

BMW TOURING CLUB OF NSW



There's a couple of ugly mugs for you! Bala's first day out on the bike after his heart transplant.



BMW Touring Club
of New South Wales



Member of the International Council of BMW Clubs

JULY 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.

Who went to the Alpine Rally? June long weekend.

We saw Woz, Stan Kuchera, Rob Edgar, Alan Pennykid, Rob Lovett, Rob Tiedeman. Heard of others but didn't get to see them.

Dave Povey on his Honda NX, ex motocrosser Sam Saliba on his DR, & I made it a 3 day weekend.

Friday down to Mittagong, Wombeyan Caves Rd to Crookwell. Great fun that road, with perfect conditions. Damp, but not wet. Love the sound of the 690 with the Staintune, & chasing Sam on his DR.

Getting a bit late so slabbed it to Jugiong via Gunning & the Hume freeway. Camped about 5kays south of Jugiong on the banks of the Murrumbidgee. Perfect camping spot, except for the cow poo. Must have been hundreds of calves in the paddock & what they left behind, we couldn't dodge or leave behind!

Saturday, a beautiful day with a little fog. Off into Tumut. Poveys NX had it's usual gear lever problem. Got another new lever in Tumut, & on the road again about midday.

The Goobarragandra Rd goes south from Tumut, roughly parallel to the snowy mountains Hwy, & becomes the Goobarragandra Powerline Rd, & emerges on the Highway about 7 kays west of Yarrangobilly & Rules point. It's well formed, single vehicle road, little used, with 3 trees across it. Luckily none were big enough to stop us. Povey had difficulty with the first, getting the front wheel across, then stalling when he had the back wheel right on top of the log, & falling from a great height. Well, normal for most of us, but a great height for him! The road goes through National park & is closed from the June long weekend till October.

Then down the Long Plain Rd, Broken Cart Track to Bridabella & the rally site. 192km from Tumut & almost all dirt road & tracks.

Henning did his usual ritual of fireworks & burning magnesium, & a couple of blokes doing burnouts. One, a hot sportsbike, got to 298kmh at 14,000rpm. Glad for him the tyre didn't suddenly get some grip!

Temperature down to minus 3deg overnight.

Henning's awards ceremony on Sunday morning, & the slippery mud to get out of the site. Heard a certain Vice Pres & Ride Co-ordinator had some extra contact with the mud.

Congrats to Henning & team for another great rally.

How good is it to see Bala back on two wheels again. Look forward to riding with him again soon. See El Presidente's report.

We'll soon have enough transplant recipients to start our own branch!

Next month I'll need to get the newsletter done by Friday night 25th. Paul, Andris, his mate John, & I leave for the OCR on Saturday.

Seems if it's not a famine it's a feast! Over the previous few years I've kept encouraging people to send in their reports & stories. Usually wondered how I'd make 16 pages. These days it's the opposite. I have plenty of material to make 20 pages. Could even do 24, but that's not really an option 'cause the weight would step up into another postal category with substantially higher costs.

Last month I apologised to Mark & Jane Hungerford for not getting their NZ story in. This month it's an apology to Rob Tiedeman with his story on the F800 fuel pump fix. Now, don't you lot think I'm relaxing the pressure or something! Still need your stories & reports. And thank you to everyone who's contributed over the years. Your contributions are what makes this newsletter. Without them, my job would be so much harder.

Rode to Tamworth on Friday 13th. Ken & Glenda Lovegrove & team returned from their 50 day, 15,000km Dr Wings ride to raise awareness of MARI, raising funds for it & RFDS.

They were able to introduce the MARI concept to local hospitals along their route. Ken reports they had an enthusiastic reception from most of the hospitals they visited. Well done team! Mick & Jianping Moriarty & myself went up there to ride home with them on their last day. Boy, I'll bet they are enjoying being home!

Keep it shiny!

Ian.



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President's Report

The 2013-2014 financial year will be done by the time this newsletter gets to all of you. The club has ended up in a very **strong financial position**, partly due to a couple of dry (weather... not booze) KRRs and partly to good management and collection of revenue from newsletter advertising. Thanks to Trevor and Woz for their hard work and dedication to the club.

Membership fees are due once again! The \$10 Tee shirt with renewal is on offer again. We have a different colour, denim, on offer this year. Once again postage to country members will also be subsidised. Look for the sharp dressed people at the next event.

Al Pennykid has organised the **Awards Night** for 26 July. It's a fun night, especially if you don't take award winning too seriously. Details will be elsewhere in the newsletter and if you have any queries don't hesitate to call Al. Hope to see you all there.

Attention **OCR** attendees!! Don't forget the club has a **Satellite phone** for hire. Drop me a line if you are interested to use this resource for the OCR or any other trek into the outback.

Personally I haven't been riding too much. I did catch up with **Bala**, who is happily back on 2 wheels after his heart transplant. We had a short urban ride and lunch at Stanwell Park. The photo proves that smiling AND pressing the shutter button for a selfie is far too complex a combination of tasks for moi.

Bala's endurance through his illness and post-op recovery is truly inspirational. Future rides for me include the June 29 day ride, Apollo Rally and the TTT rally.

Alan Peters

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.au

No report from Mr Webmaster. He's OS, having a well deserved break.

From Josh Evans

I am planning my ride from Sydney to Winton QLD for the amazing [Vision Splendid Outback Film Festival](#).

The motorcycle adventure doco [Arrows of Fire](#) screens on 3rd July at 4pm. (Have you heard of it??)

I am hoping you can post this to any of the yahoo groups you are in.

Oz Beemers etc. And even hit up those BMW touring club hoons too if you dont mind!

Jump on the the Eye of the Rider [facebook page](#) and share the post on the festival too please. We need eyeballs on this.

Coming from you guys rather than me, some might actually attend the screening!

MINUTES OF GENERAL MEETING 26TH May 2014

Chairperson – Alan Peters

Meeting Opened – 7.55 PM 28/5/14

Apologies – Henning Jorgensen (One day he will turn up)

Visitors – Mick Moriarty stuck his hand up 'cause he came down from Bathurst.

Previous Minutes – Acc. – Mal Cattermole
Sec. – Mike Day

President's Report – Quiet due to only just regaining ticket to ride.

Visited Bala the other day. He is feeling good and went for a ride with the Prez.

Vice President's Report -Awards Night 26 July. Yulefest menu in our own function room. Hotel can sleep thirty. Motel is close by. See ad in newsletter.

- Always looking for ideas for new rides

Secretary's Report –

Correspondence Rec'd –

- Usual mags from other clubs.
- See minutes.

Correspondence Out – Nil.

