

# BMW TOURING CLUB OF NSW



Member of the International Council of BMW Clubs

BMW Touring Club  
of New South Wales



## March 2016 NEWSLETTER

## OFFICE BEARERS

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CLUB POINT SCORES

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### Club Website:

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

### Club Yahoo Email site

(members mailing list - voluntary):  
<http://groups.yahoo.com/group/bmwtcnsw>



[www.bmwclubs.asn.au](http://www.bmwclubs.asn.au)  
[www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)

## Regional Ride Co-ordinators

<b>ACT</b>	Dave Ramsay	02 6278 3895 <a href="mailto:actcoordinator@bmwtcnsw.org.au">actcoordinator@bmwtcnsw.org.au</a>
<b>Hunter</b>	Rob Tiedeman	0425 777 461 <a href="mailto:huntercoordinator@bmwtcnsw.org.au">huntercoordinator@bmwtcnsw.org.au</a>
<b>Mid North Coast</b>	Lin van Copenhagen	0417 098 255 <a href="mailto:midnthcoastcoordinator@bmwtcnsw.org.au">midnthcoastcoordinator@bmwtcnsw.org.au</a>
<b>South Coast</b>	Tony Schmidt	0407 494 229 <a href="mailto:sthcoastcoordinator@bmwtcnsw.org.au">sthcoastcoordinator@bmwtcnsw.org.au</a>
<b>Central West</b>	No current officer	<a href="mailto:centralwestcoordinator@bmwtcnsw.org.au">centralwestcoordinator@bmwtcnsw.org.au</a>

## Classic Register Registrars

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

## Meetings

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Friday of the month. At the Hexham Bowling Club for a chat and something to eat.
North Coast Breakfast & Social Sip	PORT MACQUARIE BREAKFAST Last Saturday of the month, 8:30 at The Sandbar Café, Camden Haven, The after "breakfast ride" determined over breakfast. SOCIAL SIP Second Sunday 4.30pm Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie.

## Club Point score

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

## President's Report

The **Karuah River Rally** always seems to take forever to roll around but then the 3 days seem to go so quickly. Time definitely does fly while you are having fun! Rob Lovett is submitting a report on the rally elsewhere in this issue of the newsletter but as President I would like to express thanks on behalf of the Club to Forests NSW, our sponsors, Rob, Mal and all the other members who help to make the rally go off without a hitch.

Global warming seems to be working in our favour for the rally at least, gracing us with a weekend of perfect weather after such a wet start to the year. The only down side seemed to be one of our marquees sustaining damage from being collected by one of the entrants bikes. Spare parts are available from the supplier so the damaged struts and joints can be replaced.

The **Club Elections** are seemingly a long way off as yet but the current officers indicating they will be standing down at the end of June the following positions will be definitely vacant:

- Vice President (currently Al Pennykid)
- Editor (currently Andrew Watson)
- Regalia (currently Mick Furchert)

The various duties of positions are outlined in the club constitution. The Editor's work could most definitely be carried out by someone anywhere in the country as long as they are keen to help the Club and have an internet connection. Exchanges of articles and the finished product are all currently handled by email. Hopefully we'll have some keen people step up by June.

### \*\*\*\*\* LATE INCLUSION FOR UPCOMING CLUB EVENT \*\*\*\*\*

BMW (and many other brands) dealer **Bikebiz**, who have been enthusiastic and very much appreciated sponsors of the Club are keen to host a **BBQ and Bike Night** at their Parramatta Road, Granville dealership. Details are yet to be finalised at the time of print but it will be **mid-April, mid-week**. Bob Edgar is currently nutting out details with Bikebiz owner Peter Condon, but it looks like we'll have a bbq, some product info along the lines of the night they came out to the Club meeting, some discounts on clothing/accessories in-store, hopefully some demo bikes and maybe some sort of video presentation. Definitely watch out for this.



Well done and thanks for the help at Karuah once again everyone! I'm sure Rob is already plotting next year as this is being written. Safe riding in March, and I'll be heading down the Cold Flame Rally later in the month.

