madell.

Correspondence –

Westpac statements x 2.

President's Report –

See Newsletter.

Vice President's Report –

Dave Beers advised that the 2019 is now on the Club calendar.

Secretary's Report –

Secretary advised that Club T-shirts have been ordered.

Treasurer's Report –

Reserve Acc \$33,052.44.

Cheque Acc \$5,925.66.

Membership Secretary –

6 new members this month.

Member's rides are listed in the December 2018 Newsletter.

Editor –

No report.

Public Officer

No report.

Regalia –

No report.

Assets & Archives –

The members approved the purchase of a new Esky for the trailer.

Dave Beers and Mal Cattermole to coordinate refurbishment of Club trailer.

Clubs Australia –

Secretary to send a letter of appreciation to BMW Group for PESP allowance for use as FCR rally prize.

Webmaster –

No report.

MCC –

There will be a discussion regarding the issues regarding wire rope safety barriers at the next MCC meeting.

If any Club members have questions to be put to MCC please advise MCC Delegates.

Past Events –

2/4 November – 24 Trout Rally – Attended by 4 Club members.

3/4 November – Thunder Rally – Attended by 23 Club members. Club won the prize for most Club members in attendance.

17 November – Malaluka Movie Night – 35 members and guests attended for dinner and movies. A great night. Thanks to Marie Pennykid for organising and cooking.

Coming Events –

8 December – Christmas Party – Majors Creek Recreation Reserve.

31 December to 1 January – New Year's Gathering – Micalong Creek via Wee Jasper.

26 January – KRR Recon Run – Dungog.

11/13 January – Capital rally – Stewarts River Crossing Campground, Shoalhaven River.

8/10 February – Karuah River Rally – Frying Pan Creek, Chichester State Forest.

General Business –

Paul Evans suggested the ordering of umbrellas with Club logos for use at wet rallies.

Marie Pennykid proposed the catering for the Christmas Party will cost \$27/head plus \$240 travel cost, plus nibbles and soft drink at \$6-8/head. Seconded by Bob Madell. Approved.

Dave Beers reported that he has researched defibrillators. Option may be to buy and donate to local Lions Club, etc., so that creates a link to local community. Dave agreed to find out who has what in Dungog, e.g. Lions, fire brigade, ambulance, SES, etc.

Marie Pennykid advised the movie night cost \$354. Expenditure approval moved by Marie, and seconded by Bob Madell. Motion approved.

Jason Boyd proposed a regional social event initiative whereby the Hunter, South, North and ACT groups could arrange social events such as movie nights, historic rides, etc. to bring the Club together and show parity to non-Sydney members. Costs to be subsidised up to \$300 of \$15/attendee, whichever is the lower. Events must be advertised on the Club Calendar. Alcohol will not be reimbursed. All cost must have supporting receipts. This initiative to occur in the current financial year, up to June 2019. A motion to approve was raised by Bob Madell and seconded by Dave Povey. Motion carried.

Jason Boyd proposed the preparation of a Karuah communications Pack and a Karuah Rally Pack to assist in the publicity of the Rally. The Communications Pack will consist of pamphlets in a pamphlet holder to be circulated to BMW dealers and other bike shops and bike friendly cafes in December. The Meeting approved the expenditure of \$60 for this. The Rally Pack would consist of a suggest list of gear required to attend the KRR and some suggest routes on GPX files to assist riders.

Jason Boyd advised that he had received a message from Gary Smee of BMW MCCA thanking the Club for its support at the NMR18. Gary had some camping hardware (2 solar lights, 2 titanium cups and 2 folding gas stove with gas cartridges) which it was proposed to be used as prizes at the Christmas Party.

