

# BMW TOURING CLUB OF NSW



2014 BMW R 1200RT



BMW Touring Club  
of New South Wales



Member of the International Council of BMW Clubs

## FEBRUARY 2014 NEWSLETTER

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## 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 4.30 pm Mekong Restaurant, 75 Clarence St.

## Club Pointscore

<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

## EDITOR'S RAMBLINGS

G'day all.

Hope you're all well & enjoyed the festive season.

Riding has been a little bit scarce lately. Chrissy & I took a weekend ride down south, staying at Berry on the Friday, up to Oberon on the Saturday night & home Sunday. Very relaxing!

I've had a new Kenda big block tyre on the front for about 3000km now. It was weird for a start, very unstable upright, & feeling heavy to steer laid over, but has settled down OK now. Maybe having a worn out rear tyre didn't help. It has a much more open tread for more 'adventurous' riding. With that & newly lowered footpegs, I'm busting to get out on the dirt again!

MARI volunteers is ALMOST up & running! We have a volunteer orientation day at St Vincents on Feb 3<sup>rd</sup>, then, hopefully we'll be able to actually start doing what MARI was created for! Very exciting!

Ken Lovegrove has been cajoling & prodding all sorts of people to get the volunteers happening.

Ken & wife Glenda are also busy organising their 'DR WINGS' ride to Darwin & return, to raise funds & promote the MARI concept, along with raising funds for RFDS.

The ride starts from Wyong on 26<sup>th</sup> April, going up to Cessnock, then west on the Golden Hwy to Dubbo, Narromine, & staying at Albert on the first night. That would be a good ride, out there & back, if you wanted to support MARI, & Ken & Glenda's work.

See their press release & entry form in the December issue. What busy people! They also run their 'Motorcycle Gear' shop at Berkeley Vale. Ken's number is 0449 186 761.

See more on page 13.

Our 'Karuah Rally' man, Rob Lovett, has our 37th Karuah rally well in hand. He organises the whole thing himself, issuing requests & directions as necessary.

The rest of us need a committee to get the Far Cairn organised! Well done Rob! See flyer later.

Seems it's the time for knee reconstruction out west. Member Dave Barlow from Orange & former member Deb Dwyer at Oberon have both had ops. We trust they will make a full recovery.

Hope you like the new front cover. Now that I've realised I can change things around, maybe I'll use a different pic now & then. If you have something you think might work well there, Please send it in to me. See how it goes.

Keep well. See you on a ride somewhere.  
Ian.

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### BMW SAFARI ENDURO

For enthusiastic **Off-Road riders**, the **BMW Safari Enduro** runs from **Darwin to Cairns** over 8 days from **13th to 21st July** this year.

Here is the link if you want to have a closer look at it. This is not a cheap event but you get a hell of a lot of Bang for your Buck from BMW.  
[bmwsafari.com](http://bmwsafari.com)

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### BMW TS SAFARI TASMANIA

(no dirt roads) will be run from **2 to 8 November** - a great time to ride Tassie - spring and all is fresh and green - just before the tourist rush.

For those of you who have not yet been on a BMW Sponsored Safari, they are really good value with great organisation, lavish events and accommodation. To share the ride with about 250 like minded riders from around the country is a special treat.

Many of the Safari events (like the opening and closing ceremony/dinner-dances) are heavily subsidized by BMW and this year is special as it is the 20th Anniversary of this event - so expect some special treats.

**BMW GS SAFARI** will follow on, back to back, immediately after the TS Safari finishes and all riders will share the 20th Anniversary dinner/dance on the 8th Nov. and have time to meet old and new friends. (Some might even choose to do both Safaris)

[www.bmwsafari.com](http://www.bmwsafari.com)

# President's Report

A belated happy New Year to all the members of BMWTCNSW that I haven't yet spoken to in 2014!

Firstly I'd like to thank Roger Martyn and all the helpers for the well-run Christmas Party with very tasty dinner and breakky. Newnes was a nice, well appointed location and the weather was also superbly organised. The following day was bit warm for the interesting tour around the ruins, the building ruins that is, not the post-party ruins! This was probably the highest attendance at a Christmas party for a few years (based on the Alan Peters quick look around statistical method).

Next, a "Gday" to Dave Barlow who is recovering from the knee reconstruction that he got for Christmas. Dave, we all wish you a speedy recovery.

To our country members, we owe you a country meeting for this year. I'm out of ideas so please, please help me. We need a venue with plentiful, close-by accommodation, preferably with different levels to suit differing tastes and budgets and the ability to seat and cater for 30 to 40 people. If you come up with a good location I promise I won't make you organise the event! Additional attractions could include a great ride up there and or a micro-brewery.

Next year, 2015 is the 50<sup>th</sup> anniversary of this wonderful club. While it seems to be a bit early mentioning this at the start of 2014, years do seem to slip right on by these days. While broader, formal discussion on what celebrations of this auspicious event might entail has yet to take place it's probably a good time to think about what *you* would like to see happen and suggest it to the committee. For example; Woz suggests that a book of the club's history would be a worthy project. So the heads up is long-term members: prepare to have your brains picked for anecdotes and albums raided for photos etc etc. Other concepts being explored include commemorative regalia and a dinner event.