Al Peters

# Ride Calendar

MARCH			
Friday 11 <sup>th</sup>	<b>South Coast Social</b> Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 13 <sup>th</sup>	<b>Coffee and day ride meeting</b> 22 Patterson Road, Bolwarra. 9.00 Am for coffee. Possible ride afterwards to be decided on the day.	Cheryl 0408 074 214	2
Sat 12 <sup>th</sup> – Sun 13 <sup>th</sup>	<b>Cold Flame Rally</b> , at the junction of the Snowy and Pinch Rivers on the Barry Way south of Jindabyne		10
Fri 18 <sup>th</sup> - Sun 20 <sup>th</sup>	<b>March Moto Madness</b> at Bylong 4WD Park, more info at <a href="http://marchmotomadness.com/?page_id=7">http://marchmotomadness.com/?page_id=7</a> (scroll down for the Aussie link)	Mal Cattermole 0409 179 419	10
Wed 23 <sup>rd</sup>	<b>Full Moon Jaffle Run.</b> Hawkesbury Heights Lookout. moonrise @ 6:57pm	Alan Pennykid 0427 393 093	2
Wed 29 <sup>th</sup>	<b>Bike Night at Harrys Café de Wheels.</b> Penrith Panthers from 7pm	Alan Pennykid 0427 393 093	2
Wed 30 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Thurs 31 <sup>st</sup>	<b>Hunter Social Sip:</b> Hexham Bowling club 6.00 PM for Drinks and Chinese dinner from around 6pm (last Thurs of the month)	Rob Tiedeman 0427 777 461	2
APRIL			
Fri 8 <sup>th</sup>	<b>South Coast Social</b> Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 10 <sup>th</sup>	<b>Coffee and day ride meeting</b> 22 Patterson Road, Bolwarra. 9.00 Am for coffee. Possible ride afterwards to be decided on the day.	Cheryl 0408 074 214	2
Sun 17 <sup>th</sup>	<b>New Members Ride:</b> Meet at Shell servo Berowra at 9:30 am, leave at 10 for a ride to Wisemans Ferry for BBQ and a chat. RSVP 15/4/16	Marie Pennykid 0428 393 093	6
Sat 23 <sup>rd</sup> – Mon 25 <sup>th</sup>	<b>Back to Bendemeer.</b> Pub run to Bendemeer to meet with members of the Queensland Club. Book a room at the pub (02) 6769-6550 tell them you are with the BMW Club run.	Marie Pennykid 0428 393 093	10
	<b>Autumn Leaf Rally</b>		10
	<b>Vic/SA BMW Clubs Biennial Rally – Cape Bridgewater</b>		1-
Wed 27 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Thurs 28 <sup>th</sup>	<b>Hunter Social Sip:</b> Hexham Bowling club 6.00 PM for Drinks and Chinese dinner from around 6pm (last Thurs of the month)	Rob Tiedeman 0427 777 461	2
Sat 30 <sup>th</sup>	<b>Full Moon Autumn Camp at Mt Wilson.</b> Come and howl at the moon	Alan Pennykid	
MAY			
Sat 14 <sup>th</sup> – Sun 15 <sup>th</sup>	<b>Loaded Dog Rally</b> @ Tarago Showgrounds		10
Sat 21 <sup>st</sup> – Sun 22 <sup>nd</sup>	<b>Camping/Shooting weekend</b> @ Ilford. More details to come.	Mick Moriarty	10
JUNE			
Sat 11 <sup>th</sup> – Sun 12 <sup>th</sup>	<b>Alpine Rally</b>		10
<b>4/6*</b> City members attending a club meeting receive 4 points, country members receive 6 points			

# BMWTCNSW Monthly Minutes

**27 January 2016**

**Chairperson** – Al Peters

**Meeting Opened** – 7.58 PM

**Apologies** – Janice Jeffrey.

**Visitors** – Nil

**New Members** – Nil

**Previous Minutes** – The Minutes of November 2015 Meeting were not available.

## **Correspondence** –

- Magazines from BMW Club: UK (Dec and Jan), NZ, and VIC.
- Westpac statements x 4.
- Member renewal x 1.
- New member application x 5.
- Trailer Registration receipt and Certificate of Registration.
- RMS letter regarding Classic Vehicle Log Book Trial

## **President's Report** –

- The Karuah River Recon Run was successful and \$1,700 cheque was presented to the Dungog SES as a donation with respect to the 2015 Dungog Floods.