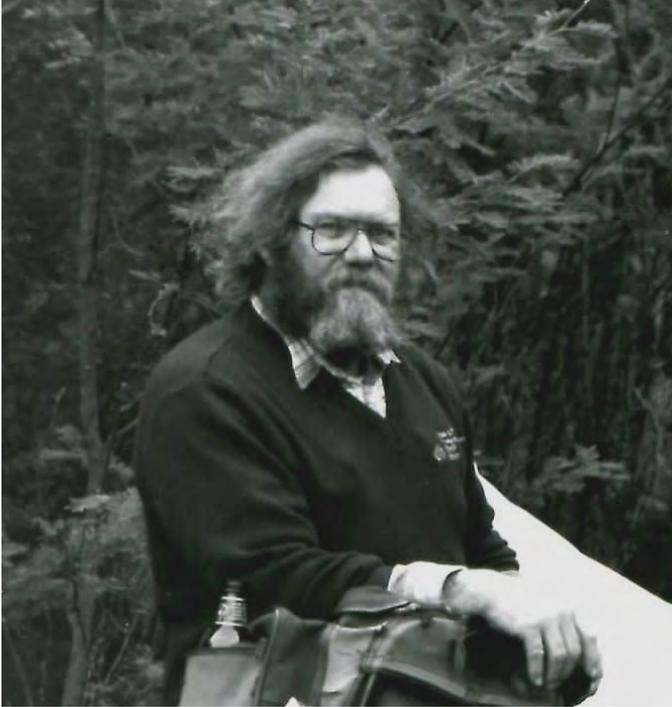
Meeting Closed: 8.45 pm.

New Members:

The Membership secretary would like to welcome the new members:

Gavin Clarke (Lindfield)
Ian Ramsay (Yagoona)
Alexandre Lambert (Vaucluse)
Stuart & Sharon Walker (Emu Plains)
Indra Budiman (Sydney)
Dave Edwards (Ulamambri)

Vale Rod (Griz) Grant.



At last years Christmas party we received the sad news that Griz, an ex-President of our club had passed away. I was around in his time and rode with Griz on many occasions, even got to ride some of his bikes. He was someone who had an impact on the club and who you wouldn't forget. He always said that he'd never be seen dead on a Harley; His final ride was being carried by a Harley Davidson sidecar hearse . He wouldn't have been impressed ;) (Ed)

In Memory of Griz—Rob Lovett

At our Major's Creek Christmas function on Saturday 8 December I was told that Griz, our president for some years, had passed away.

When I joined the Club in 1995 (or was it 1994?), I think Griz was president (or was soon after). He was the antithesis of what I thought the president of a prestigious institution such as the BMWTCNSW might be, until I discovered what the Club was actually about. This led me to reinterpret the concept of prestige to which, in a very large part, I am indebted to Griz.

Griz led from the front (unless Marie or Alan were behind him – or sometimes Gerry or Adrian) then the lead became interchangeable. But Griz led from the front in every sense as the indelible image of a motorcyclist committed to riding. His presidency gave the Club a clearly recognisable persona very much in the vein of what I understand its formative years were like. He called a spade a spade, or if he considered someone or something had fallen below the boundary of his esteem, he would call them other things. It gave the Club an absolute sparkle.



But there were many facets to Griz, and from my perspective, behind the gruff exterior was a generous, sensitive and helpful bloke (all carefully hidden of course).

Griz was larger than life because he lived life to the fullest. He worked hard, played hard and rode hard. I hope he's now someplace where the roads are long and twisty where he can push his big BMs to the max.



Dave Ramsay:

I did not know Griz very well. He was President when I joined the Touring Club around twenty years ago. A big hairy bloke with a beard who rode a dark K100RT (it might have been an 1100) everywhere. Big screen, spots, beefed up suspension and lots of carrying capacity. During his tenure he was probably the most active riding president. He saw it as his duty to go to every event and rally. You would meet him at a rally in South Australia, cross paths with him on the New England, at the meeting with the Vic Club in Genoa or more typically, at the Beehive Hotel in Coolac. He was burning through tyres, pads, bearings and splines (or whatever it is on a K that wears). Lots of mid-week maintenance I guess. If you didn't see (or hear) him on the Saturday it was probably because he was there on the Friday night and was now at an event 700 clicks away. His usual greeting was a loud "what the *#%& are you doing here *#@ off yah rally wankers" accompanied by a belated smile.