Treasurer's Report – A few membership renewals starting to come in.

- Full financial report being prepared for the AGM.

Membership Secretary –

- A couple of new members this month.

Editor –

Thanks to the Prez for standing in as editor for the last newsletter. Please keep the articles coming in.

Regalia – AWOL but has arranged subsidised T shirts in a different colour to be available again this year with membership renewals.

Assets & Archives – Nil to report.

Clubs Australia – Annual meeting just completed. It was decided to remain unincorporated but to revise a constitution based on model rules. Target date is within 120 days. Bike Nationals will be at Lake Cargelligo.

Webmaster – Apologies..

MCC –

- Your club needs a new delegate. After twelve years the current one has retired.

Past Events

- Shooting weekend at Ilford range. Great facility. Hot showers and good camping. Nine participants and two lookers.
- Loaded Dog Rally No25. Not cold. Good band. Fairly small roll up, maybe about eighty bods.
- Thunderbolt rally was attended by a few members. Stories of drug testing and heaps of Harley riders being blitzed by the cops.
- Forgotten roads of Central Coast ride was a good day.

Coming Events –

- TTT Rally is 20 July.
- Alpine Rally 7-8 June.

Check out the ride calendar.

General Business -

- Rob Edgar reported that Don Wilson passed away in May.
- Drysdale Station appears not to know or has forgotten that the OCR is at their joint in August.
- Paul Evans soliciting notes of thanks to organ donor families such as those who gave Bala a second chance at life.
- FCR is tracking along according to plan.
- Ken Lovegrove and friends are touring the outback raising awareness and funds for MARI and RFDS. Looking for riders to escort them on the last leg out of Tamworth and back to the Central Coast.
- Club 50th anniversary is in early planning stages. See the Prez if you can help out.

- Macquarie Towns Rally is on same weekend as our awards night. There is always some tasty machinery on display there. Suggest if interested go on Saturday.

Meeting Closed: 9.00 pm.

From Rob Edgar at The NEW BIKEBIZ BMW at Granville

If you haven't had a chance to look at the rather classy (and large) book that BMW has produced to celebrate 90 years of motorbike manufacture it is on display at BIKEBIZ BMW at Granville. Check it (and the new shop) out.

Better than that, if you would like a more personal perusal, BIKEBIZ BMW is donating a copy to BMWTCNSW.

We will have it before the FCR where hopefully it will be on display in Larry's Library.

2nd April 2014

MOTORCYCLE CRASH BARRIER TO BE TRIALLED IN SOUTHERN NSW

The Centre for Road Safety and Roads and Maritime Services (RMS) have chosen south-eastern NSW to field test a motorcycle safety barrier system to improve safety for motorcyclists.

As part of the new Motorcycle Safety Infrastructure Program within the Safer Roads Program, a \$700,000 trial will be undertaken adding an additional motorcycle friendly rail retro-fitted to existing steel crash barriers in the RMS Southern Region, which stretches from the Illawarra all the way to the Victorian border.

The extra rail will be installed low to the ground, beneath the existing rail on the barriers. Known as a 'Rub Rail', it is designed to stop motorcyclists who fall off their bikes from sliding into a crash barrier's steel posts, Centre for Road Safety General Manager Marg Prendergast said.

The Rub Rail will be trialled on guard rail on Moss Vale Road, Lawrence Hargrave Drive, The Illawarra Highway and the Kings Highway. It is expected to be installed by the end of June.

Ms Prendergast said steel crash barriers were a proven road safety tool that were effective in keeping vehicles from crashing down embankments and into trees.

"The posts need to be strong and rigid to stop vehicles, but these same qualities make them unforgiving if a motorcyclist slides into them," Ms Prendergast said.

"A motorcyclist who has lost control can slide straight underneath the barrier and right into the posts."

The Rub Rail treatment has already been installed to existing steel W-Beam crash barrier on a number of popular motorcycle routes in Queensland as a crash mitigation measure.

The Rub Rail can be added to existing guardrail systems on roads popular with motorcyclists which have a history of motorcycle crashes.

"Typically these are winding, rural roads with lower traffic volumes," Ms Prendergast said.

Motorcycle Heaven

By Mark & Jane Hungerford.

What's your idea of *motorcycle heaven*? If you are mostly a road rider it's probably something like lots of bendy roads, with good quality bitumen, few hazards, and reasonable weather. It would be even better if you didn't have to go too far to get there, and there's a few thousand kms of roads to sample with great vistas along the way. Let's tweak it a bit more and picture the other road users actually pulling over to let you go past and the local government *wanting* to attract bikers to their area. If I've still got your attention then read on...

My wife and I travelled to NZ a few years ago by car and promised that we'd return one day and do the roads properly i.e. on a bike. Our decision to go again last November was helped along by a free plane ticket from Qantas (it's a long story) and some frequent flyer points.

Our general plan was to hire a bike in Auckland and find as many corners on the North Island as possible. A check of the map showed that the roads north of Auckland up to the northern tip of the island looked promising and if there was time we would also go south and east of Auckland along the coast near Coromandel. The map showed that the "Twin Coast Highway" went north on the east coast and then back south on the west coast and was roughly the route that we wanted to take. There also looked to be many opportunities for getting off the Twin Coast and onto some even windier back roads. The round trip on the "Twin Coast" would be around 750kms, but with the diversions the trip would cover close to 2,500 kms. The best part was that nearly all of it would consist of a series of tight bends and little else.

A few days before we flew to Auckland our main worry became the weather. The North Island seems to get a lot of rain in summer and the long range forecast was for rain to start from our second day there and continue for more than a week. We hoped for the best and packed our best wet-weather riding gear.

Jane and I rented a BMW G650GS for 8 days online from Paradise Motorcycle Rentals in the north of Auckland. The process was easy and Paradise lived up to their name. Mike and Alison Rose are the proprietors and gave us some good tips on local conditions and even arranged for a taxi to get us from our hotel to the bike.

The G650 GS they provided was nearly new with about 2,300 k's on the clock. The bike was well presented with BMW panniers and top box, a small screen, heated grips and road tyres. My initial impressions were that the screen was useless, the tacho hard to read and the seat became a serious issue for our backsides after about 2 hours of riding.

However these were fairly minor issues and we loved the bike overall. It had enough power to get us along pretty well with our panniers jammed full and an overflowing top box. Also the relatively short distances that we were travelling each day (compared to riding in Australia) meant that we only travelled 2 hours between stops and the seat problem did not become too serious.

We spent the first ride day doodling around Auckland. The G650 motor was a gem (for a single) and had reasonable power as long as I kept it between 5000 and 6000 rpm. The bike was light and easy to manoeuvre and the front suspension soaked up bumps better than my R1200GS. However, the line taken was upset a bit by bumps. The front brake lacked power but this was easy to adjust to.

