

**BMW Touring Club  
of New South Wales**



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

# March 2017 **NEWSLETTER**



Thank you to the  
KaruahRiver Rally Volunteers

# BMW

## Touring Club

## of New South Wales



## OFFICE BEARERS

### PRESIDENT

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

### VICE-PRESIDENT

Dave Povey  
0408 517 469  
[vicepresident@bmwtcnsw.org.au](mailto:vicepresident@bmwtcnsw.org.au)

### GENERAL SECRETARY

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

### MEMBERSHIP SECRETARY

Marie Pennykid  
0428 393 093 or 0247 393 093  
[membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au)

### TREASURER

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

### BMWCA DELEGATE

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

### EDITOR

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

### REGALIA

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

### ASSETS and ARCHIVES

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

### PUBLIC OFFICER

Position Vacant  
[publicofficer@bmwtcnsw.org.au](mailto:publicofficer@bmwtcnsw.org.au)

### SPARE PARTS/CLUB TOOLS

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

### MCC NSW DELEGATES

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

### WEBMASTER

John Visser  
0412 105 300 or 0289 710 722  
[webmaster@bmwtcnsw.org.au](mailto:webmaster@bmwtcnsw.org.au)

### NEWSLETTER DISTRIBUTION

Tony Conliffe  
Mick Goodwin

### Club Website:

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

### Club Yahoo groups site

<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)

## CLASSIC REGISTRARS

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

## REGIONAL RIDE CO-ORDINATORS

<b>ACT</b>	Dave Ramsay	02 6278 3895 <a href="mailto:actcoordinator@bmwtcnsw.org.au">actcoordinator@bmwtcnsw.org.au</a>
<b>Hunter</b>	Rob Tiedeman	0425 777 461 <a href="mailto:huntercoordinator@bmwtcnsw.org.au">huntercoordinator@bmwtcnsw.org.au</a>
<b>Mid North Coast</b>	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	<a href="mailto:centralwestcoordinator@bmwtcnsw.org.au">centralwestcoordinator@bmwtcnsw.org.au</a>

## MEETINGS

<b>Monthly Club Meetings</b>	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month ( <b>except for December</b> )
<b>Sydney Social Sip</b>	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
<b>South Coast Social Sip</b>	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
<b>Newcastle Social Sip</b>	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.
<b>North Coast Breakfast &amp; Social Sip</b>	Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.

## CLUB POINT SCORE

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



# Ride & Events Calendar

<b>March</b>			
Sat 4 <sup>th</sup>	<b>Mid North Coast Monthly Breakfast</b> , Abundance Garden and Café 274 Rawdon Island Rd, Sancrox, NSW from 8:30am	Lin van Coppenhagen 0417 098 255	2
Fri 10 <sup>th</sup>	<b>South Coast Social Sip</b> ; Great Southern Hotel 95 Queen St, Berry (6.30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 12 <sup>th</sup>	<b>Coffee and day ride</b> ; meet 22 Patterson Road, Bolwarra. 9.00 am for coffee. Possible ride afterwards to be decided on the day.	Cheryl 0408 074 214	2
Sat 11 <sup>th</sup> Sun 12 <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
Sun 19 <sup>th</sup>	<b>Mid North Coast Social Sip</b> , Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.	Lin van Coppenhagen 0417 098 255	2
Wed 29 <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 30 <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 0425 777 461	2
Fri 31 <sup>st</sup> Sun 2 <sup>nd</sup>	<b>2016 Far Cairn Rally</b> , Yes 2016 re-run, See NEW FLYER!!!	Alan Peters 0414 660 890	10
<b>April</b>			
Sat 1 <sup>st</sup> Sun 2 <sup>nd</sup>	<b>2016 Far Cairn Rally</b> , Yes 2016 re-run, See NEW FLYER!!!	Alan Peters 0414 660 890	10
Sat 1 <sup>st</sup>	<b>Mid North Coast Monthly Breakfast</b> , Abundance Garden and Café 274 Rawdon Island Rd, Sancrox, NSW from 8:30am	Lin van Coppenhagen 0417 098 255	2
Sun 9 <sup>th</sup>	<b>Coffee and day ride</b> ; meet 22 Patterson Road, Bolwarra. 9.00 am for coffee. Possible ride afterwards to be decided on the day.	Cheryl 0408 074 214	2
Fri 14 <sup>th</sup>	<b>South Coast Social Sip</b> ; Great Southern Hotel 95 Queen St, Berry (6.30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 16 <sup>th</sup>	<b>Mid North Coast Social Sip</b> , Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.	Lin van Coppenhagen 0417 098 255	2
Wed 26 <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 27 <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 0425 777 461	2
Fri 28 <sup>th</sup> Sun 30 <sup>th</sup>	<b>Autumn Leaf Rally</b> , Tumut Valley Riders, Tumorrana Hall 35km east of Tumut on Wee Jasper rd.		10
<b>May</b>			
Sat 6 <sup>th</sup>	<b>Mid North Coast Monthly Breakfast</b> , Abundance Garden and Café 274 Rawdon Island Rd, Sancrox, NSW from 8:30am	Lin van Coppenhagen 0417 098 255	2
Fri 12 <sup>th</sup> Sun 14 <sup>th</sup>	<b>Loaded Dog Rally</b> ; Tarago showground, catered Sat lunch till Sunday Breakfast (Tarago Show Society) \$15 prepaid \$20 at gate more info at andholbery@gmail.com	Alan Pennykid 0427 393 093	10
Fri 12 <sup>th</sup>	<b>South Coast Social Sip</b> ; Great Southern Hotel 95 Queen St, Berry (6.30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 14 <sup>th</sup>	<b>Coffee and day ride</b> ; meet 22 Patterson Road, Bolwarra. 9.00 am for coffee. Possible ride afterwards to be decided on the day.	Cheryl 0408 074 214	2
Sun 21 <sup>st</sup>	<b>Mid North Coast Social Sip</b> , Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.	Lin van Coppenhagen 0417 098 255	2
Thurs 25 <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 0425 777 461	2
Sat 27 <sup>th</sup> Sun 28 <sup>th</sup>	<b>Grey Gum Café overnight camp</b> ; before Bikers Biggest Morning Tea. (28 <sup>th</sup> ) Free camping, toilets/showers avail. Café closes 5pm so BYO evening supplies but opens 7am for breakfast	Alan Pennykid 0427 393 093	10
Sun 28 <sup>th</sup>	<b>Bikers Biggest Morning Tea</b> ; Grey Gum Café, Putty rd, Putty in support of the Cancer Council, ride up for brekky and a cuppa.		2
Wed 31 <sup>st</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*
<b>June</b>			
<b>4/6*</b> City members attending a club meeting receive 4 points, country members receive 6 points			