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2019 CAPITAL RALLY

According to the badges I have on my wall I went to the 2004 to 2010, 2014 and 2018 Capital Rallies. The Rally had been held long before those dates sponsored by the Motor Cycle Riders Association of the ACT (MRAACT). I'm sure I attended the rally before those dates however a fire at my home in 1997 destroyed the evidence.

Up until about 2013 the Rally had been held on the banks of the Goodradigbee River in the Brindabella Valley about 60Km from Canberra. Some people found the trek into the site a little challenging so a couple of sites closer to Canberra were trialled over the years until the Rally ceased to run. We tried to start the rally at Brindabella once more however flood damage and pressure from local residents prevented us from continuing to use the site.

2006 Capital Rally Pics:



Drinking in the River was a popular pastime



Rob Lovett & The late Phil Boyle

An alternative site was chosen in 2018 while not in the Capital Territory (nor was the Brindabella Site) we decided to continue to support the MRAACT and continue the Rally at Stewarts Crossing on the Shoalhaven River about 26 Km from Braidwood providing a number of great alternative rides from Sydney in particular. The site is great summer time camp with a lovely riverside beach and council provided toilets. There were other free campers not associated with the rally but less than I've seen in the past.

In 2018 we had 54 attendees and this year 53. The Rally is a back to basics affair requiring minimal organisation with none of the usual raffles, trophies, and catering we provided at the Brindabella site. We did however collect money for badges which have been ordered and will be mailed out in due course. Among the people attending were former members of the BMWTC Jenny and Ian Gillham and Kerry and Ian Idle in their caravans and mobile home along with an assortment of people including the usual BMWTC crew and members of the South Coast United Tourers (SCUM)



Henning Jorgensen, Rob Edgar and George at this years rally

We thank everyone for their support. See you there next year.

George (Scarfie)

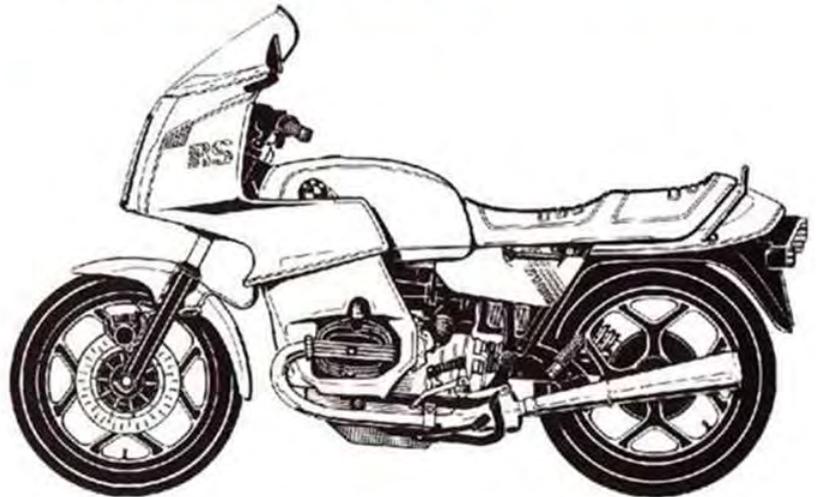
BMW Touring Club of NSW

Classic Day Ride - Kangaroo Valley

March 16th 2019



For further details contact
Scott - 0400 401 555
Jason - 0412 858 880



Capital Rally—Warren Buffett

Dave Beers and I left Bowral headed for the Capital Rally 2019. It wasn't a huge ride to Stuarts Crossing so back roads were mandatory to extend the ride and maximise the fun. First stop was Robertson via Kangaloon Rd to top up the 35L tank on the R80. I figured 20 litres would keep me amused for most of the weekend. We headed for Fitzroy Falls via Wildes Meadow. This is a great curving back road but at the end is an Old Wares business called Grandpa's Shed and next to it is a small general store run by, I assume, Grandma. Anyway the old duck there makes the best sausage rolls I've ever tasted sixty years of roll testing. They have more meat than a lean steak with just a touch of spice so that to add sauce would be an insult.