## **Vice President's Report** –

- Al noted that there is a charity ride for the RFDS if any member is interested.

## **Secretary's Report** –

- See minutes in the Newsletter.

## **Treasurer's Report** –

- Reserve Acc \$26,475.73.
- Cheque Acc \$6,744.40.
- The President transferred the duplicate PO Box key to the Treasurer to enable collection of the Westpac Bank statements by the Treasurer direct from the PO Box.
- The Treasurer requested authority to sign cheques.

## **Membership Secretary** –

- The last couple of months has been good for new membership.
- One of the new members has offered to be the Regional Ride Coordinator for the Bega and South Coast area. Membership Secretary to follow up.
- The Membership secretary confirmed that there are currently 230 members.
- The Public Officer asked the ratio of city to regional member numbers.

## **Editor** –

- No report.
- Due to the continual problems with the current printing of the Newsletter it was suggested that the Club look for a new print company. Mick Goodwin to follow up.

## **Regalia** –

- It was noted that Mick Furchert will not be continuing as Regalia Officer next year.

- The vacant position will need to be filled at the AGM.

## **Assets & Archives** –

- No report.
- Secretary to give Mal Cattermole a copy of the Trailer Registration.

## **Clubs Australia** –

- 7 March – opening of the BMW Classic building in Munich.
- September main event in Munich to celebrate BMW Centenary.
- 20 August BMW worldwide club celebration day.
- 11-13 November BMW National Rally in Bright, Victoria.

## **Public Officer**

- No report.

## **Webmaster** –

- No report.

## **MCC** –

- Troy Bayliss has launched a new Ducati Corse race team.
- Victoria is carrying out a study of daytime headlights and high visibility clothing.
- 33 new MCC members as a result the Sydney Bike Show.

## **Past Events** –

- Christmas Party. Well organised by Rob Tiedeman & Co. \$335 raffle money was donated to the Cassilis School P & C.
- Toongabbie Hotel Christmas Dinner attended by about 10 members.
- New Year Gathering at Micalong Creek. \$255 received from sale of badges.
- Karuah River Recon Run attended by about 20 members. Rally site in good condition. Lower road is the best for access.
- Yarramundi Bridge Jaffle Run attended by 5 members and 5 dogs.

## **Coming Events** –

- 13 – 14 February - Karuah River Rally

## **General Business** –

- Ian Ramsey questioned the timing of the Newsletter in that only about 25-30 members attend the monthly meetings and therefore do not learn of the meeting proceedings until receipt of the Newsletter the following month.
- Suggestion to upload the draft minutes to the Yahoo E-group as soon as possible after the meeting. Secretary to organise this.
- It was also suggested that more new member rides be organised to assist in retaining members.
- It was suggested that with the new Classic vehicle scheme that Classic Register Registrars organise events that would attract Classic vehicle owners.
- Evening at BikeBiz. John Visser had conversation with Peter Conlon of BikeBiz regarding a Club night at BikeBiz. Rob Edgar to follow up.
- Bruce Campbell reported that he had been in touch with ex member Mike Day who is well and

has left the joys of motorcycling to take up the challenge of archery.

- Paul Evans advised that Roger Martyn (now residing in Tasmania) will be in Sydney next week and that Club members are invited to a BBQ at Paul's place on 4 February to catch up with Roger.
- Warren Buffett noted that the 2016 KRR trophies are ready.

- Ian Ramsey asked Trevor Dean whether it would be possible for Club members to take part in the BMW Drivers Club track days.

**Meeting Closed:** 9.25 PM



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## KARUAH RIVER RALLY 2016

Once again our headline rally was a notable success with almost 240 registered entrants and perhaps another 20 - 30 riding in during the night. Numbers attending the rally said it all, with lots of positive feedback from those who participated. Also encouraging was the feedback from local businesses who picked up positive comments on what a great event it was.

The rally is impossible without the generous help provided before the event and on the rally day itself. Behind the scenes, the effort of Mal and Marianne Cattermole in purchasing materiel to help the rally work smoothly and towing the Club trailer on a 600k round trip was an enormous and generous effort.