# BMWTCNSW Club Meeting

**25 January 2017**

**Chairperson** – Al Peters

**Meeting Opened** – 7.48 PM

**Apologies** – J Visser.

**Visitors** – Tony Vella R1220GS.

**New Members** – Phil Smith R1200RT, Beat Fawer R80ST, K75C.

**Previous Minutes** –

- The Minutes of November 2016 Meeting will be attached to the November 2016 edition of the Newsletter.

**Correspondence** –

- Magazines from BMW Club: QLD, NZ, and VIC.
- Westpac statements x 2.
- Flyer from Kookaburra Lodge, Jindabyne.

**President's Report** –

- The President welcomed members to the meeting and wished everyone a Happy New Year.

**Vice President's Report** –

- No report.

**Secretary's Report** –

- The Secretary confirmed that the trailer registration has been paid.
- The Secretary advised that, due to the Lachlan Shire Council double booking the Tottenham Race Course for the week end of March 24-26, that the Committee had decided to move the date of the Far Cairn Rally (postponed from September 2016) to the weekend of 31 March -2 April 2017.

**Treasurer's Report** –

- Reserve Acc \$25,754.00
- The Treasure reported that the bank accounts had been reconciled to December 2016 and statements had been circulated to the Committee.

**Membership Secretary** –

- The Membership Secretary reported 2 new members in the last month, making a total of 255 members currently.

**Editor** –

- Due to the printer's restricted opening hours at this time of year the Newsletter will not be collected until Monday 30 January.

**Public Officer**

- No report.

**Regalia** –

- Some sales of regalia were made at the Christmas Party.
- Regalia will be available at the FCR in March.
- Printed towels are being researched, as are further stubby holders.
- Mal Cattermole to look out FCR 2016 t-shirts.

**Assets & Archives** –

- Gas bottle has been filled ready for KRR.
- The new hot water service for the trailer is to be installed.

**Clubs Australia** –

- BMW Classic wants to advertise in Clubs Australia magazines. A survey is being carried out amongst clubs to gauge their reaction. TD to respond.
- BMW AGM in April. BMW requested information on numbers of bikes/cars being bought by club members and annual distance travelled.

**Webmaster** –

- No report.

**MCC** –

- Chris Burns has stood down from the Chair of MCC NSW.
- Duncan Gay (NSW Minister of Transport) may be moved on in cabinet reshuffle.
- The MCC had a tent at the Carnivale at Parramatta Park.

## BMWTCNSW Club Meeting

### Past Events –

- Christmas Party. The President thanked Warren Buffet for organising the event at Majors Creek. 57 members attended as well as some guests. \$242 raised in the raffle was donated to the local Rural Fire Service.
- Micalong Creek camping weekend (now with hot showers). Attended by 17 Club members.
- Dungog Recon Run. 14 members for dinner. Mick Furchert report road out the Frying Pan Creek campsite is in good condition.