Following our early lunch it was a run south on Highlands Way popping out at Marulan before taking the next exit to head for the Nerriga Rd via Bungonia. You turn right at Sandy Point Rd where the road eventually turns to dirt and makes for more fun before another left and more dirt takes you to the Stuart's Crossing camp ground. Surprisingly, there weren't as many other folk there as last year despite the local council putting in toilets to add a touch of civilisation to the area. Fifty plus rallyists didn't mind the lack of company from Joe Public and the afternoon was spent sitting in the Shoalhaven River partaking in the odd beverage and solving the world's problems. Unfortunately, this proved thirsty work so we kitted up and rode into Braidwood to replenish supplies for the evening session. A pleasant evening ensued and it was good sleeping temperature so after a slow pack up on Sunday morning we headed for Nerriga Pub for coffee and breakfast before heading for Nowra then a bit of freeway to Kiama before taking Jamberoo Mountain Pass to Robertson Pie Shop to make sure their chicken, leek and camembert pies were still up to scratch.

Tourist Rd and Range Rd put us near the top of Mt Gibraltar between Mittagong and Bowral to complete a loop ride of over 400k's. A great weekend made possible by our own George Scarfe who took on organising the rally on behalf of MRA ACT. Without Scarfe's effort to keep it alive the rally would have died. The only mishap I know of is that Leroy lost his frisbee and looked like a dog with a hangover on Sunday morning.

Cheers
Woz

"For A Few Dollars More....."

In 1974, when I was riding a BSA 500 single around London, all I could want in a motorcycle was summed by the letters R90s - but the ask was over 2000 pounds, and may as well have been the Crown Jewels to me. The police in England had been issued BMW /6 series bikes, and a friend was working for the concessionaires in West London; he got the use of the press bikes and dealer demo machines, and I hung on his every word. His review of the R90s was somewhat coloured by a weekend in Devon, when he stuffed one through a dry stone wall (and walked away!) but the bike was, and remains, a truly exciting ride. He slid me in the back door and I slid out again with a 75/6 police demonstrator - it took every penny I could borrow.

Plenty of motorheads feel that the big Bee Emms are somehow tame, or even 'safe'; you know the stereotype - older men and the nerveless city worker. This is rubbish, in fact a dangerous mis-understanding of the range of riders using the Bavarian boxer. In my long-time association with the brand I've seen them all, including several high milers owned by the TNT (tats & no teeth) mob. Bee Emms can go hard, if that's what you want, and they all go for a very long time if you keep them out of the rockery.

The release of the R90s was a marketing bombshell in 1973 - all Bee Emms before then had been black - unless you were a policeman, in which case they were white (symbolic associations?). The factory went well out on a limb with the hand-applied two-tone paint job and pin striping on the S model. In his 1977 book "Bahnstormer", L.J.K.Setright tells it in typically dry fashion.....

" As far as the world at large was concerned, the R90s showed the flag for BMW. Its idiosyncratic appearance confirms this intention: this was the first BMW to enjoy the attention of a stylist, when a new position was created in the motorcycle division for that kind of industrial designer and a newcomer called Hans Muth was brought in from Ford to fill it. His was the little fairing, the luxurious seat, the instrumentation (complete with a fine clock); and his was the very fancy air-brushed paint scheme that made every S a different, hand

-finished, *unique* motorcycle. For Muth it was a tentative start; what was to follow was literally and figuratively of much greater moment."

Indeed. And what he did next was employ wind tunnel resources to produce the world's first fully faired production tourer – in the R100 – It was a benchmark of practicality for its day. He also foisted the R45 and R65 onto the market, the former to no great fame, but the latter getting hard-won praise from mechanics who worked on them as the sweetest town Bee Emm ever. Unknown to Setright at the time he wrote, was the career move by Muth over to Suzuki, where he produced a triumph of design in the Katana; the best looking Jap bike of that decade and a touchstone for the Nippon big four ever since.

Whatever the rest of the world was thinking in 1974, I was definitely hard for a smoke silver S, and it took until 1991, when I bought the Weasel, to scratch that itch. The bike was hacking around Nice, on the South coast of France, and had been whored-up with an aerosol respray, but there were signs of maintenance under all that urban camouflage, so I laid out the price and rode away.