We found some good bike roads in the south of Auckland around the beaches and it was a good short day.

Day 2 saw us head north on the freeway for 100 kms to Warkworth where we made our first diversion onto a local bendy back road and out to Leigh on the coast. I found NZ drivers to be friendly, courteous and they would invariably pull over to let us by with a wave. Despite there being a lot of farming communities there were few tractors or trucks but we did need to negotiate a number of cattle crossings usually with slow moving cattle included.





After getting back onto the Twin Coasts for a few k's we did another bendy road diversion out to the coast through Mangawhai. One thing we found about most of the New Zealanders we met is that they were very friendly and they like to talk. Whenever we stopped, invariably someone would strike up a conversation with us and sometimes it would be difficult for us to get away.

After an overnight in Whangarei we did another diversion to Matapouri, then back to the Twin Coast, then yet another diversion to Whangaruru and on to Paihia. This is the Bay of Islands region with lots of

beaches. Unusually for NZ we saw some reasonable surf on a few of these!

We stayed overnight in a pub in Whangaroa, with the proprietor ensuring we had a secure place to park the bike. Our room had a great view of the pier, parked yachts and harbour. Somehow we got caught up in the pool competition in the main bar. The locals told us that oysters were so plentiful around here that we could go and help ourselves to as many as we wanted on the rocks around the harbour.

On day 4 we mostly followed the "Twin Coasts" along the northern part of the island. It was a short ride day and again the weather was kind to us with clouds but no rain. The G650 was well suited to the 25 to 55 kph corners and with the main power coming in high up the rev range it was a lot of fun to ride. The north of the North Island does not have snow peaked mountains like the South Island but it does have lots of hills, valleys, subtropical rainforest and rivers. We found km after km of fantastic corners going through amazing green scenery. We found the road surfaces to be excellent and there were few hazards other than possum road-kill.

Compared to my 1200GS the 650 does not have rock solid stability above 100ks, or the "think it and you're there" steering response. However this did not matter as the NZ roads are wide, and the 650 was still a lot of fun to ride. It's a case of having more fun at a slower speed.

For day 4 we decided to do a bus tour along the "90 mile Beach" for a bit of variety. Some locals advised us that the tour would give us lots about the history and geography of the area, as well as to actually drive along the whole length of the beach. Also included in the tour was some "sand hill surfing".

Taking the bus for the tour turned out to be a good decision as it rained for most of the day, with a short break in the weather for a 70 metre slide down an enormous sand dune on a plastic toboggan. To get off the beach the bus drove up one of the creek beds that empty down through the dunes.

Day 5 saw sunny weather and we got into some serious riding as we started to head south along the west coast. This area has lots of bays and inlets and roads hug the coast with the expected bends and fantastic forest and river scenery. At one stage there was a ferry crossing. Again there was little traffic, excellent road signage and great quality bitumen. Heading south towards Auckland near Brinderville, the island becomes very narrow and the Twin Coasts became the only road north or south. That meant that we needed to do a short section we'd already done going north, but were able to turn off at Wellsford where we made our overnight stay. As usual we were offered special parking for the bike.

Petrol is expensive in NZ – it was around \$NZ 2.10 per litre (approx. \$AUD 1.90 p/l) with most servos only selling RON 91. However the G650 had miserly consumption and the relatively short distances we travelled each day meant we were only spending about \$20 per day on fuel.



The next day we decided that instead of going back through Auckland and the freeways we would instead turn off the main road and go through a forested area to the west of the city – Auckland Centennial Park. As usual this area had some great corners, fantastic scenery and good hillside views of Auckland city. The main hazards here were palm fronds on the road which were slippery, and possum road kill. One of the locals told us that the road in this area becomes slippery for bikes in winter because of moss growing on the road. This is the result of high winter rainfall and less sun during the day. We didn't experience this.

There were some good points of interest in the forest including massive Kauri trees. At one stage we made a diversion and went down to a small surfing village on the west coast called Piha. The village looked like it used to be a "get away from it all" place for Aucklanders because of the fibro beach shacks set among the sand hills, but gentrification looks to have hit recently with a number of mansions being evident and lots of building activity happening. There is a large rock and forested outcrop on the beach which becomes an island at high tide. The beach café had great coffee. On the windy road out of Piha we had a good blast with 2 Yammy 600 sports bikes for a while.

We continued to skirt around Auckland and headed south and then east along the coast towards Coromandel. The road here is popular as a day trip for bikers based in Auckland. We saw a large number of bikes on the road.

Day 7: The road to Coromandel mostly winds along the coast but also heads in-land occasionally. On the coast it is very bendy and offers good visibility for spirited riding. Along much of this road the edge is so close to the ocean that sea spray from the breakers got onto our visors. After a while the road climbed away from the coast which gave us a great view of the coast. As expected there were lots of great corners in this section as well.

We arrived in Coromandel late in the afternoon and booked into a hotel. The town is a holiday destination and we had a good choice of pubs and restaurants that night. The locals told us that the loop from Auckland along the coast to Coromandel, and back to Auckland is a popular day trip for bikers, and they get heaps of bikes going through the town on weekends.



On day 8 of our trip we headed inland from Coromandel (more bends) over to Whitianga on the east coast. This town is a fishing and holiday village, and on the day we arrived they had a "thunder machines" event on in the main park in town. We found about 200 extremely well presented bikes (mostly Harleys) on display for judging. Here's where we noticed that they do some things a bit differently in NZ – there were no radars on the way into or out of town, no police road- blocks or random pull-over of bikes or breath test units. In fact there was no visible police presence at all! Just a lot of enthusiasts enjoying the event and sharing their interest and socialising. We've got a bit to learn in Australia.

The NZ Transport Agency seems to encourage and support bike riders with its "Safer Rides" pilot project aimed at improving motorcycle safety in the Coromandel area. There were many signs "suggesting" bikers slow a bit and ride safe. Challenging corners were signposted. It was not done in a way that was paternalistic or negative; more along the lines of "Skilled riders respect road conditions".

After I dropped off the bike at Paradise, Alison completed the great service experience by personally delivering me back to the hotel, which was about 15 k's south. Alison advised that Paradise also have an office in Christchurch and this would be a good starting point if we decided to do the South Island in a year or two.

Overall we did about 2,200 kms of riding, with only about 180 kms of this on freeway or straight highway. The rest had bends like the Oxley Highway in NSW but with fewer cars, great scenery and without the police presence. I would rate this area as one of the best road bike riding locations that I've been to anywhere in the world. We had lots of fun, at a slower speed. It's made even better by the supportive transport agency, friendly locals and being so easy to do everything.