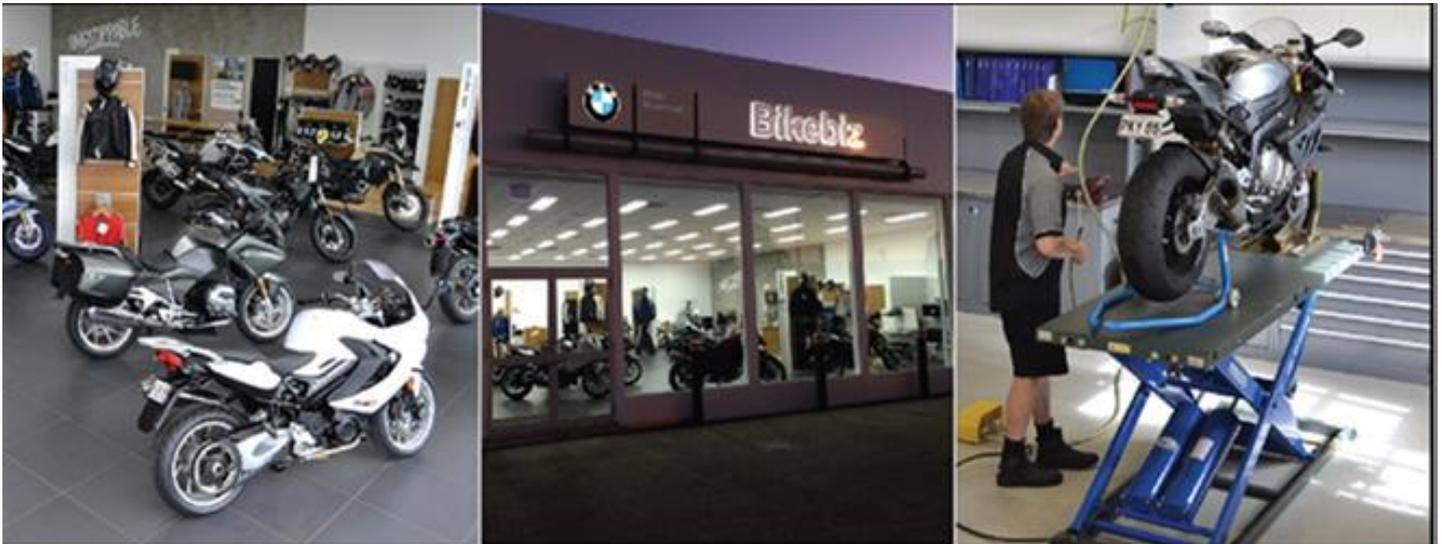
### Coming Events –

- 10-12 February - 40<sup>th</sup> Karuah River Rally.
- 11-12 March – Cold Flame Rally.
- 31 March – 2 April – Far Cairn Rally. Stewart Garland has offered camping to members on their way to and from the KRR.
- The International Fellowship of Motorcycling Rotarians (IFMR) is holding a ride across Australia in November 2017.

### General Business –

- The Grey Gums café has renewed the Club's flag at the café parking area.
- It was noted that Rob Dunstan (Motohansa) will be making a presentation at the February meeting.
- Mark Robinson wishes to sell a personalised number plate S1KRR.
- Treasurer noted double demerit points over Australia Day weekend.
- Monaland offering competitive CTP insurance premiums.
- Dave Beers is offering accommodation for the WSBK at Phillip Island for Thurs to Mon and around \$250 for 4 nights. Contact Dave on 0401 444 567.
- Thanks go to Procycles St Peters (Andy Crook) has donated tools as raffle prizes for the KRR.
- A request was made for the Club logo to be at the top of the ride calendar in the Newsletter so that members riding bikes on historic plates only need take the one page of the Newsletter when they are on a Club ride.
- Rob Edgar (0408 161 107) is looking for an R90S cockpit fairing.
- It was noted that 2017 is the 40<sup>th</sup> Anniversary of the Pudding.
- Ken Lovegrove has been invited to make a presentation at a forthcoming Club meeting.

Meeting Closed: 8.58 PM



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# President's Report

On the Saturday afternoon of the Karuah River Rally I had resolved that if some said to me "is it hot enough for you?" I would reply brightly "no actually, about another 5 degrees ought to do it." But by that stage we were all just too hot to whinge about it anymore.

The ride up started off fun, we met at Windsor and went through St Albans to Broke where things started to get uncomfortable. While resting up at Broke we learned the fate of the rally site, State forests being all closed and the rally moved to Dungog showground. At Gresford, Woz' mate Mark was severely heat affected and ended up under a tap in the pub carpark in singlet and undies. Friday night in Dungog was smokey from distant fires and subdued.

Full marks to Rob Lovett, who took it all in his stride put out the diversion signs and re-jigged the orders. During my period of association with the Club we only ever seemed to worry about how much it rained (rain was the expected status quo), apparently we were preparing for the wrong apocalypse. So as the thermometer soared the club gear was set up and people came..... and went, but many stayed. To those who came and went after buying a badge, thanks for the support. To those who stayed I don't know whether to call you lot legends and say thanks or to have you all certified as loonies. As elected chief looney I was in for the duration.

Due to the extreme heat, the 40<sup>th</sup> celebratory cake that Rob Lovett was to leap out of in a Borat style man-kini melted and had to be discarded. OK I made that up. What was impressive was Rob Poppewell and Morro both arriving on the bikes they rode to the first KRR. Frank Cacia, Rob, Morro and Graeme Johns all received attendance recognition awards. Well Morro would have if butterfingers president didn't drop and destroy his. Thanks to all the cooks for carrying on in the less than pleasant conditions.

During the night wildly strong gusts of wind suddenly sprang up, teasing us for relief and died out just as quickly. On Sunday morning we found the club marquees blown half way to Brisbane. Unfortunately, one of them was damaged extensively. It is repairable but will cost a couple of hundred dollars at a guess. I'll get them off Mal at the February meeting and effect repairs.

Sunday morning saw the showground empty faster than my work on a Friday arvo. Everyone was planning to "beat the heat". Mal Cattermole, Rob Lovett and Cheryl Schmidt being the true heroes of the rally and staying on to clean and pack all the gear back into the trailer. After all the expenses are taken out we will probably make a small loss. Rob will give us a full account later. It was a tough weekend but the rally spirit prevailed. Those that stayed had a lot (if sweaty) fun. It was great to catch up with people we hadn't seen in some time and it's the people that make a rally worthwhile.

Hopefully after two FCR false starts and a flambéed KRR our recent rally hoodoo will be dispelled and the re-run of the 2016 FCR will go smoothly (touch wood).



