

BMW TOURING CLUB OF NSW



BMW Touring Club
of New South Wales



Member of the International Council of BMW Clubs

MARCH 2014 NEWSLETTER

OFFICE BEARERS

PRESIDENT

Alan Peters
0407 829 033
president@bmwtcnsw.org

VICE-PRESIDENT

RIDE CALENDAR COLLATION CLUB POINT SCORES

Alan Pennykid
0427 393 093 0247 393 093
vicepresident@bmwtcnsw.org

GENERAL SECRETARY

Warren Buffett
0416 112 480
secretary@bmwtcnsw.org

MEMBERSHIP SECRETARY

Marie Pennykid
0428 393 093 0247 393 093
membership@bmwtcnsw.org

TREASURER

Trevor Dean
0409 407 409
treasurer@bmwtcnsw.org

BMWCA DELEGATE

Trevor Dean
0409 407 409
bmwcadelegate@bmwtcnsw.org

EDITOR

Ian Horsburgh
0428 693 151
editor@bmwtcnsw.org

REGALIA

Dave Povey
0408 517 469, 0245 732 374
regalia@bmwtcnsw.org

ASSETS and ARCHIVES

Mal Cattermole
0409 179 419
assets@bmwtcnsw.org

PUBLIC OFFICER

Dave Povey
0408 517 469, 0245 732 374
publicofficer@bmwtcnsw.org

SPARE PARTS/CLUB TOOLS

Rob Edgar
0408 161 107
spares@bmwtcnsw.org

MCC NSW DELEGATES

Warren Buffett 0416 112 480
mccdelegate1@bmwtcnsw.org

NEWSLETTER DISTRIBUTION

Tony Conliffe
Andrew Watson

WEBMASTER

John Visser
0412 105 300 0289 710 722
webmaster@bmwtcnsw.org

Club Website:

www.bmwtcnsw.org.au

Club Yahoo Email site

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



www.bmwclubs.asn.au
www.bmw-clubs-international.com

Regional Coordinators

ACT	Dave Ramsay	02 6278 3895 actcoordinator@bmwtcnsw.org
Hunter	Rob Tiedeman	0425 777 461 huntercoordinator@bmwtcnsw.org
Mid North Coast	Gavin Roberts	0459 029 500 midnthcoastcoordinator@bmwtcnsw.org
South Coast	Tony Schmidt	0407 494 229 sthcoastcoordinator@bmwtcnsw.org
Central West	No current officer	centralwestcoordinator@bmwtcnsw.org

Classic Register Registrars

South Coast	Peter Holcombe	0416 213 616 sthcoastregister@bmwtcnsw.org
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org
Central West	Don White	02 4821 2816 centralwestregister@bmwtcnsw.org
Sydney North	Craig Hancock	0419 557 014 sydneythregister@bmwtcnsw.org
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org
Sydney West	Andrew Watson	0419 225 290

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.

What a glorious long hot summer! For those of us who enjoy the heat, that is!

Well, I've had a heap of riding in the last couple of weeks.

First the Karuah Rally on 7-9 Feb. Then to Tottenham for a bit of country, & on Thursday 20th Paul, Cliff Gardener & I did the OPH & Putty Rd loop with my stepson Dave. So since the Friday of the KRR I've done about 2700km.

The 37th Karuah River Rally saw the best attendance for quite a few years. I heard a figure of well over 200.

Congratulations to Rob Lovett for exemplary organization, & to everyone else who pitched in to make it a success. See Frank Cachia's report later.

This pic of the Mr & Mrs Schmidt at the KRR resort pool gives an idea of the weather!



I rode with Josh & Paul Evans, & then Tony Conliffe's group up as far as Moonan Flat on the Friday, then across Barrington Tops on Saturday to the rally. On Saturday Josh led some hardy souls on a loop up to Nundle & back along the northern side of the Barringtons. (More on the rides later)

MARI HAS BEEN BORN!

Eight of us were inducted as MARI volunteers at St Vincents Hospital on Tuesday 17th Feb. (see front page)

It's so rewarding to know that George & Charis's dream is finally a reality.

Thanks particularly to Woz, who took on the task of driving the development of MARI

after George was no longer able.

Thanks to Ken & Glenda Lovegrove, who have taken up the cause & are spending major time & effort promoting MARI.

Thanks to the dedicated staff at St Vincents, including Yasmine Loupis, Social Worker & MARI co-ordinator, Christine Harvey, Volunteer co-ordinator, both of whom attended us so ably on Tuesday.

Doctor Stephen Faux has been an enthusiastic facilitator within the hospital.

Thanks also to the organisers & attendees of our Far Cairn Rally over the last 6 years, as this is the club's fund raiser for MARI.

Inductees were Woz, Ken & Glenda, Brian & Mike Sabidussi, Pogo Cusack, & Paul Evans. (my induction should be complete next week)

Now the task of extending the concept to other hospitals begins. (See the brochure on Ken & Glenda's 'Dr Wings' ride to Darwin & back, starting on 26th April)

ORGAN DONATION

Donate Life week starts on Sunday 23rd Feb. You may remember I received a kidney from my wife Chrissy in August 2012. Thanks to her love & generosity I am the fittest I've been for many years.