Lastly, as I write this, Karuah is nigh! I hope I get to see you there. This is probably the biggest turn-out of members in any one event in the year (see afore mentioned statistical method!) If you are a new member, do come along and introduce yourself around. The best way to get to know people is to join in and help with the set-up and catering....and of course the less popular knock down! Rob Lovett has been working hard on organising the rally and a few helping hands are needed to see the job done.

Alan Peters



above: I couldn't find 3 wise men at Christmas so here is Ian, Woz and Rob!



right: The Fukawe tribe looking at ruins. Actually I felt like a bit of a ruin after the walk in the heat!

# KARUAH RIVER

# RALLY

**WHEN**            **7 - 8- 9 February 2014**

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

The BMW TC NSW invites you to its 37th KRR situated in a very beautiful country setting with some of NSW best riding roads - sealed or unsealed.

The Rally site is about 30 km north of Dungog via the Monkerai and Main Creek Roads between Dungog and Stroud, or the Wangat Trig Road past the Chichester Dam turnoff. Directions will be signposted from both these roads (each involves about 14 k of dirt). Check the Bank Hotel Dungog for a map.

The rally is for motorcyclists only; cars are not permitted unless by prior arrangement. Cost of \$25 covers badge and breakfast voucher.

BBQ sandwiches and soft drinks are for sale on Saturday afternoon - all other supplies are available in Dungog. A number of rally awards (including best BMW) and raffle prizes will be presented on Saturday evening, and the site has male and female toilets.

Contact Rob Lovett on 0417 267 425 (leave a message) or email [rob@gaslightbooks.com.au](mailto:rob@gaslightbooks.com.au) and please put Karuah in subject line. See also the BMWTC NSW Website.

**RUBBISH - HELP PLEASE!!** - this year we must pay for rubbish removal - please help by taking out as much as you can - most appreciated!

**The BMW TC NSW acknowledges the valuable support of Forests NSW in providing us with the Chichester State Forest campsite. Rally participants are asked to respect and protect this valuable resource, its facilities and access roads.**

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



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## **THE FURCHERT CHRONICLES**

### **Or how to fix an R1100RS gearbox**

#### **Part 3**

**Post Note.** The story goes that bad luck comes in threes. So the R1100 had its so called "Three's". When I started this little adventure the strip down of the R1100 took four to five hours, the rebuild was much the same. After the FUCKING third time, the strip down was down to two hours, same with the rebuild. The angst, agony, time and money to reach this two hours bench mark were not really worth it. The bonding exercise with my son was.

On a sad not, Dave Blunn who has been an immense help on the project, with advice and patience with the loan of specialized tools, well when the bike collapsed it bent Dave's gear box sliders, not badly bent but bent. So I have an engineer mate, who I went to see in the afternoon to mill me up a new set of sliders for Dave. (A Funeral)

When I came home, Nurse Gail informed me that our new oven that we fitted in last week blew the internal glass in the oven door. So that bastard of a Gremlin that I finally chased out of the R1100 came inside the house on the bottom of my thong, jandals, flip flops and decided the oven was a nice place to live. (A Murder)

**Screw the Chapters, this is getting tedious** -"Would you tell me, please, which way I ought to go from here?" "That depends a good deal on where you want to get to." "I don't much care where –" "Then it doesn't matter which way you go." Lewis Carroll, Alice in Wonderland

I gotta say yesterday for me was a very Ying and Yang Day. This should have been the end of the story, but as with life, does the story ever end. I should have been a Grand Father now with a classic BMW sitting in my garage, ready to travel the furtherst regions of Australia if I should so desire it, and that.

Sunday morning I arranged to meet Damo Gardner who now just lives around the corner for me, he just bought himself a VFR Honda and was keen to go for a ride, I had my three times rebuilt **R1100RS** and we were ready for a run. Our favourite ride is down Yarramalong Valley to Jerry's at Kulnura a coffee and a chat then we decide on any number of fantastic Central Coast rides we could **avail ourselves too. Jerry's is around 20k from** my place and one set of traffic lights to get to it.

We set off and the R1100RS just handled unbelievably. It was nimble, spirited and wanted to run, we got up to Jerry's I parked and Damo pulled up beside me. First thing he said was I can smell oil, I told him I hadn't washed the bike from the last pull down and that's what he can smell. As I stepped away from the bike I saw oil on the casings which should not be there and oil dripping onto the ground, much quicker than I could believe. I could not believe this, I told Damo I've got to get this

bike back home, I didn't even stay for coffee, I just fired up and rode back down Bumble Hill, I pulled up along Yarramalong road and re-topped up the gear box as I had the fore sight to come prepared.

**I just parked the bike in the garage, I was shattered, I'm over this I could not deal with this** anymore. I rang Evan and told him the gear box seal let go again, he just grunted, I guess I had used up that avenue, I was not going to pull this down again. Nuse Gail was in Sydney for the day with our daughter, my soft corner and mentor wasn't there to boost me up this time, I was on my own.