In 2015, we exhausted our supply of rally trophies with Bruce Campbell and Warren Buffett kindly giving their time, design and construction effort to guarantee a supply of great looking trophies for about another decade (beauty - one less worry)!! Again, if we had to pay for these contributions we'd be up for a small fortune. On the day, Tony Schmidt, Cheryl Ison, Dave Blunn, Rachel Turner and Martin Burke alleviated a huge burden by setting up the catering trailer, helping load and transport catering supplies out to the site, and preparing the catering (eg buttering bread).

Other members who provided assistance in making the rally what it was included Marie and Al Pennykid, Mick and Evan Furchert, Rob Tiedeman, Steve Treloar, Tony Wilton, Warren Buffett, Cheryl Clarke, Ernestine Visser, Tony Conliffe, Shirley Naylor, Paul Evans and our President Alan Peters who lent a hand everywhere and anywhere. Ian Emmett greatly assisted us in bringing along a satellite phone (just in case). John Visser, Col Bovis, Dave Beers, Dave Ramsay, Joe Hughes, Wayne Banks and Bala also assisted, as did Rob Edgar (raffle prize), Andy Crook (raffle prize), and Trevor Dean with a substantial raffle prize from BMW Clubs Australia.

We also owe a huge thanks to Bruce Clark from the Bank Hotel who obtained a suitable vehicle, then took it out to the rally site on the Friday and took the rubbish back to Dungog on Sunday (a big job). And he donated all the ice to keep catering supplies intact plus a raffle prize.

We are also indebted to Procycles, Bike Biz and BMW Clubs Australia for their valuable donations and our Treasurer Bob Madell for his work in facilitating a smooth preparation behind the scenes and John Rayner



our General Secretary for doing the same. Mike Hill from the Forestry Corporation of NSW helped immensely with getting us the rally site, the barriers, a supply of firewood and exclusive use of the Frying Pan Creek camp ground. Other members of the Dungog community also helped behind the scenes.

I'm sure I've missed several who lent a hand - please let me know as I'll be doing a follow up.

In terms of riding, the appearance of a 1947 Vincent HRD Rapide made my day as did a beautifully restored and upgraded R100R with a Heinrich tank.

Finally (and foremost) - thanks to all who took the trouble to get there - you made it an absolute ripper and a lot of fun!! And as they say, a picture tells a thousand words - I reckon the one below is a great example of the Karuah River Rally atmosphere. **Rob Lovett**

# MCT

## R100S

In the 1970s, BMW emerged as a threat on the track to more established sporting models such as the Honda 750 Four, Yamaha XS1100 and Kawasaki ZIB (900cc).

The early BMW protagonist at the Amaroo Park Castrol 6 Hour was the R75/5 which in the hands of Pressley and Lucas achieved a third place in the 1970 race and in 1973 with Tony Hatton at the bars.

The R90S with a handlebar fairing was declared ineligible in 1974 by the Willoughby Club so Brian Hindle/Clive Knight ran a R90/6 and achieved a provisional first place much to the delight of BM fans. A lap recount over the ensuing year saw Kawasaki awarded the win and the R90/6 excluded on a technical point relating to fork spacers. The crew had placed them below the fork springs, not above, as a preload. Clearance was assisted by the team's strategy and the scrutineer were not happy.

The R90S returned in 1975, however, only managed a third in the hands of Joe Eastmire and the late Kenny Blake. Even with the launch of the R100S in 1976 the R90S was used for the six hours and achieved a second after a long pit stop for clutch adjustment. The focus returned in 1977 with Joe Eastmire and Kenny Blake mounting the charge on a R100S supported by Tony Hatton and German ace Helmut Dahne on a second bike. John Gavin of Metzeler tells of sending Helmut out for practice and having him return saying, 'John, I can find the access road but not the circuit.' Helmut was used to long circuits, not Amaroo's short torture test. I didn't seem to be real to him. John had to tell him that the access road was 'the circuit'.

Tom Byrne crew ace Don Wilson kept the Jim Budd/Roger Heyes Kawasaki crew team guessing. The BMW's advantage was only two pit stops where the opposition needed four or five fuel – negating some of the speed advantage of the Z1B. Don spread the rumour that the R100S was thirsty. The opposition knew the game was up when in the race the BMW went one lap past the two hour mark. There wasn't going to be three stops.