How can you account for the feel of a 90s? It has, for me, to be in the big bore Dell'Orto carburetors that give heart to the mill; sure there is a hotter cam in there and a compression increase too but nothing puts hair on the arms like an accelerator pump delivering neat petrol into the intake charge. It's instructive to remember that the Germans could only get the 90s to market in the form desired by grafting on some Italian soul. The cam is lumpy at idle, and the carbs have a large enough bore to make air flow lower than optimum at idle, but it walks off in first or second without a whimper. Plenty of pub mechanics push the line that Dell'Ortos are a hassle to setup..... I use a set of German flow meters got with the 75/6 in London to balance the intakes, and when done right they are hard to break (except that pitiful aluminium capnut under the float bowl). The redline of this engine actually does deliver, un-

like its Bing-fed brothers that won't run any harder when revved out. The engine breathes well once 3500 revs are up, and all of the rest of the range up to 7000 is functional. The chassis is long and the bike is thin by modern standards, with rake and trail giving straight line stability. The European 'flats' place my body in near-perfect relationship to the controls and the airstream. I also ride a US spec R100 as a commuter, equipped with those 'Texas Longhorn' handlebars demanded by the Yanks - it's good to see that the US specification R90s bikes were still supplied with those lovely 'flats' - anything else was just plain wrong for this machine.

Out of the box, this was a superb high speed sports tourer; the production run totalled 17,455 bikes between 1973 and 1976. Factory records show mine was number 847, leaving Berlin in November 1973, and first rego was at Cannes in February 1974. This early in the production life several points should be noted; the flywheel 'stretch' bolts were undersized, and some lucky owners won a 10 pound flywheel frisbee, also the front axle was not rigid enough, with a mean 14mm diameter. The gearbox was the new 5 speed, and its bearing seats were under-webbed, leading to flex and failure. I didn't look into my clutch and gearbox - at least not until the layshaft popped its bearings going up the Lot river valley in France, denying me 3rd and 5th gear. The Weasel was then christened from the nursery rhyme "...that's the way the money goes, pop goes the weasel." after the huge amount of damage done to my credit card in a workshop at Perigueux.

That summer in England during 1991 was a blur of hedges and villages as I got around the friends and family abandoned in 1977. The Weasel was re-sprayed with Standox paint in smoke silver, a cracked swingarm replaced, heads re-conditioned, a set of drilled discs fitted and a pair of Krauser panniers was (reluctantly) installed to give us some tourability. Evie was my squeeze at the time, and since we were not yet married she was still keen to show loyalty by indulging my whims - in this case a 15,000 Km roll around the European Economic Community. We kicked off in July with a lunatic run from Kent down to St. Tropez in one day, **averaging**



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around 90 mph two-up and loaded well beyond the manuals polite suggestion of 398Kg max. Luckily the Bol D'Or 24hour race was on that weekend, and we were invisible among the thousands of equally lunatic French sex-bike riders swarming down the route South for a happy race-and-riot break away from suburbia.

The load was definitely a worry, and while any Bee Emm can be overloaded and then beaten like the family mule, the rider needs to re-calculate some of his usual cornering vectors. At times like this the rubber frame syndrome (often discussed by R series survivors) becomes a problem. As Clint says, "...a man's got to know his limitations." I certainly found mine with the Weasel, in fact on one memorable morning in the Italian Alps we did an unrepeatable downhill 'three point turn', on a hairpin looking over a thousand foot drop, using the left-hand cylinder head as the third point. Pillions never know how close they sometimes come, do they. The top speed of a 90s is a genuine 128 mph; this is still totally respectable today, and in 1973 was everyone's boast, but only a few could show it. The Weasel was not only good for it, she ran close to the max for mile after fabulous mile on wide, sunny Autoroute one, frightening the sex-bikes and my girlfriend, but giving me that speed-rush glow. We reached the sea well after dark, and I slept with the grin still on.