Left: Woz demonstrating the "I'm a little teapot" method of keeping cool on a motorbike in +40 temperatures. (there you go Woz that will get you back for the "learner jacket" remark!) Actually, he wasn't the lone ranger with the dousing technique.

Right: The toughest rally badge I've earned for all the wrong reasons.



Ride on in March everyone!

Alan Peters

## LIFE BEGINS AT 40

A 40<sup>th</sup> anniversary is known as the Ruby Anniversary and it's often said that life begins at 40. Well, if that's the case, we hope the climate treats our 41<sup>st</sup> anniversary a lot more kindly than it did this year and that the next forty are as great as the last.

Many members and supporters will be aware we were on track for Frying Pan Creek until around 10:30 on Friday morning, at which point, the Forestry Corporation of NSW advised they were revoking our permit due to the escalating fire risk. The rating went to extreme a few hours later and involved the evacuation of national parks and state forests.

Without a permit we had to activate Plan B – this being the Dungog Showground. The Council has very kindly pencilled in the rally weekend for us ever since 2009 when we had hundreds of millimetres of rain at Frying Pan Creek (and thought we might not be allowed in). Dungog showground was considered the most viable option as it could accommodate a large number of campers and we thought it would only ever be used if Forestry decided the flood risks were outside their comfort zone. Even though we indemnify Forestry, if either party commits a negligent act or omission, then the consequences fall into the lap of that party. Any individuals who did go out to Chichester Forest did so at their own risk and were not condoned by the BMWTC NSW. And surely, you'd have to think twice about camping in a dense forest at those temperatures?? To his credit, President Al Peters had reservations some days earlier but Forestry were confident of accommodating us and confirmed so as late as Friday afternoon of 10 February. Even by 9.30 on Saturday morning it was feeling a bit like a furnace and we received many messages from those who decided to stay home (but we also got just as many saying they were on their way regardless).

So, we've had the showground on standby, but never thought we'd have to fall back on it the way we eventually did. Flood – yes, 45C and extreme fire danger – no – never!

After getting the news from Forestry, Cheryl Ison and I had to hit panic stations and get the mes-

sage out as widely as possible as fast as possible (and a huge thanks to all those who helped including John Visser and many others). We then had to do a 35k circuit and get diversionary signs up while Mal Cattermole lugged the club's rally gear around to the showground. By this stage it must have been 42C, so no chance of hypothermia!

As a result of all this, our most special rally since 2007 (well, they're all special) didn't quite hit the high mark in terms of attendance, but nevertheless, it was still a great and enjoyable event with 115 riders entering the rally and maybe 45 or so camped at the showground on Saturday night.

But it was a very unique occasion with four of our members having completed 39 to 40 Karuah River Rallies. When you think of all the things in life that could derail this possibility it is pretty amazing. Special awards were presented to Mark (Morro) Morrison – 39, Trevor Dean – 39, Graham Johns – 40 and Frank Cachia – 40. Frank lives in Melbourne so getting to all 40 KRR has involved quite a few k's for him – not bad at all!

Despite the massive heat, we had two contenders for longest distance male with Craig from Gympie (1,090k) and Ron Durkin (1,109) – with Ron's bike paying the price for this when he tried to get going the next day. Our longest distance female Ms Piedolen (?) did 900k and Chris, our longest distance pillion endured (or enjoyed) 781k from Camira near Brisbane (and Lucy Jorgensen, 140k from Newcastle). Len Roberts and Richard Dunford both did 398k on outfits and Henning Jorgensen cracked the oldest BMW with his mega mileage 1970 R75/5. The Eastern Suburbs MCC rocked up with ten members to crack highest club mileage and we had two contenders for youngest rider. At 23, Mitchell Smee on his Ducati ST4 (from Canberra) was way too geriatric to beat 21 yo Angie NaGray (from Sydney) for this award – great to see!! Marie Pennykid got the hard luck award thanks to a flat front tyre on her outfit at Singleton – quite an excruciating experience in the appalling heat. Leroy, Abbey and Chillie (Marie's passengers) didn't like it much either. At least the flat occurred at Singleton not far from the bike dealer and not somewhere like Howes Valley! For these efforts Marie received the normal rally award plus a delicious can of baked beans.

There were also some other special achieve-

ments. Rob Popplewell rode his early 1970's R75/5 to the rally – the same bike he rode to the 1978 KRR (the latter being where this one was supposed to be). And Morro did the same on his R90S (check the photo – Isn't she a stunner). It was also Lucy Jorgensen's very first KRR too, and also the first outing for Wozz's new pre-heater creation for producing hot water – an outstanding technological masterpiece that could easily double up as a warm shower service (using water of course). Thanks to Cheryl Ison, it was the first time ever that we had an absolutely delicious coleslaw on the menu with more to come at future rallies. And of course, it was the first time since 1985 that the rally was not at Frying Pan Creek. Apparently, after seven very wet rallies, it was decided to move it to a campground near Argalong which turned out to be not all that flash after all – so back to Frying Pan Creek it went.