It's my idea of motorcycle heaven.



APPLICATION FOR NEW MEMBERSHIP / RENEWAL OF MEMBERSHIP

BMW Touring Club of New South Wales Incorporated
(Incorporated under the Associations Incorporation Act, 1984)

The BMW Touring Club of NSW was founded in 1965, with an initial membership of 15.

The aim of the club is to provide a social medium for BMW riders and motorcycle touring. It is not necessary for you to own a BMW motorcycle to join the club. There are a wide range of activities throughout the year, ranging from regular day rides, rallies (local, interstate and other BMW club rallies), runs with interstate BMW clubs and camping weekends. We have gained a large number of trophies from our attendance at rallies. The club also has regular maintenance days (where you can tap into a vast range of knowledge from our members). We have spare parts available at a slight discount for members and a variety of special tools for use when servicing, repairing or replacing components. We also have social evenings, an annual presentation night/dinner and a Christmas party. The club encourages family involvement in all events.

NEW and PRESENT members

Current Membership Number: _____

I, _____ and _____
(full name of applicant) (additional person/s)

of _____ Postcode: _____

Preferred Phone No's: 1) _____ 2) _____

E-Mail address: _____ Motorcycle/s Make, Model & year: _____

I hereby apply to join/renew my membership of the above named incorporated association & I agree to be bound by the rules of the club.

(signature of applicant) (date)

NEW MEMBERS ONLY: <i>If an existing member introduced you: Introduced by: _____</i>	
New Application / Renewal and /or Joint Application <u>(please circle one)</u>	
<p>New member joining fee \$10.00 (+ Annual Membership Fee)</p> <p>Annual Membership fee \$50.00 per year (city or country membership)</p> <p>Subsidised 'T' shirt \$10.00 SINGLE MEMBERSHIP SIZE _____ \$10.00 JOINT MEMBERSHIP SIZE _____</p> <p>Total amount payable \$ _____</p>	<p>MAIL TO:</p> <p>BMW TOURING CLUB of NSW PO Box 549 ERMINGTON NSW 1700</p>
<p>Make all cheques and money orders payable to BMW TOURING CLUB OF NSW</p> <p>FOR DIRECT DEPOSIT... BSB# 032 173 ACCOUNT# 40-6259</p> <p>Please quote 'MEMBERSHIP' and & YOUR NAME when making your transfer.</p> <p>Please POST, or SCAN & EMAIL THIS FORM to the MEMBERSHIP SEC, so your DEPOSIT can be RECONCILED, your 'T' SHIRT ORDER NOTED, and your DETAILS UPDATED</p> <p><small>NOTE 1. All membership fees are due by 1st July each year. NOTE 2. Membership not renewed by 1st August will be considered as a resignation of membership</small></p>	

OPTIONAL :

- Do you wish to download the **magazine from the Club web-site**?..... Yes/No
- Do you wish to receive the **magazine hard copy by Mail**?.....Yes/No
- Do you have a **First Aid Certificate**Yes/No
- If **NO** are you interested in attending a **First Aid Certificate Course** for Bike Riders.....Yes/No
- Would you like to be on the Club **Hospitality List**Yes/No

Name (e.g. John & Julie)	Location (Town or Area)	State	Phone no./s	S	A	M	D kms	Comments

(S) Social stop, cuppa etc **(A)** Accommodation **(M)** Mechanical Assistance **(D)** Distance prepared to travel to assist **(C)** Trailer, alt phone etc.

Ruptured Budgie Rally 17-18 May 2014

By Al Peters

A need for a change of scenery led my brother Gary and myself to pencil this rally into our ride calendar for the year. The suspension of licence that came to an end on the 13th May made this ride a drought-breaker of epic proportions.

Friday 16th saw us heading out of Diesel City early and in the name of efficiency slabbing it north to our first stop for breakky at Buladelah. The slab is terrible, it has no soul, driving due north with a wavy concrete surface that bounces the bike annoyingly. This section of the ride is made bearable only by the beautiful sunrise we were treated to with banks of mist in the vales around Brooklyn and the Hawkesbury River glowing golden in the morning sun.

From Buladelah we arced west through back roads, which were a mix of sealed and fast gravel surfaces. The dirt roads led through tall-timbered forest with tree fern undergrowth. We edged around Wingham, through Comboyne, around the back of Wauchope and re-joined the dreaded slab at Telegraph Point. Under the gaze of the Highway Patrol we meekly puttered into Kempsey. Here we re-fueled ourselves and machines.

The road that runs from Kempsey to Armidale is a gem. You head west through town on River Road to Bellbrook after



which the tar disappears and the road becomes a good gravel surface. It clings to the side of the hills following the winding Macleay River into the mountains. The scenery the road offers of the river is spectacular and the lack of any restraining devices like armco or even the old fashioned rotten post and cyclone mesh style offers the unwary many an opportunity to become part of the scenery in an equally spectacular fashion. As the road bends north deeper into the tablelands there are sections of tight switchbacks where Gary's G650GS displayed an agility advantage over my Tiger 800XC which carries a little more weight higher up. This road joined the Waterfall Way roughly mid-way between Armidale and Dorrigo, we turned right and with daylight running out, the need for fuel, beer, food and sleep (I left home at 5.30) and with a tally of 660km up for the day we stayed in the Ebor Hotel-Motel.

Ebor was very cold overnight with fog and frost in the morning. The bikes were coated in a thick layer of frost that an Alpine rally attendee would be very familiar with. I don't know why it made me laugh so hard, maybe it was the thought of pain ahead because my toes were already hurting. Once we were loaded and underway it wasn't so bad. The fog lifted exposing the lush green landscape typical of the area. We turned off the Way at Hernani heading into Guy Fawkes NP. This included about 60km of good dirt road. Travelling about 20km we stopped at a lookout to take in the scenery and shed the thermal layers needed to survive in Ebor which had begun to make us sweat. GFNP is an interesting ride. Generally the east side is lush tall-timbered rain forest with ferns and western side is drier and scrubbier with grass trees in



abundance. Beware, there are many scrub cattle in here that appear to use the roads and now over-grown logging tracks to foray from in search of feed. The cattle did not, however seem to be upset by our bike. The excellent gravel road heads north-west then bends to the north-east joining the old Grafton to Glen Innes road at the ruins of the abandoned gold mining town of Dalmorton. There is a well equipped and very pretty NPWS campsite here which was originally our plan A for Friday night that sadly we fell short of. We had a look around and read the info boards, crossed the Boyd River and had a quick look around the few old buildings that remain.