The constraints of two-up touring with all the trimmings are second nature to a Bee Emm, even this high stepping sports bike. I pounded the engine without mercy, the roads were often appalling and sometimes high enough to make us light headed from lack of oxygen (Col de la Bonnette, where the bones of the earth show through its skin) but still the boxer sang its whip-song. The tool roll I put together before crossing the Channel got plenty of action. I fiddled with the steering head bearing tension most days (a precise torque setting required but impossible) in a foolish attempt to lose the quiver at some speeds, and I fiddled with the tune on the Dell'Orto's, more for enjoyment than necessity. Days passed and respect for the Weasel grew, weeks passed and the pleasure of starting the beast up in the morning was always there. Apart from water entry into the float bowls (Ah Ha, no rubber boots on the cable ends!) I never once felt the tug of resistance to my throttle hand, while fuel usage, often better than 50 miles per gallon, was astounding for such hard work.

In Rotterdam, a skull city if ever I saw one, some snapper-head ripped both front indicators clean off their stalks and carried them away to its nest (and this was while parked inside an apartment block!)

When winter came around I crated and shipped the Weasel

back with us; I wanted to get the bike sorted out in my own time, and planned a rebuild when I got the opportunity. This came, (as God likes to keep me on my toes) when the R100 took me for a dancing lesson through some gravel on the centreline of the North Ryde Crematorium corner on Delhi Road. One shoulder was dislocated and the other arm broke, but somehow Casualty at RNS hospital managed to diagnose me as only bruised and sent me home with a packet of Panadol Forte. Brooding about this led to the realisation that everything that broke on the R100 during the tango was available for cannibalisation from the Weasel, and would remove non-standard parts from the R90s that were due to be replaced anyway.

Once the Weasel was installed in the sunroom it was stripped and the R100 was rebuilt from the parts. I ordered a massive delivery from Moto-Bins in England (30% under local prices on average, plus they source hard-to-gets from original contractors in Germany, highly recommended.) and put out various sub-contracts around town. Pete Smith at Epicycle balanced and lightened the flywheel, a job I would encourage any /6 or /7 owner to do, and he cleaned up the heads, catching and welding up a hairline crack in the left one. The wheels were re-laced with stainless spokes, and trued to a C-hair (I also found that wheel bearings "replaced" and paid for in England were ***not*** new; - I hope you die poor and alone Andrew). Wetspray was redone on the fairing and front guard by Alan Keed, a top bloke who understands paint and pin stripes, and chassis parts were powder coated in gloss black. Anodising and plating were done only after I studied original brochures to get the right finishes on all the fiddly bits, and wreckers all over Australia learnt my name as I hunted down cast metal indicator bodies, original Boge shockies (for their aluminium shrouds) and early series levers and switchgear. All in all a most satisfying several months was spent getting it right, blueprinting the chassis and motor and refinishing components rather than buying new. All instruments except the volt meter were serviced and re-calibrated by Dennis Quinlan at KTT, who keeps spares for Moto Meter (and nearly anything else). Incidentally the steering havoc noted in Europe turned out to be a twisted lower fork yoke trying to put the tip of the left stanchion 6mm in front of the right one, and wasn't helped by the worn steering damper having 10 mm of free un-damped travel.

I wanted what I saw back on the showroom floor in 1974, and to be accurate I have not 'restored' the Weasel, I re-manufactured it. The end result was a surprise, even to me. Firing up on the first button then ripping down to the petrol station for a tank of Super wasn't the best of it; that came on an extended run, when I found all the vices muted

or gone and every function, from brake lever to filler cap, crisp and tight.

This sort of pleasure needs to be shared. I had hoped to attend the Queensland release of the R1100 and enter in the Concourse competition; but my first baby daughter, Cashan, was weeks away from delivery and so I stayed home instead. It would have won its class, so I didn't need to go anyway eh? The relationship at home seems to be comfortable; the R100 is the wife, and I love her for the duty she does without complaint - but the 90s is my girlfriend, for fun at odd times when I can get away and just looking at her makes me grin.

Every time the leg goes over its all fresh and new. That's got to be worth a few dollars more.

p.s.