Eastmire/Blake finished with a 10 second advantage. At the end, Joe Eastmire was cutting sub-60 second laps on worn tyres. Plunging over the crest of Bitupave Hill into the Dunlop Loop, the setting sun in his eyes, rocket cover skating the tarmac. Yes, it was a ride that stirred the crowd.

I vaguely remember being in the pits after the race, where the late Dave Saunders took a photo of me with Kenny Blake and Helmut Dahne. Sadly, I didn't receive a copy before Dave's passing. I saw the race winning bike in the Tom Byrne showroom a week later for \$4,400 – only ridden on weekends. There were other priorities at that time so I didn't purchase it. I wish I had. I do remember the ride home, a slip off on a dirt verge and split laning over the Anzac Bridge at 70 plus (work it out).

While the R100S was a gap in my collection, there was no real chase to find one. A chance E-bay visit, a passed in sale and a conversation with the owner triggered the event. He volunteered to take the bike to 'Gyro' Careless of Ecco Engineering for inspection. I knew things were good when Gyro wanted to know the price and said he would pay \$9,000 for it – No Gyro, you aren't going to gazump me.

I paid a deposit of \$1,000 and asked the owner to deliver the bike to Sydney. He nominated a 3pm arrival. When no bike had turned up by 5 pm, I was starting to panic. The seller's telephone was off. Dusk had passed when I heard the welcome tappet rattle of a big twin. Apparently the seller had arrived at Holbrook, had a coffee and considered returning the deposit – he had enjoyed the ride so much. He noted, 'I wasn't convinced I could sell it.'

With a genuine 76000 km on the oddo, the machine runs very well, even the rebuilt Ecco gearbox shifts smoothly. A couple of country blasts and a check by the mystro proved the machine to be sound. It seemed only fair to renovate (not restore) the 'mess' as its 40th birthday approaches. The cherry red paint had faded (the Australian sun never respected the Spandau reds). The fluffy sheepskin seat cover and after market heated handgrips got the flick.



It would appear as though the previous owner loved the bike. He kept a record of when he polished the rims and other parts of the machine! It was a benefit, except I rode it in the rain. Hall machines are meant to be ridden so it's been out in storms.

The machine is a lazy tourer. In actual fact, it was fast and used by the rally crowd. That's probably why good examples are rare, many now without the fairing, resting in the corner of the shed, often with faded and dented tanks, damaged ducktails/racks

from holding the rally hardware on rough roads. Sad, however, popular outback equipment does suffer from the experience.

The 998cm<sup>3</sup> twin had similar power characteristics 48 kW @ 6250 rpm 75 Nm @ 5500 rpm to the R90S. In 1978, this was increased to 51 kw and 77.5 Nm. The R90S had 38mm Dell Orto carbies,



often difficult to tune, however, throttle response is great. The R100S has 40mm Bings (can be a bugger to balance and start if you don't know the secret) which are a bit lazy in throttle response. Both bikes have 9.5 to 1 compression. The five speed gearbox and the 11/33 final drive give the machine long legs on the open road. Most R100S came with Krauser panniers on a universal alloy carrier. A bloody hopeless contraption one touch and they cracked. The panniers had a habit of launching off the bike on rough roads. Are the thrills of your mate's panniers bouncing down the road towards your front wheel? Which way do you go to dodge the Bomb?

Fuel consumption is reasonable (380 kms) with a 24 litre tank. The R100S weighed 220 fully fuelled (Up 5 kg on the R90S) 0-100 km/hr in a brisk 4.7 seconds top speed 200 kms/hr. It does sound much in terms of today's rocket ships, however, it is more than adequate. Don't forget, a sports tour beat the sports bikes in the Six Hour – don't forget it.

So with new paintwork and some detailing, the Mess is ready to roll. It's pretty and It turns heads. Decide for yourself.

## BMWTCNSW SUPPORTS DUNGOG SES

The Hunter Valley community was shocked by news that Dungog had experienced a massive flood in the early hours of 21 April 2015 causing a tragic loss of life and significant property damage.

Within a few hours, 4 homes were destroyed, 20 others rendered uninhabitable and 42 others badly damaged. And far more tragically, 3 people were lost. On that day and subsequent weeks, there was a substantial level of emergency and disaster support provided to Dungog by the Federal and NSW Governments and local community groups. In the following months, the BMWTC NSW received member donations of \$700 to assist the Dungog community and the Club's management committee decided to more than match this with a further donation of \$1,000.