The old Grafton – Glen Innes Road runs roughly north-west from Dalmorton following the river valley into the hills. Safety devices are once again limited to those that our brain is supplied with.....caution. The gravel surface is really good and the Tiger loped along effortlessly. By the time this road joined the Gwydir Highway the bikes chewed up gravel and tar twisties from the family size pack. On a tight left bend we spotted tracks that showed where a previous bike had had a panicky moment. Later when we stopped to have lunch at Emmaville we met some guys on ADV bikes at the pub who had used that road. None of them fessed up to having a “moment” but I bet their launderer knew!

On to the rally! The landscape had become a rolling plain formed by the Dumaresq River, which is the line for the NSW/QLD border. As the afternoon wore on it had become quite warm and the final run along the river on the Bruxner Way was really pleasant. Well placed warning signs had been put out by the Moto Guzzi Owners Club of Qld for the entrance so the rally site was not hard to find. This year's site was on private property on the bank of the Dumaresq River at Mingoola.....in NSW! Previously the rally had been held on the QLD side of the river. The organisers assured me that QLD's VLAD laws were not the reason for change.



Saturday arvo entertainment included slow races, sausage eating and dunny roll races. Former BMWTCNSW member Phil Field (now Guzzi convert) rode in and directly entered the slow race fresh from the road. The rally organisers had a roped off party zone which enclosed the big bonfire, café (yes they had a barista, what do you expect from a club for an Itie marque?),

Lions Club of Tenterfield food stall and a well stocked bar and merchandise tent. Drinks prices were pretty good too. With the Budgie being so far off our normal range aside from Phil and his mate Lance there were no familiar faces present so we had a chat with a lot of the friendly locals who seemed pleased us wetbacks had made the journey from Sydney. With tar all the way to the property entrance road bikes were predominate in numbers with a pretty heavy representation of Guzzis. Who'd have thunk it?

Gary and I had to wonder about the crocodile skin trim on the Guzzi's seat. Was it for extra grip, just for show or a trophy of an unusual road kill? We never found the owner so these questions may never be answered. I'm not sure of the attendance figures, but well over 250 bikes was a semi-educated guesstimate.



Sunday dawned clear and warm. After the obligatory Lions Club bacon and egg sandwich we headed out west to Texas via Glenlyon Dam. The interesting narrow road ran up over the wall and one of the switchbacks had the biggest prickly pear seen on the trip growing right where you might land if you over-cooked the corner. Texas, while being advertised as motorcycle friendly, was pretty sleepy. A brief argument over the accuracy of the tip computer on the Tiger saw us fuel up despite my insistence that we had used very little petrol.

The litre figures on the bowser confirmed the numbers that the TC was displaying were no lie. The 800XC can be an extremely frugal bike when ridden sensibly within the speed limits. Open up the taps and push it along and you can amuse yourself by watching the fuel consumption displayed by the TC escalate to the ridiculous.

South of Texas is open, rolling country, through Inverell to Bendemeer. Plan A was to pub stop here. The pub carpark was full and there were a few hours of daylight remaining so we decided to head further south to stop for the night. Before carrying on though we had a cup of coffee in the community run shop. The two old dears in there regaled us with stories of the old days when the highway ran through town and how they cooked up a storm at the old roadhouse during the heady days of the truckies blockade. It was really like visiting your Nana for afternoon tea. We pushed on to Nundle

where we restocked with supplies (well, beer, milk and bread....actually it was mostly the former) and headed into the hills to bivvy at Sheba Dam. The next morning we headed back to Nundle to head south on good gravel towards Timor. This was a good route, roughly parallel to the New England Highway it saved us from the monotony of the main road winding through a mix of National Park and grazing country. Sadly we re-joined the main drag at Muswellbrook and headed south to Singleton. Our short-cut across to Bulga had unfortunately been dug up and sold to China so we slabbbed it through Singleton and took the Putty Road home.

I clocked up 1817km for the round trip and we managed to cover plenty of unknown country. Thankfully we had a run of excellent weather, which made the trip easy. Actually a lot of the time I was quite warm in the riding gear needing to stop and cool off. This was a very interesting and satisfying trip to a well-run and very friendly rally. Both are highly recommended.

BMWTCNSW ANNUAL AWARDS PRESENTATION NIGHT

Saturday 26th July, at the Grand View Hotel, Wentworth Falls.

Yulefest Menu:

ENTREE

- *Goat Cheese & Leek Tart with a Pear, Rocket & Parmesan Salad
- *Smoked Salmon with Asparagus, Tomato Salsa & Creme Fraiche

MAIN

- *Traditional Christmas Dinner, Turkey, Ham & Pork with Roast Vegetables
- *Atlantic Salmon with Mashed Potato & Tomato Olive Salsa (GF)

DESSERT

- *Christmas Pudding served with Custard
- *Raspberry Panna cotta with Coulis (GF)

Vegetarian option available on request, tell Alan Pennykid when booking

Dinner Only Cost - \$50 per head

Package Deal - Dinner and bed
(with continental breakfast) - \$100

The hotel can sleep up to 32 people with all beds being used.

There are many other accomodation options in the area.

Plenty of off street parking available

Come along and see who are this years club prize winners, dress to impress or come as you are.

Contact: Alan Pennykid to say you are coming, alan.pennykid@gmail.com or **0427393093**

Contact the hotel for accomodation bookings on 02 4757 1001, tell them you are with the **BMW Touring Club awards night** for the package deal.

Payment:

Pay for the dinner direct into the club account (BSB 032173, Account 406259, Account Name: BMW Touring Club of NSW
Comment: **Surname/Member Number/Dinner** in the description field so we can identify the payment.
or pay Alan Pennykid direct at the club meeting



Rock Motorcycles

175 Gordon Street,
Port Macquarie NSW 2444
Ph: 02 6583 6655
www.rockmotorcycles.com.au





Far Cairn Rally

BMW Touring Club
of New South Wales



19th to 21st September 2014

The BMW Touring Club of NSW proudly presents the 7th Far Cairn Rally to raise funds in support of the Motorcycle Accident Rehabilitation Initiative (MARI).

The Far Cairn Rally is held at Tottenham Racecourse, approximately 3km from the town's centre. The grassy paddock is a great camp site, has hot showers and under cover space. There is limited accommodation available at the Tottenham Hotel. Saturday night dinner and Sunday breakfast will be BBQ cooked by the local Lions Club. Breakfast is included in the entry cost along with a rally badge. Other meals are obtainable at the pub and take away shop. Grog is BYO and plentiful at the pub and supermarket. Saturday night will feature video presentations, raffle and a bonfire. Please, no fires in the grassy paddock.