For some reason I rang Paul Evans. I need advice from someone wiser than myself and **considering I'm a dumb shit, I** had a huge list to call on, but Paul got selected. As it was he was driving and had me on speaker phone. I got out one fuck blurted out before Paul hurriedly told me he has the Grand Kids in the car so I had to control my emotions, much more than I wanted. After I told Paul what happened all he said was, **"Mick, get up and keep walking. Don't sit down get up and walk Mate, we get knocked down we get up, no matter how many times we get knocked down"** Thanks Paul you don't know how that inspired me to get up and keep walking.

**I just went to bed and curled up into a little ball, I didn't cry cause that would just make me a little bitch,** but I could not deal with this anymore, I tried to sleep, then the little man started in my head, get up and keep walking pussy, so what you little bike is broken Boo Fucking Hoo get up pussy. You got a great Wife, great kids, great friends, a great job a great k1200, get up and keep walking.

Later on I rang Al Pennykid. He hates R1100 worse than me so we had a great chat and a ray of sunshine started to appear. I had decided that come Monday morning I would ring Tony at **Motahunsa, tell him what happened, I can't deal with this anymore and I'm sending the bike to him and he can burn it for all I care, I'm over it. When** I spoke to Tony I he could not believe the seal gave up twice, he wanted the bike as is, he would pull it apart because he wanted to see what's going on, as he said he has only seen one other R1100 fail due to a gear box seal they had put in. In Tony's words I trade on my reputation and pride of my workman ship. I just have to say thank you so much Tony. You are a rainbow in my rain storm.

**So that's where we are at and that.**

**The End** or maybe not. Mick F

**Epilog – When you hear the bang, your part in the play is to say “Hark I hear the guns firing” BOOOOOOmmm .....“FARK what was that” – A very old joke**

Since we spoke last the gear box issue has finally been resolved. After taking the bike back to Motahunsa, they finally found that it was the internal input shaft seal that was leaking and not the outer seal as we all originally thought. Profuse apologies from Tony, but as I said to him at the start, **I'm not out for a Witch hunt I just want to finally be able to ride the R1100 for some distance before coming back home covered in oil.**

**Now I'm not a Christian of any sort. I don't believe in it, I believe that Christianity was formed** to keep humans in line and basically have a controlling influence over us, but we now have Governments that do that job just fine. Still I believe in a cosmic force, Spirit Guides or form of Deity **watching over us, whatever form it may take in your own mind. Well I tell you, I'm sure my Spirit** Guides took a vacation, stuffed if I know where Spirit Guides go when they go on vacation, but mine went. You see **I reckon my Spirit Guides came back from holidays, said let's check on Mick shall we,** give him a bit of dry food and a big cuddle and we will let him sleep on our bed tonight.

Cause I swear last week the pot hole in my cosmic highway just got filled in. You see in the space of a week my R1100RS was fixed, I rang Harvey Norman who we bought the oven off over a year ago, they told me the oven is still under warranty and will be fixed for free and best of all I got Bruce Springsteen tickets at Hope Estate wineries, seated (Who sits at a Springsteen concert Gail) and near the front.

**Goodnight, throw the cat out will you.**



## LANE 'SPLITTING' IN CALIFORNIA

A review by Tom Rodrick of Motorcycle.com October 10, 2013

Earlier this year, after an Office of Traffic Safety (OTS) survey revealed that nearly half of California drivers were unaware that lane splitting is a legally tolerated practice in the Golden State, the California Highway Patrol (CHP) published Lane Splitting General Guidelines. Meant to bring awareness and promote safety among California's motorists and motorcyclists, the publication also picked the scab off a festering controversy.

**The comments section** of any website reporting the survey lit up with opinionated diatribes from critics and supporters alike. Media liaisons from the CHP, Motorcycle Safety Foundation (MSF), American Motorcyclist Association (AMA), among others, were exhaustively quoted (some of whom were contacted for this story). Proponents and opponents debated the validity and safety of lane splitting with no resolve.

These discussions, arguments and accusations are relatively pointless because no empirical data exists on which to base an educated opinion. In fact, no motorcycle safety study ever conducted concludes with any authority the benefits and/or detriments of lane splitting.

**This will soon change**, however, when a lane splitting-specific study commissioned by the CHP and conducted by the University of California, Berkeley begins releasing reports in early 2014. Dr. Tom Rice, Research Epidemiologist at the Safe Transportation Research & Education Center at UC Berkeley and his team are currently wrapping up data collection in the field, and cleaning and entering the data to be studied.

**"The objectives of the project** are to examine the practice of lane splitting and its safety implications and to examine helmet effectiveness for specific helmet characteristics," says Rice. He and his team have been collecting supplemental data during motorcycle collision investigations for a one-year period. Rice expects to have data on approximately 8,000 motorcycle collisions when finished.

### LANE-SPLITTING GUIDELINES

Riding a motorcycle between lanes of stopped or slower-moving traffic is legal in California. The California Highway Patrol recently released guidelines for lane splitting in a "safe and prudent" manner. Some of their recommendations:

**It is safest to split between the No. 1 and No. 2 lanes. Avoid splitting near onramps and exits.**

#### SPEED

- Do not travel more than 10 mph faster than the flow of traffic.
- Do not split lanes when the traffic is moving 30 mph or faster.

#### AVOID SPLITTING ...

- Between wide vehicles, such as RVs and buses.
- At toll booths.