Since one of you purists would spot the following, I'll save you the phone call. Tinted screen perspex from France, braided steel brake lines, and stainless spokes are all non-standard. The fuel taps are wrong for the year, too. (Missed that one, didn't ya.) - Henry Balfour



Alpine '93, What will this year be like?

Parts (Forks) Wanted

F650GS Scarver

The chrome legs on my recently purchased bike are corroded on the inside causing the seals to leak. I can be contacted on 0430130203 or this email address. . Wayne.a.cook@gmail.com



WELCOME TO BIKEBIZ BMW MOTORRAD

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

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One page left to fill and no more material!
Old photo time!



All BMWTCNSW Memembers at an Alpine Rally, spot the BMW!



BMW Touring Club of NSW

42nd KARUAH RIVER RALLY

8 - 9 - 10 February 2019

Frying Pan Creek Campsite off Frying Pan Road, Chichester State Forest, via Dungog NSW

Dear Motorcyclist. If you like putting a bit of camping gear on your bike and riding into some of the prettiest country in NSW, then we'd love to see you at our 42nd KRR. It's about 31 or so km north of Dungog via the Monkerai and Main Creek Roads or the Wangat Trig Road past the Chichester Dam turnoff. Check our Website or the Bank Hotel Dungog for a map – note there's about 14k of (reasonable) dirt from either direction.

KRR is for motorcyclists only; cars are not permitted unless by prior arrangement. Your \$25 entry covers badge and a breakfast voucher. BBQ style catering is provided on Saturday afternoon at reasonable prices - all other supplies are available in Dungog where there is much to see and do. Rally awards and raffle prizes are presented on Saturday evening, and the site has male and female toilets. ***You don't have to own a BMW.***

Contact Rob Lovett on 0417 267 425 (leave a message) or email rob@gaslightbooks.com.au - please put Karuah in subject line. See also www.bmwtcnsw.org.au.

RUBBISH - HELP PLEASE! – We must pay for rubbish removal - please assist by taking out as much as you can - most appreciated!

AND NOTE – If extreme conditions require us to change the rally site location, we'll try and give you as much warning as possible – check our Facebook and Webpages closer to the time. The alternative venue will also be signposted from the rally site and from the Bank Hotel. ***PLEASE VACATE IF ADVISED TO DO SO (we hope this is very unlikely).***

The BMW TC NSW acknowledges the valuable and longstanding support of the Forestry Corporation of NSW in providing us with the Chichester State Forest campsite. Rally participants are asked to respect and protect these valuable facilities and access roads.

The standard of behaviour is left to the individual – we ask you not to spoil it for others



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)

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

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

2019

Mo	Tu	We	Th	Fr	Sa	Su	JAN
	1	2	3	4	5	6	10th South Coast Social Sip
7	8	9	10	11	12	13	12th Capital Rally @ Stewarts Crossing
14	15	16	17	18	19	20	26th KRR Recon Run
21	22	23	24	25	26	27	30th Club Meeting @ Toongabbie
28	29	30	31				31st Hunter Social Sip

Mo	Tu	We	Th	Fr	Sa	Su	MAR
				1	2	3	9th - 11th Cold Flame Rally
4	5	6	7	8	9	10	14th South Coast Social Sip
11	12	13	14	15	16	17	16th - Classic Ride Day (details TBC)
18	19	20	21	22	23	24	27th Club Meeting @ Toongabbie
25	26	27	28	29	30	31	28th Hunter Social Sip

Mo	Tu	We	Th	Fr	Sa	Su	MAY
		1	2	3	4	5	9th South Coast Social Sip
6	7	8	9	10	11	12	11th - 12th Loaded Dog Rally
13	14	15	16	17	18	19	29th Club Meeting @ Toongabbie
20	21	22	23	24	25	26	26th New Members Ride
27	28	29	30	31			30th Hunter Social Sip