Tottenham is approx 120kms north of Condobolin and 120kms west of Dubbo. The Centre Cairn monument is located 33kms out of town near the Five Ways and marks the centre of NSW.



The locals are looking forward to the Far Cairn Rally as much as we are. Please remember we will be the guests of the Tottenham community – at all times please respect the township, its speed limits, showground property and the community amenities. The Far Cairn Rally is open to all motorcyclists who enjoy a relaxed ride into country NSW. Tottenham is accessible by sealed roads, as well as dirt roads for off road riders, from several directions.

While paying entry fee is possible on arrival, please consider pre-entry and payment to help us with order quantities of badges, shirts and catering. Please make sure any pre-entries are received by 1st September 2014

Entrants Full Name:			
Pillion/Partner:			
Address/Contact details:			
Club (if any):			
Entry fee/ person (includes a Badge & Sunday breakfast)	\$25.00		\$
Rally Tee Shirt – SizeColour.....	\$25.00		\$
Rally Tee Shirt – SizeColour.....	\$25.00		\$
TOTAL			\$

**Please make cheques/money orders payable : BMW Touring Club of NSW
EFT available by arrangement.
PO Box 549
Ermington, NSW, 1700**

For more information: contact Ian Horsburgh: 0428 693 151 Alan Peters: 0407 829 033

Or visit our website : www.bmwtcnsw.org.au and follow the links for contacts.

*******PLEASE NOTE THE “au” CHANGE TO OUR WEBSITE*******

Find us on Facebook : BMW Touring Club of NSW

**For more information on MARI have a look at this website: <http://www.mccofnsw.org.au>.
If you can't make it to the rally, please consider lobbying a donation MARI's way. Details on how to donate are included on the MCC of NSW web page.**

BAD & GOOD. from Steve Hinchley

Well after spending 2 weeks getting the camp ready for the expected onslaught for Anzac weekend ... hahaha .. only 1 bike turned up .. Jack # 100 from Newcastle.

I decided to go for a ride 1st week of May Hargraves, Dorrigo, Valla, Gold Coast and home via Mungindi ... Collarenebri, Walgett stay the night in Colly ...

GPS saying 19 k's to go WHOOSKA large patch of Bull Dust Bike one way ... Me t'other ... down & OUT ... come to, only to find NO Phone service!!!!

Me in a lot of pain RHS, so start to build a signal fire ... 1 hour goes by ... old bloke stops, I give him the info to contact BMW assist ... but forgot to mention about my medical condition ... another hour ... man mountain turns up .. just picks the

bike up and puts it on the side of the road ... tells me to get in, straight to Colly Hosp ... 4 hours later I'm on an RFDS aircraft to Dubbo base hosp ... xrays scans 6 broken ribs of which 5 are broken in 2 places and a level 1 tear of the AC joint ... 4 days on the morphine, they release me ... bike is in unknown condition, but has been towed to Moree.

Insurance assessor, 2 weeks later and the bike is toast

Been a little over 5 weeks now and the cheque has arrived from Swann Insurance pick up the New Bike on Thursday Live to ride again.

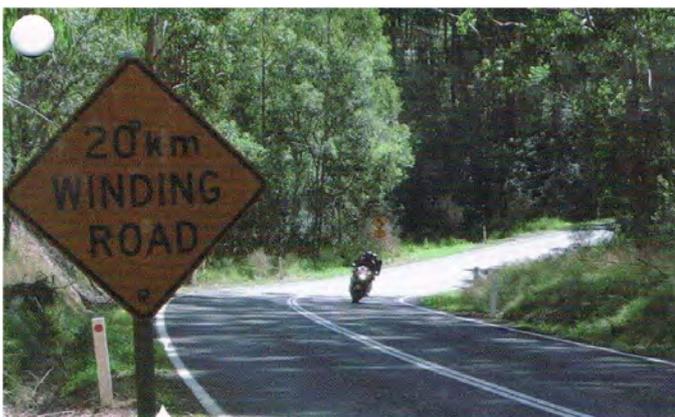
Cheers for now ... see you soon on the road

NEW MEMBERS

Sandra Payne

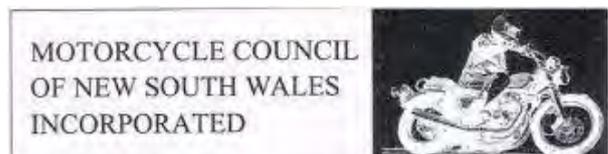
Jason Boyd

Welcome to our Club!



Join the MCC and help make a difference!

Individual membership costs \$35.00
Your \$35.00 can help the MCC to continue it's great work.



www.mccofnsw.org.au

BAJA RIDE REPORT Part 2

From our US correspondent, Damien O'Toole

Day 5 Asuncion to San Ignacio

From Asuncion we rode on one of my 2 favourite dirt roads in the whole trip, it was built mainly of shells, a bit sandy and rocky in places, and could be ridden fast, and the views were fantastic. The road was just a few meters higher than the beaches that they followed, great beaches, many possibilities for good surf on the right swell (we were now on the Pacific side of Baja), tiny waves when we were there but lots of little reefs and bombies. We rode thru a couple of small villages and stopped at Estero La Bocana for an early lunch in a restaurant right on the beach/river where the fishing fleet was, there was also accom in beach huts here but we didn't stay.



After lunch we headed out of town and onto the dirt again (as with a lot of villages we visited there was one tar road thru the centre of town and that was it), we bounced around on a dirt road for a bit and then the road became a dry lake, for miles.....you could have landed a 747 on this lake. It went all the way to the next town, Punta Abreojos, then it turned to tar and onto Mex 1 again.

Back into the desert, then, amazingly, we had green and trees, an oasis that is San Ignacio, where we stayed the night.

Missions everywhere (yes, they spell it with one S)

Day 6 San Ignacio to Loreto

Tar day and hot, we met up with Muffler Bearings at Mulegue, while he chatted to Steve, the beans kicked in again and I ran away fast with my trusty dunny paper and shat under a palm tree out of sight. Sorry mate we didn't get to chat coz of the shat, next time! We had lunch in Mulegue, nice town, must come back.

More tar to Loreto and stayed at the Oasis Hotel, expensive for this trip at about \$80US but that was for 2 queen beds and the bikes parked out front of the room, and a short walk to the Malecon for food, cervezas and people watching.

Day 7 Loreto to La Paz

Slab and more slab, warm tho, ken hot actually, we just had to suck it up buttercup, into touristy La Paz.