The rally takes quite a lot of coordination and effort to stage and a special thanks is owed to Mal and Marianne Cattermole for getting the club's trailer from Sydney to Dungog and then setting up in the heat (helped by President Al Peters and Tony Schmidt). Mal also did a lot of background preparation as did several others. Bruce Clark supported us with 25 bags of ice and was going to clean up the rubbish for us. Eddie Rumbel gave us the showground at a very reasonable price and some other locals were on standby to pitch in and help. We are indebted to Cheryl Ison, Tony Schmidt, Rachel Turner, Steve Treloar, Mark Treloar, Angie NaGray, Dave Beers and Dave Blunn for the catering and cleanup and President Al Peters for helping on all fronts. Cheryl Clarke helped with signage removal (in the screaming heat) on Sunday morning, and Bob Maddell helped us with a Sat Phone (always essential). Mal Cattermole helped with a number of important jobs on Sunday. Marie Pennykid, Dave Beers, Cheryl Clarke and others helped with the entry table and Marie very kindly did a rubbish roundup on Sunday. Andy Crooke (Procycles) also contributed as did Trevor Dean. Mike Hill from the Forestry Corporation of NSW was most helpful and was committed to ensuring we had a successful rally but circumstances moved beyond his control (and ours). And no doubt, I've overlooked other contributors –

please ring and we'll do an item in the next issue.

And last and most importantly, to all those who rode to the rally (or drove and camped) and those who stayed on Saturday night, you are to be credited for your determination not to let the conditions beat you and making it to our Ruby Year – you are amazing!!!

And another special mention for those who attempted but were prevented from making it all the way due to the heat or breakdowns including Reg and Gloria Rendall from Blayney – you exemplify what we are all about.

#### Rob Lovett



# Karuah River Rally 2017

I love riding my R26 and R90S but attending this rally known for its either wet or hot run I now prefer the full faired, water cooled K1100RS. And this year a water cooled engine was definitely the right choice. Where in some past years riders prayed for some sunshine, this year it was the opposite. Sunshine was avoided at all costs.

Going to this rally has always been an adventure. I have continuously attended this rally since its outset 39 years ago and this one; a milestone fortieth saw me becoming quite nervous. I checked everything I packed and double checked over the bike such as tyre pressures and oil level numerous times. So much so that I only managed to have a 2 hour sleep before the alarm clock announced its presence.

At 4.50am after gulping down a cup of tea I threw a leg over a fully loaded K1100RS. Six kilometres later and there's my mate Peter on his K100RS patiently waiting for my arrival. He fired up his bike and followed me as I rode past. In the pre-dawn time, under cool conditions, we had the road to ourselves. It was the best run we ever had, covering 300km in 3 hours. We finally said g'day at a petrol station at the Vic/NSW border. A fuel top up, a drink and a visor cleaning is a must; well after all we must make space for future bugs to hit the visor. By this time the thin white clouds have dissipated and with the sun warming up a layer of clothes were removed.

We turned off the main highway onto secondary roads aiming for our stop a mere 621km further on. Small country towns, actually more the size of a whistle stop are soon seen in the rear view mirrors, the only memory are the rusting farm implements or worn out vehicles residing alongside rusted barbed wire fences. Traffic was very light, annoyingly, although we covered distance in close to record time, we lost it again just from the sheer number of road works. On a number of occasions we switched off the bikes and one time the delay saw us got off the bikes and walk across the road and under a tree.

The town of Bathurst is always a welcoming sight as the long straight roads were now behind us and only a short run to Lithgow. By now the sun was beginning to make its presence felt and at the next stop more clothing was stored away. Just a T shirt was worn under the leathers. All vents in the helmet and jacket were fully opened. Already the temperature was nudging 33C and the water containers were being filled and drained with monotonous regularity.

Lithgow is a gem of a town situated at the bottom of higher sandstone plain. This is where the Bell's Line of Road is; and that's a motorcyclist dream. Clearly whoever designed this road must have owned a café racer. After the long boring straights and shallow sweeping bends of the plains, a mountain road is most welcomed. While we were enjoying winding through the wooded shaded area, out on the lower plain the sun was busy too, building up heat making itself an enemy of the people. At the end of the plain as we once again descended down the sun announced its presence and the temperature skyrocketed. We were hit by an unbearable stifling heat. Opening the visor was like being inside a furnace and closing them was just as bad. There was no escaping the oppressive condition. The sun was definitely not welcomed and patience

at traffic lights was a thing of the past. More time was spent looking at the oil light and temperature gauge rather than where we were heading. As soon as a vehicle slowed down for whatever reason, horns were sounded.

Low fuel caused the tanks and any metal surface becoming quite hot to the touch. Brake and clutch lever were gingerly touched. In the two country towns we travelled through pedestrians were few and far between and those present were seeking shade. Forty minutes later we parked the bikes under a hotel tree. Too weak to walk across the road to the hotel reception we stripped and lay down on the grass in the shade for about 30 minutes. We moved when the water containers were bone dry.

Eventually when we felt strong enough to walk we ventured to the air conditioned reception. The talk among those present was about the heat with one guest enthusiastically pointing out that it's a warm 48C. Aha, no wonder I was sweating.

With promise of another scorching day we left quite early the following morning. A few kilometres outside the hotel we were at the start of the Old Putty Road; 150km of motorcycling heaven. The bends and corners come in all shape and sizes. Sweepers taken at speed were enjoyable; those signposted down to 25kph were definitely taken at a far slower rate. Close to the halfway point, the now famous Grey Gum café welcomes all riders to hot and cold food. Concrete strips are there for bikes side stands. It is a very popular stop. One can spend hours observing the array of bikes coming and going. This time the place was practically empty. As a matter of fact an hour before we showed up it was just that, no bikes were to be seen anywhere. What were unusual were the numerous bikes heading towards us, away from the rally. We were told that the rally was moved from a National Park to the nearest town oval due to a State wide Total Fire Ban. All National Parks closed their gates, all outside sports was halted, no open fires to be lit and people were told to stay indoors due to the heatwave moving across the entire state. I was told that there were 83 fires currently raging with 24 completely out of control, the largest having a 200km wide front.