Mo	Tu	We	Th	Fr	Sa	Su	JUL
1	2	3	4	5	6	7	11th South Coast Social Sip
8	9	10	11	12	13	14	12th - 14th Winter Rally
15	16	17	18	19	20	21	20th Annual Awards Dinner (TBC)
22	23	24	25	26	27	28	25th Hunter Social Sip
29	30	31					26th - 28th Hat Rally
							31st Club Meeting @ Toongabbie

Mo	Tu	We	Th	Fr	Sa	Su	SEP
						1	6th - 8th Dargo High Plains Rally
2	3	4	5	6	7	8	12th South Coast Social Sip
9	10	11	12	13	14	15	14th - 15th Far Cairn Rally (TBC)
16	17	18	19	20	21	22	25th Club Meeting @ Toongabbie
23	24	25	26	27	28	29	26th Hunter Social Sip
30							28th - 29th Sidecar Rally (TBC)

Mo	Tu	We	Th	Fr	Sa	Su	NOV
				1	2	3	1st-3rd Thunder Rally (to be confirmed)
4	5	6	7	8	9	10	14th South Coast Social Sip
11	12	13	14	15	16	17	27th Club Meeting and Auction Night
18	19	20	21	22	23	24	28th Hunter Social Sip
25	26	27	28	29	30		

Mo	Tu	We	Th	Fr	Sa	Su	FEB	
					1	2	3	9th - 10th KARUAH RIVER RALLY
4	5	6	7	8	9	10	14th South Coast Social Sip	
11	12	13	14	15	16	17	27th Club Meeting @ Toongabbie	
18	19	20	21	22	23	24	28th Hunter Social Sip	
25	26	27	28					

Mo	Tu	We	Th	Fr	Sa	Su	APR
1	2	3	4	5	6	7	11th South Coast Social Sip
8	9	10	11	12	13	14	13th-14th Outfit Rally (Vic)
15	16	17	18	19	20	21	13th-14th Bundarra weekend(Hunter group)
22	23	24	25	26	27	28	24th Club Meeting @ Toongabbie
29	30						25th Hunter Social Sip
							27th - 28th Autumn Leaf Rally
							27th - 28th DR Muster

Mo	Tu	We	Th	Fr	Sa	Su	JUN
					1	2	8th - 10th 50th Alpine Rally
3	4	5	6	7	8	9	13th South Coast Social Sip
10	11	12	13	14	15	16	21st - 23rd Casper Rally
17	18	19	20	21	22	23	26th Club Meeting & AGM
24	25	26	27	28	29	30	27th Hunter Social Sip

Mo	Tu	We	Th	Fr	Sa	Su	AUG	
				1	2	3	4	3rd Border Run (SA/WA)
5	6	7	8	9	10	11	8th South Coast Social Sip	
12	13	14	15	16	17	18	28th Club Meeting @ Toongabbie	
19	20	21	22	23	24	25	24th - 25th TTT Rally (to be confirmed)	
26	27	28	29	30	31		29th Hunter Social Sip	

Mo	Tu	We	Th	Fr	Sa	Su	OCT
	1	2	3	4	5	6	5th - 7th Long Weekend Tour (details TBC)
7	8	9	10	11	12	13	10th South Coast Social Sip
14	15	16	17	18	19	20	11th - 13th Kosciuszko Rally
21	22	23	24	25	26	27	30th Club Meeting @ Toongabbie
28	29	30	31				31st Hunter Social Sip

Mo	Tu	We	Th	Fr	Sa	Su	DEC
						1	14th Christmas Party (to be confirmed)
2	3	4	5	6	7	8	26th Sydney Social Sip @ Toongabbie Hotel
9	10	11	12	13	14	15	
16	17	18	19	20	21	22	
23	24	25	26	27	28	29	
30	31						

1 Weekend (confirmed)
 1 Weekend (tbc)
 1 Meeting, social sip etc

If undeliverable return to :

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AUSTRALIA

Watch out for these upcoming events :

8th-10th Feb	Karuah River Rally
8th-10th March	Cold Flame Rally
16th March	Classic Ride Day – Kangaroo Valley
13 th -14 th April	Vic Outfit Rally
13 th -14 th April	Weekend ride to Bundarra
26 th -28 th April	Autumn Leaf Rally