After consultations with the Dungog Shire Council, the Club made a decision to provide its financial donation to the State Emergency Service unit located in Dungog. The local SES was a critical element in responding to the disaster and has established a need to build its capabilities. One vital goal is an expansion of the unit's personnel and our contribution will help its recruitment effort.

On Saturday 23 January, our President Alan Peters handed the BMWTC NSW donation to the head of the Dungog SES, Mathew Too (Local Controller) and Jacqui Hunter (SES member). Mathew indicated it was important to grow the SES capability and our contribution will contribute to this goal. Rob Lovett

(Picture Front Cover)

## Karuah River Rally 2016

It is so annoying; go to bed early hoping for a few hours' sleep before the alarm clock wakes you up, only to kept waking up to check the time to see how long you have before the alarm goes off----aargh. This was the situation I found myself very early one Friday morning. Finally at 3.35 I ran out of patience and got out of bed. After a shower and breakfast I wheeled out my fully laden K1100RS, fired her up and departed for this year Karuah River Rally.

In the distance I could see Peter Wade K100RS parking light as he patiently waited for my arrival. He fired up his bike and followed me as I rode past. Once past Coldstream, in the pre-dawn time, under cool conditions, we had the road to ourselves making good time, at least till we reached the Hume Highway, we finally said g'day at the Shell service station at the Vic/NSW border.

Fuel tanks topped up, a layer of clothing removed and under a cloudless sun drenched sky we left the Hume, turn off onto the Olympic Highway and settled down for the remaining 641km dash to our destination for the night. It was only riding through small towns and the number of workers carrying out road repairs held us up. The worse one was in Bathurst Main Street, the same work still being carried out since last last year. It's an ongoing traffic jam nightmare.

After the long boring straights and sweeping bends of the plains a mountain road is welcomed. And it was just after Lithgow it all came to pass; here before us laid the Bell's Line of Road. Surely a road designed by a motorcyclist. To say we enjoyed the multitude of winding road coupled with some excellent scenery would be an understatement.

We always stop at Windsor, a town where in the seventies we camped the day before the Castrol six hour motorcycle production race. Here after a restful night we're ready to tackle the Putty Road, a 150km winding road. This run before breakfast is tonic to one's mental health.



Half way lays the Grey Gum café, a haven for the motorcyclist. It is so popular that every year the proprietor adds more concrete strips to cater to motorbikes stands. Cars are left to park in the dirt section.

Hot and cold food is available. Time was spent enjoying home-made sausage rolls while observing the comings and goings of numerous motorcycles.

Singleton was only an hour away; the end of the trip is close by. It was here that Peter complained of a stomach ache requiring visiting a rest room.

In Dungog, the last town before entering the rally site we parked the bikes in front of the pub where we made friends and renewed old ones as we drank ice-cold refreshments. I must have a strong stomach than Peter before I had to literally rush to the restroom. After tackling fourteen kilometres of bone jarring dirt road we arrived at the staging of the 39th Karuah River Rally.

Thankfully, as time passed and night arrived our insides returned back to normal. We both agreed to stay away from home made sausage rolls. To further help our digestive system we shared a bottle of Bailey's Irish Cream ----- perfect, for medicinal purposes off course.

The weather remained cloud free and the night was slept under a cloudless sky. As a matter of fact it was so good that I ended up sleeping on top of my sleeping back.

As first light, tents were packed, horns blown and hands waved; it was time to depart.

Just after tackling the same 14klm of bone jarring dirt road we got back onto solid ground.

At Dungog fuel tanks were topped up and pointed the bikes south. We knew we would soon be facing the time consuming Bathurst Main Street road works but first we had to negotiate the horrifying section of road in

Gresford. Believe me when I state that the dirt road we just ridden through were smoother. The numerous road repairs laid on top of previous repairs have created a kaleidoscope of colours patchwork. It's here that a suspension hydraulic seal can easily give up. Once we passed Singleton we settled down for the road along the Old Putty Road. The run to and through this road was traffic free, pure enjoyment, the run through Wollemi National Park all the way to Lithgow wasn't as good as we caught Sunday traffic. When it was clear, the run along the Bell's Line of Road is always memorable.