#### RULES FOR OTHER DRIVERS

- Intentionally blocking or impeding a motorcyclist in a way that could cause harm to the rider is illegal.
- Opening a vehicle door to impede a motorcyclist is illegal.

Source: California Highway Patrol



**“When the study is complete** we should know if lane splitting is a significant safety risk or if it’s actually safer to be between lanes,” says CHP sergeant Mark Pope. “We looked at the other studies being conducted and decided they will not provide the data the CHP needs in regards to motorcyclists and their behaviors on the freeway,” he continues. “So after the Berkeley study concludes we’ll be able to speak intelligently when people ask if lane splitting is safe.”

**The other studies** to which Pope is referring is the Hurt Report from 1981, a recent MSF 100 Motorcyclist Naturalistic study conducted in conjunction with the Virginia Tech Traffic Institute, and the Federal Highway Administration (FHWA) Motorcycle Crash Causation Study. None of these specifically



targeted lane splitting as a primary element of scrutiny.

The Hurt Report has long stood as the de facto source of information regarding motorcycle accidents in America, largely because no other resource was available until FHWA’s Motorcycle Crash Causation Study was funded years ago and continues to gather data into 2014. That study, like the Hurt Report, is broad-based and will provide little if any insight into motorcycle lane splitting.

Proponents say lane splitting reduces traffic congestion, opponents deny the claim. This image supports the former.

**“Lane splitting is theoretically** advantageous because there’s no way to statistically disprove it’s safer because there’s been no study from which to pull the information from,” says Dave Thom, a co-author of the Hurt Report.

The MSF’s study is being conducted utilizing motorcycles outfitted with electronic data acquisition systems in California where lane splitting is practiced, & also Arizona, Florida and Virginia where it is not. **“If we discover something** about lane splitting it will be scientifically reliable,” says the MSF’s Rob Gladden. Preliminary findings are scheduled to be presented at the International Safety Council Meeting during the AIMExpo in Orlando, October 16-20.

**Jim Ouellet, another co-author** of the Hurt Report, did publish the study, Lane Splitting on California Freeways, in 2011 but that study combined the limited data gathered by studying freeway cameras from sigalert.com and combining that information with data from the Hurt Report.

“The paper doesn’t prove that lane splitting is safe but that more data needs to be collected,” says Ouellet.

According to Wikipedia: “Lane splitting has been used to describe moving through traffic that is in motion while filtering is used to describe moving through traffic that is stopped.”

**One thing the dozens of hours** spent watching freeway cameras for three months during rush hour traffic did reveal is that many motorcyclists do not maintain a safe distance to the proceeding vehicle.

“I expected to see riders who weren’t splitting lanes getting rear-ended by cars, but, in fact, it turned out to be that riders who weren’t lane splitting were more likely to be the one striking the vehicle in front of them in a rear-end collision,” says Ouellet.

**The Association of European Motorcycle Manufacturers (ACEM)** with the support of the European Commission and other partners did publish the Motorcycle Accidents In Depth Study (MAIDS) (Version 2.0 released in April, 2009). Although this study included 921 accidents from five countries over the course of three years, the amount of information gained about lane splitting (filtering, as they refer to it in Europe) was negligible.

**What’s the position of the AMA** on lane splitting? AMA VP of Government Relations Wayne Allard confirms that a committee has been established to review lane splitting and determine the AMA’s official position.

For now, Allard encourages motorcyclists to abide by the law, but if there is to be a proliferation of lane splitting in the U.S. he says legislation should be at the state level, not the federal level. “The viability of



Source: Surrey County Council 2010

lane splitting varies depending on geography, climate and what that state's current policies on traffic management happen to be," he says.

**So far**, states other than California, including Nevada, Oregon, Texas, etc., have considered legislation to legalize some form of lane splitting, but none have been signed into law.

"I can't imagine living in a place where motorcyclists sit in line with cars," says Thom, a resident of California. "It just seems to be bizarre to me."

**Both Thom and Ouellet**, whose careers revolve around the scientific understanding of traffic hazards, are lifelong motorcyclists and avid lane splitting proponents.

.As long as it's done sensibly there's no reason why a motorcycle should not split lanes," says Thom. "Clearly there's a whole lot of room within the word 'sensibly' to define what's safe, prudent and so on, but I think the CHP guidelines certainly help us define sensible."

According to the OTS study, the majority of motorcyclists intercepted confirmed that they practiced lane splitting when riding on California freeways.

**With this amount of motorcyclists** reporting to actively lane split, why is the practice disregarded by the MSF? The MSF is currently the contractor to the CHP for administering the California Motorcycle Safety Program (CMSP) which teaches the MSF Basic Rider course. So, right now, it's an interesting dichotomy where the CHP is offering guidelines to proper lane splitting, while the MSF prefers motorcyclists to not lane split.

**"In the classes in California**, when the topic of lane splitting comes up, we turn it into a discussion about time and space," says Gladden. "It's a learning opportunity about how your time and space cushion is affected by lane sharing."

To which Sgt. Pope replies, "When you choose to lane split you are giving up a space cushion to your right and left, however, you are gaining a space cushion to your front and your rear."