Once again the sun wasn't welcomed because by the time we arrived at our destination, with the temperature nudging 45C we headed straight for the pub and shelter. Only five bikes were to be seen compared to the numerous ones from previous rallies. The place looked deserted. No one was seen walking; those present were inside the pub downing amber fluid. We joined them. An hour later we reported to the rally, said g'day, collected our badges and instead of erecting our tents returned back to the pub. Seven hours later we went back to the rally. We stood wherever we could find shade, venturing out from the shadows only when absolutely necessary. The rally drop in attendance was quite noticeable. One rider, who after removing his helmet looked like death warmed up, said that he rode through 50C heat.

At one stage, clutching an ice cold beer as I walked to the oval ground rest room I was very surprised to see a Minor Bird fledgling. It was aimlessly staggering around in the blazing sun with its beak wide open. He must have fallen out of a tree. Looking around there were no bird nests to be seen. Picking it up I took it back to the organiser's marquis and gently wetted its feathers and successfully managed to place a few drops of water into its open beak. I soon had a crowd around me. It was suggested that I should kill it as it will not survive. I objected stating that I have birds at home and have no intention of ever carrying out such an act. There must be an alternative. Eventually the bird was placed

in a card board box and placed in the shade where some similar birds were observed hanging around. With luck he'll be reunited with his own type.

It was agreed not to stay and set up a tent but to depart after the presentation and do a night run. Some suggested that it's a good idea while others argued about the dangers of wandering wild life. With the promise of another day of sweltering temperatures a night run was elected.

Although the numbers were down from previous ones the presentation was warmly welcomed. A number of riders including me received trophies for their accomplishments. After a bite to eat our water containers were filled to the brim with ice cubes, we waved goodbye till next year and headed south. Progress was quite slow through the tight bends and high beam was used quite continuously. Concentration was at a premium. Seeing a mouse or Bugs Bunny distance cousin crossing the road is one thing, seeing and hugging a kangaroo is another? They can definitely spoil the weekend on impact and don't do the bike much good either.

On a Saturday night, the town we rode through was deserted, nothing moved. I was looking forward to tackling the Old Putty Road because I have never traversed it in the dark. There was no traffic to speak off; as a matter of fact the first car seen was 70klm after the start of the run. In the next 80 kilometres the total amount of cars seen was eight.

Once we left the bends behind and out on the open plains we had the roads to ourselves. A complement of sparkling stars and a full moon accompanied us, lighting up the surrounding area. As a matter of fact at one long straight stretch I briefly switched off the headlight. There was enough light to see the road. Mind you I eased off on the throttle and didn't travel for too long without the light, it was a bit unnerving.

The further we travelled the more we could feel the temperature dropping. At Lithgow petrol station we were informed it has dropped down to a pleasant 29C.

Very close to Corowa, I had quite a scare when at 120kph I hit an animal; thankfully it wasn't big, I'm assuming either a rabbit or a possum. It just happened so fast I didn't even see it. The painful impact caused my left boot to be pushed off the motorcycle foot peg. My mate who was following said that something literally flew past by his left side. He never had enough time to



take evasive action, thankfully it didn't hit him.

At the next wayside stop we pulled over and carried out an inspection. My boot was covered in blood. Clearly the animal was mortally wounded with blood and entrails splashed against the left side of the bike from the foot peg all the way to the swing arm, wheel and the end of the exhaust pipe. It could have been far worse and grateful that it wasn't

It was agreed that we should take a break and have a nap. In the stillness of the night we put the helmet back on to act like a pillow and laid down onto the picnic tables. Within minutes we were asleep. When Pete's mobile phone alerted us we woke up two hours later. A few minutes later we rode off.

Gratefully for the company the petrol station attendant in the deserted town told us that we're wise to travel at night as the predicted temperature today was going to be around 47C.

As we approached the state border the first hint of light was on the horizon. I don't know whether this is imbedded in us from primeval times, there's a sense of relief perhaps even an achievement that man has once again survived another night. This time when the sun appeared it was behind rather than in our faces. By now the treat of wandering wild life was over. I spoke too soon. A bird most likely disturbed by us flew right across the road. I managed to duck just in time from the suicidal crow.

The last stop for fuel was at the border and now in daylight the splattered blood could be clearly seen covering the bike left side. Pete's bike rear end too wore a stain. Since the previous stop the rear shock absorber blew its seal spraying fluid everywhere covering the rear foot-pegs all the way to the tail light, seat, final drive and tyre.

Thin clouds ahead became visible and as time passed they took on an ominous form turning from white to black. A brief stop saw us put on a layer of clothing, it definitely was cooling down. It's a bit late now; it would have been a blessing 24 hours earlier. At the first hint of rain we pulled over and donned all wet weather gear. We timed it just right as a few minutes later it started to bucket down.

Thankfully as we were about to turn off the dead straight boring Hume Highway, the rain completely eased off. Still with complete cloud cover we kept the rain gear on.

By now we started to tire and started to move around doing our best to ease an aching backside. I must confess it was a relief to come to the first set of traffic lights. Yes they were as expected....red. Home was 10 minutes away.

In the past, averaging 80kph, the run home usually takes 15 hours. Considering the morning run to the rally, the unscheduled stop due to hitting the animal plus the return night trip, excluding the two hour break we virtually were still on schedule.