For those of you who have ever considered organ donation, I'd just like to repeat the guidelines for registration to be an organ donor.

1 ANYONE can be an organ donor. Lots say 'no-one would want any of mine', but there will always be something you could give that could save someone else's life.

2 DISCUSS it with you family/loved ones. If the situation arose, it would be far better that your family knows your wishes, rather than them discovering you wanted to donate, & having to make that decision at such a traumatic time.

3 REGISTER with Medicare. Ticking the box on your licence doesn't work any more!

Ian.

President's Report

Gday again everyone another month has rolled by and I have to report to you all...we had a fantastic Karuah River Rally and I'm not sure if anything else matters!

Thanks to Rob's faultless organisational skills things went off without a hitch, nor a drop of rain. I have no idea how he has managed a rain-less Karuah two years in a row but hopefully he has not sold, or at least mortgaged, his soul to achieve this. Thanks Rob for your efforts. Another big thank you to Mal and Marianne for dragging all the 21st century trappings that make a rally in the club trailer behind their 4wd up to Karuah. Last and not least thanks to all the members who swarmed over the trailer like a well drilled reality show team constructing, slicing, dicing and cooking their way through the weekend proving yet again many hands make light work.

Whilst the takings were good and we will return a nice profit on the weekend I think the most rewarding measure of the weekend's success were all new faces, young people and first timers. Maybe rallying will have a future beyond us and it appears that Karuah in it's 37th year is as strong as ever.

Don't forget about project or event suggestions for our 50th year folks. February has nearly gone and 2015 is well and truly on it's way. While a formal committee, sub-committee, working group, think tank or any other marketing-style body has yet to be formed any suggestions can be lodged with the club's committee.



Left: About 250 people didn't get a piece of this birthday cake, however we are indeed a sharing, caring club!

Below: Mircea from Spain has a hard luck trophy, road rash and a VB stubby. I would say this qualifies him for citizenship! BMWTCNSW wishes him well in his travels.



Above: Thanks to all who helped yet again, I hope you all got a warm fuzzy feeling from it.

Tip for new members: help out, it passes the time, the necessary jobs get done faster and you get to meet and know people quicker

Alan Peters





02 4940 8777 • 250 Maitland Road ISLINGTON • www.brisans.com.au

MINUTES OF GENERAL MEETING

January 29th 2014

Chairperson – Alan Peters

Meeting Opened – 7.54 PM

Apologies – Rob Edgar, John Visser

Visitors – Harry R100, Bob R90S & K100

Previous Minutes – Acc. – Ian Horsburgh
Sec. – Mike Day

Correspondence –

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

President's Report – Thanked Roger for organising the Christmas Party and his band of helpers, in particular Roger's wife.

- A hamper was sent to Dave Barlow who is recovering from knee surgery. Mr Oom rec'd today and reported to be quite happy.
- Thoughts of publishing a book to celebrate the club 50th.
- Good weather has been ordered for Karuah.

Vice President's Report – Some suggestions coming for rides and events.

- Both City and Country Clubman Awards are being closely contested at this point in the club year.
- Always looking for ideas for new rides

Secretary's Report –

- See minutes

Treasurer's Report – Xmas Party costs are all in. Public Liability Ins paid. Most of Karuah preparation has been pre-paid.

Membership Secretary –

- Six new members.

Editor – New front cover on the newsletter. Managing twenty page editions at the moment but please keep the contributions coming in.

Regalia – Membership shirts to continue as there is a need for them.

Assets & Archives – Trailer is ready to go for Karuah.

Clubs Australia – CA has provided \$1500 to set set up a national rally. The ACT club has accepted this offer and will host the event somewhere as central as possible for all clubs.

Webmaster – Apologies.

MCC –

- Next meeting is first Monday in Feb. It is also the AGM.

Past Events –

- Five at the Toonie Pub for dinner in lieu of club meeting. This included Kenny's mum & Dad who were visiting from overseas.
- Xmas Party was sensational. Thanks Roger! Tour of the abandoned shale oil mine and refinery on the Sunday morning was very interesting for those who braved the heat.
- Jaffle run to St Ives showground had about a dozen starters. Al Peters videoed a happy birthday message to BMW Club Belarus. No doubt they will be thrilled when they receive that one.
- Impromptu run to Morpeth saw the group meet up with Cheryl Clark who showed them where the good pub is. A good time had by all and perhaps a good candidate for a country meeting.
- New Years gathering at Micalong Creek saw about 25 in total with only a few members. Another successful piece of Rob Lovett organisation.

Coming Events – Our very own Karuah River Rally. North Coast group run to Bendemeer Pub. Capital Rally at a venue TBA.

General Business -

- Warren Buffett proposed that the club forgo the five dollar per individual member rebate due from MCCofNSW. 2nd Paul Evans. Carried.
- Ian Horsburgh advised that Bala has offered to donate his sat phone to the club. The club will gratefully accept but Ian is going to find out how the account works and the committee needs to devise a plan on how to manage who has the phone and when they can have it.
- Wozza proposed the club form a sub-committee with a view t publishing a book on the history of the club in preparation for the 50th anniversary. Considerable interest was shown from people in attendance. Any interested members should contact the secretary.