Pope is part of the CHP's Motorcycle Safety Unit, and he's fond of pointing out that motorcycle safety is an oxymoron. "We understand that riding motorcycles is not about safety, it's about managing risk," he says.

"It becomes a math problem," he continues. "You have three things to consider when riding a motorcycle: time, speed and distance, and you're constantly calculating those three things. If you give up distance, you need to compensate for that in the other two categories."

[lanesplittingislegal.com](http://lanesplittingislegal.com) is a lane splitting advocate website from Oakland, CA.

It's important to note that the CHP, DMV, DOT and OTS do not advocate lane splitting. "Just like we don't advocate driving in the fog," explains Pope. "Is driving in the fog safe? It can be argued that it is not safe, however it is allowed under California state law that if you, the driver, decide that the risk is worth it, then drive in the fog if you want to. And lane splitting is looked at the same way."

In conclusion, with nothing more really to be said until results from the UC Berkeley study are made public, lane splitting will remain in a state of limbo in California and illegal in the other 49 states. Rice has promised to keep *Motorcycle.com* in the loop as data from his study becomes public.



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# 2014 BMW R1200RT PICS & SPECS



- Air/liquid-cooled twin-cylinder boxer engine with a displacement of 1,170 cc. Output 92 kW (125 hp) at 7,750 rpm, maximum torque 125 Nm (92 lb-ft) at 6,500 rpm.
- Crankshaft and alternator with increased centrifugal mass for even smoother engine running.
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## NEW MEMBERS

Philip & Wendy Banks  
Richard and Georgina Martin  
Gunther Kaindl and Noni Staggs  
Warren and Liz Clarke  
David & Heather Huthnance  
Andy Dunn  
Kim McCloy  
Steve Hinchey  
Bernard O'Shea  
Welcome to the club!

## R.I.P. KYDO

Sad to report that KYDO, best mate & pseudonym of Adrian Selwyn-Smith passed away on 20/01/14. Kydo will be remembered as 'THE' BMWTCNSW canine representative, & the best canine editor this club has ever had.



## H.A.R.T. DISCOUNTS

Honda Australia Rider Training have been added to the companies providing benefits to **Individual Supporters** MCC of NSW. They are offering 10% discount on training courses every day and other offers from time to time.

## ADDITIONAL RIDES

Club Members Please Note: Join the Yahoo e-group as there are more ad-hoc day/weekend/Jaffle rides and runs organised at short notice.

**These are over** and above the events planned in the ride calendar.

**If you have** a ride for the calendar, contact Alan Pennykid to have it included.

**Alan also collates** club pointscores, so make sure he knows of your club activities, to get your points for the end of year presentation.

He can be contacted on 0427 393 093 0247 393 093 or [vicepresident@bmwtcnsw.org](mailto:vicepresident@bmwtcnsw.org)

## Dinner at the Toongabbie pub 27<sup>th</sup> Dec 2013

Dave Beers, Al Peters & Sandy, Mal & Maryanne, Kenny & his parents (they came all the way from Singapore to meet ALL the club members!?)  
Hope your folks enjoyed their visit, Kenny.

This is thought provoking. What do you think?

## Trust the people on speed limits

By NSW Liberal Democrats Senator elect David Leyonhjelm

Bureaucrats who are not accountable decide road speed limits. But the driving public may be better at deciding the trade-off between safety and convenience.

Did you cop a speeding ticket these holidays? Many did. Speed limits have the status of holy writ, with everyone expected to obey them. Officially, fines are atonement for sinning. We are repeatedly told how many people were killed in road accidents over the holiday season, invariably attributed to excess speed. There are gory advertisements warning of lifelong injuries, with big brother enforcement via fixed and hidden cameras, double demerits, average speed cameras, aerial monitoring and highway patrols.

The underlying message never varies below the speed limit is safe, above the limit is not.

The public thinks otherwise.

In the absence of visible enforcement or perceived hazards, voluntary compliance with speed limits is low. A 2009 survey found less than 20 per cent of drivers admit to always driving at or under the speed limit. Another found only 41 per cent thought speeding by up to 10 km/h in a 100 km/h zone was unacceptable, while 38 per cent admitted to speeding by 10 to 19 km/h and 21 per cent by 20 km/h or more. Outside narrow suburban streets, exceeding the speed limit is not seen as a problem.

The National Road Safety Strategy seeks to change that. Its aim is to "reduce poor road user behaviour" through "behavioural changer", and has a vision that "no person should be killed or seriously injured on Australia's roads".

It asserts we need lower speed limits, additional enforcement, including in-car speed monitoring, plus increased penalties.

There is a link between speed and the risk of accidents and injuries. The degree of correlation is disputed and there is some evidence that modestly higher speed limits would reduce the accident rate, but higher speeds certainly lead to more serious accidents and ultimately more of them.

The question is, why not drastically lower speed limits? Given the aim of zero deaths and injuries, why not reduce the speed limit to something like 20 km/h so that accidents are either eliminated or only have minor consequences? The answer, fairly obviously, is that it would be unacceptable to the community.

There is an implicit assumption in speed limits that there will be a certain level of deaths and serious injuries as the price paid for convenient travel. The vision of the National Road Safety Strategy is not only unobtainable, but irrational.