Day 8 La Paz to Cabo San Lucas

A little bit of tar then around San Pedro, we hit the dirt and took a rocky road thru hills to the coast. This was probably my favourite bit of dirt road (equal to the coast road out of Asuncion). I would NOT want to do this in a car!! Rocky and steep drop offs into rocky canyons, not really deep but if you lost it you'd be going home on a stretcher, if not a bag, it was great! I passed a bit of road that had been pretty much washed away and thought I'm glad to be on a bike as a car wouldn't fit, so what happens? We come across some dude in a Toyota 4runner, good on him, but don't try this in your F150 boys and girls! We waited a while until he could find somewhere to stop where we could pass, Steve said he looked inside and the guy's missus did not look happy in the passenger seat, a little stress leakage perhaps??

Anyhoo, the road came around onto the Sea of Cortez and we had great views and million dollar home\$ lining the cliffs, we even went past a small airport where the buck\$ fly in. We stopped at a beach and Steve tried to ride it while I waited on the hard stuff for him to sink, then help dig him out hahaha. A little while later we stopped and gave away some stickers, flags and pencils to some kids there with their teacher, they were stoked. More dirt and good views until Los Barriles then tar to Cabo and meet up with Steve's wife and daughter Kaz and Hayley at the condo we are going to spent the next week at, yeah baby!

No Photos, sorry, was livin it, dude....I did have the Gopro on and I'm gunna do some editing when the ride report is done, will post.

Cabo San Lucas

What can I say? Beaches, cruise liners, people everywhere, cheap lobster tail meals (why is there beanz with everything???), cheap beer, I had a massage (x2), full body for 70 mins for \$20US, no happy ending (happy about that, actually, they were professionals, not prostitutes). Steve and Kaz bought some fresh fish from the locals, and we cooked then up in the condo, if you go back from the beach a couple of blocks you get a much better deal.

We rode about an hour to the Hotel California at Todos Santos, didn't see any Eagles but the food was good and I bought a t-shirt (of course).

I have more, but no photos. You might get a better view of his story on [ADVrider](#). Probably has videos posted now. Look for [DOT & Twisted Hog's Baja Cerveza Conquest](#)

LOADED DOG MOMENT

From Garry Smee, editor BMW MCCA CT

Rob Lovett, our esteemed Karuah organizer visualising past glories and campaigns across the Russian steppes, otherwise testing Anders of Eurotune's Ural at the recent Loaded Dog Rally, Tarago NSW. Possibly even less stable than his R1200GS, or heavily modified R80ST/GS and OCR bike of choice.



BMW MOTORRAD RALLY 2014

More from Garry Smee

I am writing to you in my multi-helmeted role of **BMWCA** Delegate, Ride Coordinator and Editor for the **BMW MCCA CT** and in response to some ad-hoc inquiries regarding the *Motorrad Rally 2014*. At my first BMW Clubs Australia meeting in 2013 there was talk of BMW Group Australia providing \$2000 for a 'national event' each year. History has it that there was a combined motorcycle/car event, before unsurprisingly this was found to be less than successful and dropped with the BMW Car and Motorcycle Clubs going their separate ways.

For some years the car clubs have rotated their 'nationals' between Vic, **NSW** and **Qld**; presumably the other states can, but haven't taken up the challenge. For those so inclined the 2013 Nationals hosted by the BMW Car Club Vic at Phillip Island had a budget of ~\$47,500. As far as I am aware no motorcycle club has taken up the funding offer, which is now made available on alternate years.

Roll on 2014. I returned to our Club with this offer and suggested we host an event in 2014. Like all good clubs I was overwhelmed with support and blessed

with the traditional 'go forth' and it has taken until only recently to have the proposal approved by Clubs Australia (combined BMW motorcycle and car clubs). As a 'national' event, we are realistically limited to long weekends and missed all the early 2014 ones. Given the June long weekend is on different days to accommodate the ACT/**NSW/Vic** skiers and coincides with the *Alpine Rally*, I am left with the 4-6 October long weekend. Yes, not a long weekend for everyone so have used the organising club's prerogative :(

Motorrad Rally 2014. So having funds and now a date, I set about finding a location. Whilst we all have our favourite respective ride locations, I chose to find a location as central as possible to Adelaide, Melbourne & Brisbane. This captures Sydney and Canberra, but unfortunately excludes our WA Club, otherwise we would all be on the other side of Broken Hill. And in any case, some of us will be making the long ride to the *Off Centre Rally* at Drysdale Station in August. Using Google, this will put you on the **Newell Highway**; rather than pick a large centre like Hay, Griffith, **Parkes** or **Dubbo** where I suspected everyone would have cleared off, the Club settled on Lake **Cargelligo** (having been there on recent rides) as it offers a range of accommodation, routes and amenities. The Lake Cargelligo visitor website is here <http://www.lakecargelligo.net.au/> and if you need a location map <http://goo.gl/maps/F6qow>.

The rally itself will follow the simple ride, drink, eat and tell stories format, however we will have planned rides for Saturday and Sunday for those so inclined. We have deliberately avoided a crowded calendar, but have booked the Royal Mail aka Blacker Family Hotel for a buy your own dinner on Saturday night in their 'function room' and plan a \$10 breakfast/photo opportunity on Sunday morning at Apex Park. For those that pre-register on the club website www.bmw mcca ct.org.au there is a limited edition gift and I have invited BMW Group Australia for a guest speaker and rally prize. If forthcoming, the prize will be raffled and proceeds passed on to the LC hospital. The Club's web event page is being fine tuned, but will go live in the next couple of weeks.

I appreciate some of your club's have advertised the *Motorrad Rally* in your calendars and magazines, and please continue to do so. Rather than spam you continuously, updates will be posted to our *What's On* page. If you cannot make it to this one, then the Club's **Kosciuszko Rally** is the week after at **Geehi** followed by the GP at Phillip Island and **Guzzi Club Vic's Spaghetti Rally in Edi**. What better time to visit SE Australia.

In closing, our club hopes some of your members can make it and remember a further \$2k may be available in 2015

Bit On The Side Rally – Manna Hill SA April 2014 From Morro



I went for a ride last weekend. Well it was six days away Wednesday to Monday over a weekend. The plan had been seeded since before Christmas time but I made the decision at the Karuah River rally in February to go on the ride. There was a rally happening at Manna Hill in SA. This is a little town 154km west of Broken Hill on the Barrier Highway with a Pub, Police station, store and a railway station (disused) and a few other buildings but no fuel (nearest fuel is at Yunta about 50 km further west).

I had planned to call in to see a couple of friends in Bathurst on the way including Dicko who was retiring that Friday and who I had worked with all over the state for many years including in the Broken Hill area. I caught up with Dicko a week earlier so that was one tick off the list without moving.