As previously mentioned I enjoy travelling through Lithgow. If ever there was a town of living history this is it. Once past Lithgow the road opens up and the run to Bathurst is much easier giving one a better opportunity to pass Sunday tourists. From then on we were able to hold a better hourly average.

Once passed Cowra traffic is practically non-existent. We once again had the road to ourselves. Small and medium size towns passed by as we headed for the Victorian border. It was quite warm, mercifully not as bad as previous runs.

Albury was the final stop, again it was a case of fuel top up, clean the visor and back on the road. Tea time was at the Glen Rowan McDonalds/BP petrol complex. By now the air had a minor tinge of coolness and with the sun now gone for another day it was time to put on a layer of clothing. The turn off of the Hume Highway at Benalla was welcomed as we left the freeway and traffic behind. From that point on the road once again was ours to enjoy.

By the time I passed Bonnie Doon I started to feel as if I'm sitting on a brick. Quite often I moved around in the seat trying to find a comfortable position. By Yea the cold was penetrating my jeans making the left leg ache again.

The lights of the first suburb were quite welcomed and 1224 kilometres and 15 hours after leaving Dungog hotel I switched off the bike in front of my garage.

Another Karuah River Rally is now history.

Frank Cachia

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G'day,

I was going through some old magazines the other day trying to establish when former club president Peter Dennis passed away to update the club history files when I came across a ride report by Ian Kite from the August 1988 issue. In these days when a lot of bikes get ridden to the local café for a quick scratch ride and pose by looking the part with all the latest kit this report reaffirms that you don't need the latest and greatest to cover big miles. Long live the old Airheads! By the way, Peter Dennis who the President's Award is in memory of passed away in September 1988. I will update the history files to ensure he is not lost again in the mists of time.

The following article was retyped as my OCR software couldn't recognize the faded font type. There is a mix of imperial and metric figures quoted. All you youngsters who don't speak imperial will have to do your own metric conversions.

Woz

**THOUSAND-IN--ONE RUN ON  
A HUNDRED-THOUSAND-ON-ONE R75/6  
(Or, how I covered 1000 miles in 24 hours on a well-used BMW in November 1983.)**

It all started when John Jennings and I attended the Vincent Owners Rally at Urunga on the North coast over a two day weekend. During the Saturday afternoon organized ride I realized I was recognizing scenery that I associated with family holidays to Grafton. It dawned on me that a destination I had previously associated with a 2 week holiday was actually within a day's ride.

These thoughts lay dormant until I bought a 'Road Rider.' (A USA magazine which had an article about the American 'Thousand in One Club'. To become a member you have to provide travel details substantiating a trip of over one thousand miles in a day.

I started to think about the roads that flowed through the countryside allowing a rider to cover large distances without boredom, the sort of road where a rider's interest and exhilaration overcomes his tiredness and where there is little chance of a speeding fine. A further consideration was to minimize the risk of hitting animals at night which means sticking to well used roads.

Eventually I determined a route that met all the above criteria and gave a round trip distance over 1000 miles. This route was: Bundanoon (home), Goulburn, Yass, Boorowa, Cowra, Canowindra, Molong, Wellington, Dubbo, Gilgandra, Coonabarbran, Gunnedah, Tamworth, Bendemeer., Walcha, Wauchope, Taree, straight down the Pacific Highway to Hornsby, Parramatta, and home. again to Bundanoon. I figured November would be a good time of year, not too hot or cold and plenty of daylight.

My thoughts on the day, Sat the fifth, were mixed. My trusty 1974 R75/6 had 88,324 miles (US model) on the clock (already past 100,000 kilometers but it was in excellent condition. It had been recently serviced and the tyres would last the distance. The weather forecast was good – no rain, and more importantly, no wind. I felt a bit short on enthusiasm. The trip seemed pointless but in the end I couldn't find an excuse not to go so I set the alarm for 3.30 a.m. and got an early night.