That raises an interesting question. When the law says one thing and most people have a different view, which should prevail? And perhaps more to the point, who should set the speed limits? The people who currently set them are anonymous, unaccountable bureaucrats.

Perhaps the most powerful people in Australia, they essentially decide how many people should die on our roads.

Governments and ministers come and go, but they and their speed limits are always there.

This is massive bureaucratic overreach.

It is the public, not bureaucrats, who ought to determine the trade-off between travel convenience and the road toll.

There is even an internationally recognised method of achieving this, known as the 85th percentile formula.

Briefly it involves the temporary removal of speed limits while speeds are monitored. At the conclusion of the period a limit is reimposed at or slightly above the speed at which 85 per cent of drivers travel. The method is based on the assumption that the large majority of drivers are reasonable and prudent, do not want to crash, and wish to reach their destination in the shortest possible time.

Evidence shows that those who drive above or substantially below speed limits based on the 85th percentile are far more likely to cause accidents. Enforcement directed at those drivers thus has a positive impact on road safety while enjoying a high level of driver support. If the public becomes concerned about any increase in road deaths or injuries, this can be expressed through periodic retesting of the 85th percentile.

If the government serves the people rather than vice versa, speed limits should have the approval of most drivers. Instead of being treated like sinful children and a source of revenue, motorists should be the ones who decide what the limits are.

## HAVE YOUR SAY

### on Speed Zones & Demerit points

This from Christopher Burns of MCC

I raised the issue of speed zones with Marg Prendergast and Tim Reardon of Transport at the Vehicle Standards Working Group just before Christmas and the argument from Centre for Road Safety is that the speed zones are a science based upon past history but I am not convinced of the merits of their "Science".

**Right now there is the opportunity for any and all to make a submission on the impacts of Speed Zones and Demerit points** and I encourage all delegates to advise

their clubs of this opportunity and to send in individual submissions and club submissions, even if it is only an email with your comments. It doesn't have to be flash but keep to the facts and don't make it emotive. The closing date for submissions is the 28<sup>th</sup> of February and the submissions can take any form. **If you have an opinion then put it in an email and send it in, it is important that you have your say** as this is how we influenced Government with lane filtering, blinkers, helmets etc so make the most of the opportunity and have your say as it is important.

Details are at;

<https://www.parliament.nsw.gov.au/prod/parliament/committee.nsf/0/73706664476B8F95CA257C1400778255>

The MCC has been pushing the argument that riders have not benefited from Air Bags, ABS, Traction Control, crumple zones etc.

This has been acknowledged by the Centre for Road Safety recently and they agree that training alone has made the difference to riders fatality rates with the newer riders.

Not so much with riders in the 50ish age group as there crash rate is still high and they did not benefit from the initial training. Transport are working on a Comm's package that should highlight the need for further training for riders along the lines of Professional Development etc etc.

A suggestion was put forward that riders with big fines for speeding could offset the cost against a training course and they seemed to like the idea.

Whether or not they do something with it is another thing. The big issue here is the state is broke and cannot afford to run and pay for additional training sessions for riders let alone run web based knowledge testing for all license holders

## AND, join the MCC & help them make a difference!

### MARI VOLUNTEERS

#### From the MCC

Ken Lovegrove is taking the names of volunteers for the MARI project, see below for further details. Might I also add that Ken runs Motorcycle Gear, one of the businesses that support the MCC and he could also do with our support so spread the word please. <http://motorcyclegear.com.au/>

As of the first of January we are collecting names and contact details of those motorcyclists interested in being a MARI volunteer. A MARI volunteers duties are maybe as simple as

- A phone call to see how someone is doing after a fall, a visit in hospital.
- Contacting a neighbour to ask them to run over the next doors lawn as they are laid up,
- Putting their bins out for them.
- Contacting neighbours or friends by phone to let them know of what has happened and where he or she is so they can visit, or a non clinical view on how they are doing.
- Simple things that we all take for granted but not everyone does because they think someone else has got it in hand.

If you are a sole occupant of a home and even a small thing like making a cup of tea or coffee is a big deal if you are in plaster, on crutches possible and unable to carry them to where you are seated or your partner is at work you are basically screwed until their return home. Just a quick phone call or call in a have a cupper can make all the difference in ones day and help the speed their recovery process.

There is a heap of other ways one can get involved soon in their own area. Could you let all the contacts know please so I can then contact those

interested with information they will need to know to take it to the next level.

Secondly we are now asking for those wishing to support us in our Over Australia Ride on the 26th April need to register asap. All the information is attached and the first thing is we will be leaving on two dates one from St Vincent's Hospital in Sydney with Media on hand and the other at the Entrance on the Central Coast. Need to have as many Riders and passengers turn up on these days as possible. Can forward the information to you soon but need interested parties to contact me soon. I would like to see a good turn out by MCC and AMCC members on both or either of these days. **Road rider** will be covering this event.