I got going early on Wednesday down the freeway towards Sydney, diverted via Galston to drop a parcel off and then onto Bathurst to visit old friends who had recently had operations. One was out and about but the other was home so I got to say hello have a quick cuppa and head off. I was hoping for Narromine that night. Made it to Narromine just on dark and was worried about getting accommodation when the first two establishments I tried were full. Luckily the third had a room.



Thursday and I was aiming for Broken Hill. Had a good start, fuel up at Nyngan and then on to Cobar. Things were going great. I went up to the lookout at Cobar and it is perched on the edge of a deep pit with 4wd vehicles at the bottom looking very small. I then stopped and took a photo at the big Cobar sign at the entrance to town from the east. Brunch was a meat and three vegies meal from a vegetable pastie). As I the fuel stop said I will be got to Broken Hill as there It did not look too bad but gear on so I was ready. It west of Cobar. It was not pouring that heavy it was visibility. I was thinking I



the bakery (a pie and fuelled up the girl at soaked by the time I was rain on the way. I had my wet weather started raining 4 km just rain it was down to about 200m may have to take the time I got there train throwing so Wilcannia. Luckily depot said they had sandstone buildings

refuge at Emdale Roadhouse but it eased slightly by so I kept going only to catch up with a 2 trailer road much spray I had to follow him for the next 100km to the rain had stopped by then and the man at the fuel 37mm that morning. Took a couple of photos of old and headed off to Broken Hill with occasional patches of sunshine and seeing the creeks flowing.

Friday was a day I had planned to have looking around Broken Hill. I had not been here for a few years but not much has changed. The motel room was draped in wet clothes while I was out doing the tourist thing. I



rang Dicko from Mundi Mundi Lookout out past Silverton to wish him all the best in retirement. The lookout was a site we used to visit when we worked out in this area so it had a link to our times working together. I then visited the RFDS centre at the airport, the stone carvings on a hill north of town and had a walk around town looking at the great buildings.

Saturday was on to Manna Hill with a stop at the border for a couple of photos. Got to the rally and met up with the organizers, PJ (or Grandad) and Beetle.

These two are old friends going back over 30 years. They are sidecar riders so it was a sidecar rally but as with all rallies all riders are welcome and as usual they raise money for charity and this one was for the Guide dogs. A total of nearly 70 people attended with the majority on sidecars. I got longest Distance Solo – 1577km

Sunday was head back to Broken Hill. I was going to come home via Menindee, Ivanhoe and Hillston but as the roads between them are dirt they were closed from all the rain. I headed south to Wentworth, visited the junction of the Darling and Murray rivers and headed east. A stop for lunch at Euston and off towards Hay. I had considered travelling further but as it was nearly dark and I had done about 700km I decided it was best to call it a day.



Monday was head towards home. It was to be a big day or two medium days riding as it was a bit over 800 km home. I headed strait up the Mid Western and then the Newell Highway. Got to Parkes and was feeling great so I cut across to Wellington and then to Merriwa via Gulgong. I stopped at Merriwa for a bite to eat and called home to say I will be home for tea. It was only 1500hrs and it is about 2 1/2 hours home from here. Got going along the Golden Highway and onto the new Hunter Expressway and was home in 2 hrs. 825km for the day it was the biggest day on a bike I had done for a long time even though I had a couple of 700+km days early on the weekend.

A total of approx 3200 km travelled and my new F700GS BMW performed well all weekend. I think I like my new bike 😊

Morro



Ride Calendar

JUNE	EVENT	CONTACT	POINTS
Sun 29th	Day Ride to Kangaroo Valley for a pub lunch, meet at McDonalds, Caltex M4 Westbound, ride via Silverdale, Thirlmere, Mittagong	Alan Pennykid	6
JULY	EVENT	CONTACT	POINTS
Fri 11 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Saturday 12 th – Sunday 13 th	Winter Rally , Private property approx 4kms south of Nerriga on the Nowra- Braidwood road. \$20/\$15. Fully catered. Firewood. Gymkhana Sat approx 3pm. Trophies Sun 8am. Band Saturday night.	Alan Pennykid 0427393093	10
Friday 18 th – Sunday 20 th	Apollo Rally , Celebrating the 45th anniversary of man's landing on the moon. At Honeysuckle Creek Campsite, Approx. 20km from Tharwa, ACT, Via Naas Rd and Apollo Rd. A Back to Basics rally. \$20.00 including camping fee & badge.	Neil 0269 226 037 or 0407 279 948	10
Fri 25th	Hunter Social Sip : Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sat 26th	Annual Awards Dinner see the add featured in the Newsletter for details	Alan Pennykid 0427393093	10
Wed 30th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
AUGUST	EVENT	CONTACT	POINTS
Sat 2 nd – Sun 3 rd	HAT Rally , Araluen Ck campground, 23km south of Braidwood.	Alan Pennykid 0427393093	10
Fri 8 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 9 th – Sun 10 th	Off Centre Run , Drysdale River WA		20
Sunday 17 th	Day ride - Wollombi/Putty Rd Loop. Meet at Pie in the Sky on the Old Pacific Hwy at 9am. Lunch at the Grey Gum Café. http://tinyurl.com/wollombi-loop	Alan Pennykid	6
Wed 27th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Fri 29th	Hunter Social Sip : Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sat 30 th – Sun 31 st	TTT Rally , come for a dirty ride to Trashers	Alan Pennykid 0427393093	10
SEPTEMBER	EVENT	CONTACT	POINTS
Sun 7 th	New Members Day Ride-TBA		
Fri 12 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Fri 12 th – Sun 14 th	Dargo High Plains Rally	Alan Peters 0414 660 890	10
Fri 19 th – Sun 21 st	Far Cairn Rally , Tottenham Racecourse in aid of MARI.		10
Fri 19 th – Sun 21 st	Scrapheap Adventure Ride . If you've got a bike you paid less than \$1000 for here's a ride for you. This years destination is Nymboida. www.scrapheapadventureride.com.au	Damien O'Toole	10
Wed 24 th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Fri 26 th	Hunter Social Sip : Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2

If undeliverable return to:
BMW TOURING CLUB OF NSW
PO Box 549
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BMW TOURING CLUB OF NSW NEWSLETTER

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Watch out for

12 – 13th July	Winter Rally
18 – 20th July	Apollo Rally
26th July	BMWTCNSW Awards presentation night
2 – 3rd August	Hat Rally
9th August	Off Centre Rally
12 – 13th September	Dargo High Plains Rally
19 – 21st September	Far Cairn Rally
20th September	Wombat Rally
3 – 6th October	BMW Motorrad National Rally