Hopes of a 4.00 am departure proved almost true and I excelled myself by getting away at 4.08. Destination Cowra for fuel and a cuppa. This was to be the hardest and most depressing section of the whole ride. When my body thinks it should be tucked up in a warm bed, there is no way it will produce heat and despite the temperature being 10<sup>0</sup>, I was bloody cold on arrival in Cowra at 6.58am. I was so cold and miserable that I was going to abort the mission. The only reason I kept going was because there was nowhere open in Cowra to get a cup of tea so with some sort of perverse logic I pressed on to Canowindra. Same story there so I just kept going, feeling better and warmer all the time until I stopped at Dubbo at 9.40am for breakfast.

It all seemed better after breakfast so off I went again, minus one layer of clothes as it was a warm sunny day now.

I really like the run from Dubbo to Coonabarabran. It's nice and open with sweeping curves and gentle hills and then the spectacular Warrumbungles rising from the plains. The road just rolled away under the wheels and soon I was in Tamworth at 1.30pm and PAST HALF WAY! Fuel, a leak, clean the visor, a carton of milk, back on the bike and away, looking forward to my first trip over the Oxley Highway down to the coast.

As I leave Bendemeer under light cloud cover, the road climbs up the mountains in a series of tight curves which gradually unfold into big sweepers and finally, long straights across the plateau. The road coaxes me into higher and higher speeds as it unravels before plunging down into a valley and Walcha. Then it runs down the mountain pass in a continuous series of 25 to 55 kph corners. The section from Bendemeer to the Pacific Highway is exhilarating and the high point of the trip.

Taree 5.08pm. Three quarter distance. Fuel, a meal, phone Lesley to say all is well and give an ETA of midnight.

Down the coast the speeds are lower due to the traffic, maniac car drivers and the risk of encountering the Highway Patrol. I travel along the freeway in darkness and keeping between 120 and 130 kph. Most of the suburban traffic has subsided as I cross from Hornsby to Parramatta, arriving at 9.40pm for my last stop. Fuel, a leak, clean the visor back on with the warm gear.

Nothing much interesting about the run down the Hume - a trip I have done hundreds of times. Flashing past a wallaby sitting on the edge of the freeway near Mittagong brings a big adrenalin rush and stops me from relaxing my concentration.

Home. 11.32 pm. Odometer reading 89,377 m. Distance 1053 miles.  
Total time 19 hours 24 minutes. 91.7 Litres of fuel. Half a litre of oil.  
Best average speed Dubbo to Tamworth, 67.8 mph.  
Lowest average speed Parramatta to Bundanoon, 53.3 mph.

Best fuel consumption, Taree to Parramatta, 55.0 mpg; Worst, Tamworth to Taree, 50.4 mpg.  
Overall average speed 54.3mph  
Overall average fuel consumption, 52.2 mpg.

Kite's Theory for covering long daily distances is:

1. Travel in the smallest group possible, preferably alone. Everyone wants to stop sometime and the larger the group the longer and more numerous the stops.
2. Don't stop. in a BMW fuel range, a 15 minute stop means you have to average 120 kph rather than 110 kph to get there in the same time.
3. Be prepared to give it away if you get tired or anything else upsets your rhythm.
4. Travel at comfortable speeds. You have to be able to sustain them all day. (I never exceeded 140 kph over the whole trip.)
5. Change riding position often, use the pillion pegs in areas of low hazard. Do flexing exercises to avoid muscle stiffness.
6. Ride a BMW twin. The R75/6 was later supplemented by a K100 RS which was faster and much more comfortable but the small fuel range means extra stops, higher average speeds and increased risks to maintain average. The K100 has now been replaced by an R80 Mono.

If I did a 1000-In-1 run again, I wouldn't do much different except:

- a. I would be better prepared for my slack metabolism early in the morning.
- b. I would do the distance with one less stop, running the bike or to reserve every time between fills.
- c.. I would carry a few litre of fuel so I could do (b) with security.

Finally, I 'dips my lid' to the round Australia record holders, past and present, who average over 2000kilometers a day for seven or eight consecutive days!

Safe riding  
Ian Kite 1988

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**12<sup>th</sup> – 13<sup>th</sup> March**

**23<sup>rd</sup> March**

**Mid April (TBA)**

**17<sup>th</sup> April**

**23<sup>rd</sup> – 25<sup>th</sup> April**

**30<sup>th</sup> April**

**Cold Flame Rally**

**Full Moon Jaffle Run**

**Bikebiz BBQ**

**New Members Ride**

**Back to Bendemeer**

**Autumn Camp**