Ken Lovegrove

MARI Contact 0449 186 761

## MINUTES OF MONTHLY MEETING November 27th 2013

**Chairperson** – Alan Peters

**Meeting Opened** – 7.48 PM

**Apologies** – Graham Johns, John Visser

**Visitors** – Bruce Water

**Previous Minutes** – Acc. – Wato

Sec. – Alan Peters

**Correspondence** –

- Magazines from BMW Club: UK, NZ, ACT, VIC, QLD, Car Club

**President's Report** – 25 Year Award presented to Ray Fizzle

- Club purchased 2000 business cards
- Put a shift in on the MARI stand at the Sydney M/C Show

**Vice President's Report** – A few events had to be cancelled due to bush fires.

- Berrima Run to be rescheduled.
- -Looking for ideas for new rides

**Secretary's Report** –

- See minutes

**Treasurer's Report** – 7 x New members

- Deposit paid on Frying Pan Creek for KRR in Feb.
- T shirts for those working the MARI stand at the M/C show.

**Membership Secretary** –

**Editor** – No newsletter for Dec. Keep the stuff coming for Jan.

**Regalia** – Nil to report

**Assets & Archives** – Nil to report.

**Clubs Australia** – BMW Parts pricing raised with CA.

**Webmaster** – Apologies.

**MCC** –

- Good response to their stand at the M/C show.

**Past Events** – Temora Air Show was a great spectacle. Great camping spot at the end of the runway. Mick's nephew has invited us back for the next show in 2015.

- St Albans' lunch run. Rode via Mangrove Mt, Spencer, St Albans and then home via Webbs Creek.

**Coming Events** – Refer to newsletter

**General Business** –

- .Rob Edgar offered a tool box to new home. Sorry, you're too late, it's on way to Wozza's Shed.

**Meeting Closed:** 8.52 pm after waking Roger.

# Ride Calendar

FEBRUARY	EVENT	ORGANISER	POINTS
Sat 8 <sup>th</sup> - Sun 9 <sup>th</sup>	<b>Karuah River Rally</b> - Frying Pan Creek, Chichester State Forest - see the flyer on the club website or in the Bank Hotel Dungog before heading into the rally	<b>Rob Lovett</b> 0417 267 425	10
Friday 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
Sunday 16 <sup>th</sup>	<b>DayRide:</b> Berkelouws Book Barn for lunch and a look around Berrima. Sydney Riders, meet at 9:30 for 10am departure from Caltex, Northern Rd Luddenham	Alan Pennykid 0427393093	6
	<b>Day ride</b> & Coffee and meeting 22 Patterson Road Bolwarra @ 9.00 Am for coffee. This is an old house that has nice Coffee	Cheryl 0408074214	6
Sat 22 <sup>nd</sup> - Sun 23 <sup>rd</sup>	<b>Bendemeer Overnighter.</b> Stay at Bendemeer Hotel, motorcyclists from many groups not just BMWTCNSW	Alison Goodwin 0410866154	10
Wednesday 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 <b>0407 829 033</b>	4/6*
Friday 28 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
MARCH	EVENT	ORGANISER	POINTS
Sat 8 <sup>th</sup> - Sun 9 <sup>th</sup>	<b>Cold Flame Rally.</b> On the Barry Way south of Jindabyne at the junction of the Snowy and Pinch Rivers, BYO everything. Take your swimmers.		10
Friday 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
Sunday 16 <sup>th</sup>	<b>Day ride</b> & Coffee and meeting 22 Patterson Road Bolwarra @ 9.00 Am for coffee. This is an old house that has nice Coffee	Cheryl 0408074214	6
Sunday 23 <sup>rd</sup>	<b>Dayride:</b> Bathurst for a Mt Panorama/museum visit and lunch. Meet at BP Nth Richmond at 9am.	Alan Pennykid	6
Fri 21 <sup>st</sup> - Sun 23 <sup>rd</sup>	<b>Capital Rally</b> watch this space, date confirmed but the 2013 venue is unavailable, a new venue to be announced soon		
Wednesday 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 <b>0407 829 033</b>	4/6*
Friday 28 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sunday 30 <sup>th</sup>	<b>Day ride</b> Wingham 2 routes Tar & Dirt	Rob Tiedeman 0427 777 461	6
APRIL	EVENT	ORGANISER	POINTS
Sat 5 <sup>th</sup> - Sun 6 <sup>th</sup>	Blue Poles Barrington tops camping weekend. Not to cold not to hot BBQ Etc.	Rob Tiedeman 0427 777 461	10
Friday 11 <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
Sunday 13 <sup>th</sup>	<b>DayRide:</b> Roads of the Central Coast, more info to come	Mick Furchert	
Friday 25 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Fri 25 <sup>th</sup> - Sun 27 <sup>th</sup>	<b>Camping weekend:</b> details tba		
Fri 25 <sup>th</sup> - Sun 27 <sup>th</sup>	<b>Autumn Leaf Rally.</b> Tumoramma Hall. Tumut Valley Riders		12
Wednesday 28 <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 <b>0407 829 033</b>	4/6*
Friday 30 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2

## LYRYICAL MOTORCYCLE MECHANICS

Robert Pirsig ((Zen and the art of Motorcycle Maintenance) divides people into classicists and romantics.

It seems that both you and I, Mick, are romantics, interested in the beauty and romance of the whole thing.