So in a 60 hour period we covered a total of 2448klm, attend a rally, hit an animal and experienced 48C heat. I told you attending this rally was an adventure.

*Frank Cachia*

*(Frank has attended all 40 Karuah Rallies from and returning to Melbourne each year riding each time with the exception of a few years where he flew/drove because of a very bad leg injury. This somewhere over 90,000kms in total just for one rally! An amazing effort.*

Ed)

# Alpine Motorcycle Rally No 48

(Since 1969)

## 9, 10, 11 & 12 June 2017

All motorcyclists (no cars please) are invited to be a part of this great 'back to basics' rally on the banks of the Yarrangobilly River, Cotterill's Cottage, next to the Snowy Mountains Highway.

- Ride to Yarrangobilly Caves thermal pool on the Sunday for a bath & Cappacino!!
- Please don't forget to bring some olde Rally Stories & memorabilia to share with us all.
- This year's presentation will be 9 am Sunday.
- The usual activities will be experienced.
- Also, again please encourage our younger generation to attend and experience the Alpine Rally & other rallies.
- ANY attending rider who brings a rider 24 years of age and under, will earn FREE ENTRY for BOTH OF THEM (no double dipping !!!)



**RALLY COST: \$27 PREPAID and \$30 ON SITE.**



**Prepays close 5 June 2017**

Please send details & enquiries to:

Henning Jorgensen, 71 Marine Pde

NORDS WHARF NSW 2281

0457034488 or [hpj333@gmail.com](mailto:hpj333@gmail.com)

As usual a donation will go to the Snowy Care Flight Helicopter Service

Website: <http://alpinerally.webs.com>

<https://www.facebook.com/AlpineMotorcycleRally>

No responsibility will be accepted by the organisers or land owners for any loss, or damage to persons or equipment.

## The Ride to the Karuah Rally

Lots of people braved the heat to attend the 40<sup>th</sup> Karuah River Rally which ultimately ended up at the showground because of the dangers associated with a potential fire out in the forest.

I left home on the Friday and rode up to Pheasants Nest truck stop to meet up with Wozza. We continued through Sydney via the M7 to meet up with Andris, Dave Beers, Alan Peters and a former work mate of Wozz's Mark Irwin at Pitt Town.

We continued on through Wisemans ferry to Broke for lunch. By this time things were starting to heat up.

Continuing on through Singleton, it was agreed that we would stop at Gresford for cleansing ale.

Last in the group I started to feel a little dizzy about 10 Km out of Gresford so I stopped for a breather and a drink. Not long after Neil Phillips came a long. We agreed that he would continue to tell the others that I was OK but delayed.

I decided to take my coat of figuring that I would be cooler. Big mistake the heat was even worse as the coat had protected me from the sun and the 47 de-

gree wind blast.

I caught up with the rest of them at Gresford Pub. Mark was stuffed and not doing well. We all wet ourselves down and headed for Lostock Dam caravan Park for the night which thankfully was only 20 Km away.

We had a great night. Paul Evans and had arrived by car and provided nibbles, Dave Beers laid on some delicious Tandoori chicken and rice and a good time was had by all. It's a great site, nice river and welcoming park owners.

We rode the 60 Km to Dungog the next day and attended the rally. Hot was the order of the day. The organisers did a great job. (as usual) A swim in the Williams River, a few beers up at the Bank Hotel and that was the 40<sup>th</sup>.

I chickened out on Sunday and rode to Newcastle to stay with my Daughter and then rode home via the Putty in near perfect conditions.

Thanks again to the organisers it didn't go to plan but the recovery went along great.

*Scarfey*



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**40th KARUAH RIVER RALLY - Sauna.**  
OR  
**An Induction into Overheating Management?**

Friday's was high 30's when we left Nords Wharf @ 4.15pm, after Lucy's verk, for Lostock Dam & after a cold drink @ Paterson we arrived @ 6.30, to be greeted by some fellow club members. We were faced with the prospect of a long hot weekend.

To make the weekend longer we had booked a van, with aircon & checked in. After a few dips in the river & we very well fed by the other 12 or so BMWTCNSW members, fine camping - lucky us, thank you. In bed just before 11 & slept thru till 9am on what appeared to be a dodgy double bed but looks deceived us.



Pam & Paul Evans greeted us in the morning & offered Lucy a lift to Dungog in their aircon'd vehicle so after packing I departed 10am ish & took a delightful dirt road - Cross Keys Road with 1 very slippery causeway, to East Gresford, then to rendezvous in Dungog.

The heat (mid to high 40's) saw all the National Parks closed so the Showgrounds got the Guernsey. 'Possum' had reserved some well appreciated shade for us. There was also plenty of townwater taps for drinking & cooling purposes. About 110 high temperature lovers also camped joined us. Some in the various chicken, small animal, sheep pavilions etc.

A fine dining BBQ preceded the presentations where some special awards were presented to some special long KRR attendees which made the 40th time special. Morro's was a smashing success!! (refer to left pic)

Some had come from as far as Qld, Vic, NSW & ACT for this special event. This event always brings out the best the Aussie climate has to offer. Over the years we have experienced rain, rain, rain all weekend, no rain all weekend, change of date to beat the weather, floods, nice summer weather, heat, rain, cool, some rain & this time a evacuation due to high 40's - get the picture. Even the 1st in 1978 had rain.