We think of oil ..... and leather, the bright tinkle of a spanner on concrete on the garage floor, the open road, the wind in our hair, the smell of road kill and being re-born every morning, but when we grow older, a little of us dies every night, killed by what ifs and ifs only, by mortgages and bills, dry rot and rising damp. When we travel though, we are children again. And when we travel by motorcycle, we have nothing to think of when we wake except checking out of a motel, throwing a few belongings into our panniers and riding off down the road, unencumbered by regrets and concerns. On a motorcycle, every day is an adventure and a new beginning. On a motorcycle, we are still a boy on a bike.

When a classicist looks at a motorcycle, he sees a collection of nuts and bolts., more interested in taking it apart and seeing how it works, and then keeping it working.

There is no such thing as right or wrong (left) – just difference. They tell me its stopped raining in Thailand.

RAMJET

You nailed it Ian, you described me to a T.

But my Romance only travels so far, when Nurse Gail dragged me over to Europe screaming, she would drag me into every Church, Museum and Art Gallery she could find.

The final straw was when she took me into a Museum of Contemporary Art. There was an old drink crate with a house brick on it and a pair of old worn out work boots on it.

I stood in front of that and I use the term loosely, "piece of art" for a few mins, emitting sighs, tsks and comments of "beautiful, just beautiful", before long I had four arty types around next to me admiring the peice as well uttering the same sentiments.

Next min I felt a hand grab the back of my shirt, pull me away from the admiring pack of like minded art aficionados and Gail hissed into my ear some derogatory term to my good self and told me to go wait in the cafeteria.

As I was leaving I said in a raised voice "You don't understand the pain and toil that went into that do you Gail, the four other art lovers gave Gail the most intense death stare.

Shit me did I cop it when Gail finally got back to the cafeteria, but she hasn't taken me into another Museum of Contemporary art since.

Well not since we went to Mona in Hobart but Gail had the good sense to stay well away from me this time.

I did the Mona in an hour, four hours later Nurse Gail finally appeared.

Mick F



# From LIN & PRUE VAN COPPENHAGEN

## Second instalment of their 2013 European tour

We have fallen in love with Austria. It is now week 11 of our 18 week European Adventure and despite plans to only spend one week in Austria, we now enter our 5<sup>th</sup> week here and are spending 4 nights in the town of Mariazell which is close to Vienna. We have done a number of walks in the high mountains staying in remote little hotels high in the Alps like this one tucked up in a little valley behind the Gross Glockner, Austria's highest mountain just short of 4,000 meters high.

The hotel sits at 1,980 meters and we walked up to 2,380 meters and covered about 8 km. Just stunning views, mountains, wild flowers, waterfalls and lush meadows. Here is our path up



And at 2,380 m. it carried on like this



But this was our turn around point.

We have found the Austrians friendly, the roads well maintained, the scenery to die for, the riding spectacular and the police just about absent. Austria is also much less expensive than Switzerland and Germany. We have, as usual, sought out the small minor roads that lead into hidden valleys like this one

Many of them narrow one lane dirt roads like this one



That led us to places like this

The weather has been very hot the last 4 weeks (about 35 and maxing at 40 on 1 day) so we stop at remote rivers and lakes to cool off



I was thrilled to come across a few rare Peacock Butterflies (arguably Europe's' most beautiful butterfly) on some wild thistle bushes



And managed with some patience to nab one for closer

examination

And when I let him go he just sat on my hand for a few minutes before flying off. I felt privileged and just love that sort of thing.

A few days ago we crossed the Solk pass at 1,780 m. (the valleys on either side are at 400 m so the pass is about 1.25 kilometres high) we noticed a small sign pointing out that the Romans built a road over this pass to transport salt from the salt mines at Hallein (Just next to Salzburg). Salt was like gold in those days. The road fascinated us as we walked on it and noticed chariot tracks worn into the stones.

In the pic above, I am standing on the Roman road looking back down the road to the bike and..... below is Prue walking further up this road (which is over 2,000 years old) towards the top of the pass. You will notice



the similarity of the surface with the road between Wingham and Tinonee (which also looks like it has not been repaired for about 2,000 years or so!!!).



These folk knew how to build roads then and how to build them now. Here is one that crosses the Austrian Alps and it is raised most of the way so as to have minimal impact on the fauna and flora and farming.



We previously thought that the Alps this far East were low and rolling hills. – Wrong. The terrain can be

dramatic and fantastic to explore Just look at the rough terrain that the rivers wind through,

And high valleys that have been dammed

And here is a cable car station that we rode up to on a fantastic twisty road hanging audaciously to the side of the mountain up to 2,000 Meters, where we had lunch. The Cableway takes you up to 3,000 M (you



can just see the top station on the blue skyline next to the cloud)



It will be with a heavy heart that we leave Austria. We have even improved our German, however, the Italian Lakes await our inspection.

Kind regards to all of you,  
Keep riding,  
Lin and Prue

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**19 – 20<sup>TH</sup> April**

**10 – 11<sup>th</sup> May**

**23 – 24<sup>th</sup> June**

**Karuah River Rally**

**Cold Flame Rally**

**Capital Rally**

**Autumn Leaf Rally**

**Loaded Dog Rally**

**Casper Rally**