There was plenty of tap water on hand for some impromptu showers. Alas, the heat didn't discourage the usual late night (non fireplaces) world sorting debates. A heat beating early start saw the Alfresco BBQ brekkie in full swing @ 6.30am & by about 7.30 all were Alfresco'd. An early heat beating departure was definitely the favoured choice by most.

Happy 40th KRR to the BMWTCNSW

Also a well done to the management, staff & attendees that make it all happen.

Cheers  
**Lucy & Henning**  
(on the oldest BMW ridden), thanks.

**PS Happy Birthday AGAIN Stan K.**



## A review of SAINT's Model 1 CE Jeans

SAINT is a Melbourne based brand that's been making motorcycle gear for a few years now, raising eyebrows with innovative and attractively designed Denim wear.

Since the release of their Dyneema 'Unbreakable' line, I'd been interested in getting my hands on one of their products (the idea of missile technology used in motorbike gear spurred my interest). But the high price point and the fact that I already had a Roland Sands Design Denim jacket meant that I couldn't quite justify it.

Things changed when I had a bad accident in November – I came off pretty well but my knees were left badly battered, swollen and bruised. I knew I needed something with knee and hip armour, but I wanted pants that I could also wear to social occasions.

So when SAINT recently released their 'Model 1' jeans it was as if everything fell into place.

"The Model 1 jeans are made from a unique denim by using a double warp beam to blend the world's strongest fiber Ultra High Molecular Weight Polyethylene [UHMWPE] and cotton, making these jeans 15 times stronger than carbon steel but still light enough to float on water," the press release for these jeans roared.

"Certified abrasion, puncture and tear-resistant, the jeans leap past the 4 second CE motorcycle apparel safety rating at an incredible 5.9 seconds".

So what do these claims mean in real life? Well that's about 75 metres of slide protection. That's a lot!

And so for me, it fit the bill. The jeans came with the armour I had been looking for in a pair of pants that would not seem out of place in a pub or at a house party.

### The jeans arrive

The jeans arrived pretty quickly in the post – two days from Melbourne to Sydney.

I am a size 32, and I ordered accordingly. The jeans came in a well-padded Australia Post bag, wrapped within an open ended plastic sheet that smelled like clean carpet.

I tried them on – and this is where things get a bit tricky. The jeans take some getting used to, and the size 32 felt a little too big, especially too long in the legs (the bottom would sneak under my heel and rub the floor), they would also slip down my backside unless I wore a belt.

Flattered, I thought I must be a SAINT size 30 (some of my regular everyday jeans are size 30) I contacted the company and they were happy to take back the product if I sent it back in an Australia Post bag – which cost about \$20. Another couple of days later and the size 30 arrived. Putting them on, they felt great. Problem was, when I would sit down they would cut into my stomach.

I knew I'd made a mistake and needed to get a size 32 again – the company were happy to (once again) get me to send these down and get back pair of 32s.

What did this teach me? That it's much better having a little too much wiggle room than not enough. I can get away with size 30 jeans in the regular world, but the knee and hip armour means that when you are sitting down, you need the extra leeway – otherwise the waistline will cut into your stomach.



### What's good, what's not?

I've been wearing the SAINT model 1 jeans on short rides around town for a couple of weeks now. I am very happy with the jeans, they are comfortable, I can wear them (with the armour) to social occasions, they feel very well made and they breathe well for Australian summers. Most importantly they feel like they would hold up well in a spill. In every aspect that I need them to, they fit the bill.

What can be improved? Well there are some small, but important, things that could be tweaked. First of all the Velcro knee pockets that hold the removable armour if not fitting flush to the each side will be as itchy as hell. I realised this almost straight away because the pants came with the issue out of the factory on the right knee. Simply taking the jeans off, and resetting the Velcro to fit flush so that no bits were uncovered, fixed it.

Second, the length of the pants seems a bit too long for size 32. The cut is just a bit strange – maybe because the designers expected extra length would be needed for riders on cruisers... But for me on my standard BMW R65, I have had to curl up the bottom of the pants to that they didn't get in the way.

These are small issues, which speaks a great deal about how good this product is. I would certainly recommend these to riders out there who want the flexibility of protective pants that can be worn and enjoyed almost as much off the bike as on it.

There are some other options out there that also fit this bill, including the 'Ugly Bros' brand, so look around and find the right product for you. But if you do settle for SAINT then rest assured that the premium cost, does indeed get you a premium product.

### Model 1's specs:

- Saint Unbreakable CE Level 1 14oz Denim
- Saint Technical 14oz Denim
- Removable and adjustable CE Level 1 activated knee armour
- Removable CE Level 2 activated hip armour
- 6 seconds\* (~ 75 metres slide time).
- Saint's UHMWPE fibres are stronger than steel and float on water
- Impact Zones - CE EN 13595-1 : 2002 Level 1 rated 66% UHMWPE / 33% Cotton & Low impact zones 10% UHMWPE / 90% Cotton
- 360° impact, burst and abrasion resistant

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<b>31<sup>st</sup> Mar – 2<sup>nd</sup> Apr</b>	<b>Far Cairn Rally</b>
<b>28<sup>th</sup> – 30<sup>th</sup> Apr</b>	<b>Autumn Leaf Rally</b>
<b>12<sup>th</sup> – 14<sup>th</sup> May</b>	<b>Loaded Dog Rally</b>
<b>28<sup>th</sup> May</b>	<b>Bikers Biggest Morning Tea</b>
<b>10<sup>th</sup> – 12<sup>th</sup> June</b>	<b>Alpine Rally</b>