Meeting Closed: 9.15 pm.

City Coast
Motorcycles

Sales
Service
Parts & Accessories
Rider Equipment
Finance



The Ultimate
Riding Machine

City Coast Motorcycles

262 Keira Street, Wollongong

T 02 4228 7392 citycoastmotorcycles.com.au

Karuah River Rally 2014

By Frank Cachia

Due to the high temperatures forecasted for the weekend Peter Wade and I departed at 5am on Friday morning to attend the Karuah River Rally. Two K's loaded back into touring/rallying mode, ahead laid another adventure. The first stop was around the corner when the lights failed to change to green. One kilometer later saw us stop at the Lilydale rail crossing as the first train of the day set off.

We have just on 920kml to cover today to our destination and after fourteen minutes riding we have only covered two kilometers.

Past Coldstream, at that time of the morning we had the road to ourselves making good time. We joined the Hume Highway at Benalla, a stop for fuel and a drink at Albury and onto the Olympic way. Progress was good; actually it was excellent as it showed that we covered 500kml in 5hrs and 20 minutes.

We couldn't escape the rising heat and by Junee we started to feel it. Worse was to follow in Cowra as it went in to the high thirties. A ten minute stop in Bathurst was welcomed. We stopped at the race track but it was closed due to the 12 hour production race.

Lithgow was a blessing because the ascent to the higher plain meant a drop in temperature. It is also the place where the Bell's Line of Road is and that's a motorcyclist dream. After the long boring straights and sweeping bends of the plains a mountain road is welcomed. The descend to the other side meant that we had arrived in Windsor, the place where in the seventies we stayed on Saturday nights before going to watch the Castrol 6 hour race held at Amaroo Park.

Saturday morning and a few kilometers later we were at the start of the Old Putty Road; 169kml of motorcycling heaven. The bends and corners come in all shape and sizes. Thankfully close to the halfway point the Grey Gum café welcomes all riders to hot and cold food. One can spend half the day watching the array of bikes present.



You know that you have arrived at the last town before the rally; bikes surround the corner hotel. After a few ales and meeting old friends we headed straight to the rally site. Tent city is only 14kml dirt road away.

Under a dazzling clear blue sky the hours were spend talking mostly about bikes. Come night time and camp fires remained unlit as the warm summer breeze kept riders awake.

It was quite early when Peter and I pulled the tents down and started to pack up. At 7.30am we said our goodbyes with a wave and a blast of horns, ahead laid 1224kml, time for some hard riding. We could stop half way but we're going to use the bikes for what they were originally designed for-----long distance touring.

Once again the ride through the Old Putty Road and the beautiful Bell's Line of Road was undertaken in perfect weather but once we descended down to the lower plain the air was noticeably warmer. Lunch was at Bathurst and as we left the building the temperature was in the mid-thirties.

Two hours later we stopped for a top up, us and the bikes. We have noticed the temperature rising and at times see a shimmering on the road ahead. A check with the girl at the petrol station brought about the news that it was 41C. The girl's statement that "you guys must be feeling the heat" wasn't welcomed.

I would have loved to sit in a creek and cool down except that every creek passed was bone dry. There was not one green blade of grass to be seen. The countryside was tinder dry.

Topping up the liquid reserve strapped to our backs didn't help, from then on the ride turned into an endurance run. As town after town was left behind by our calculations we would arrive in Albury just on dusk. There, the sun would lose its sting.

Hot blustery winds lashed us. At Wagga Wagga we topped up our drink bottles and were so dismayed to hear that it was now 43C.

It was just outside the small town of Henty that we stopped at a locked up garage and stripped down and rested. For the next fifty minutes we laid down on the ground next to the bikes.

We received a visitor, a young magpie landed closed to us hoping for a bite or a drink. He kept circling around, never flying and always stayed in the shade. Not receiving anything he took off squawking quite loudly.



The run to Albury was undertaken in much better condition as there was some improvement in both of our and the weather conditions. We had a smile on our faces as we left Albury, the sun had lost its sting and it was our last fuel top up. The run down the Hume to the Benalla turn off was enjoyable, the run on high beam to suburbia the back way more so.

Ironically we stopped at Yea it turned a bit chilly so we put on warmer clothing.

Just past midnight we passed through the first traffic light and shortly after with a wave said our goodbyes till the next time. The 37th Karuah River Rally passed into history.

The one thing that you can bet on attending the Karuah River Rally is the chance to experience some rather extreme weather conditions.

In the first year, it rained from 3pm Friday till 10am Sunday.

In 1993 on Saturday afternoon the sky opened up dropping 3 inches of rain in 3 ½ hours.

Heavy rain, leaches falling onto riders to extreme heat on quite a few occasions is part of the history of the Karuah.

In 2007 on the outskirts of Bathurst, wet weather gear was worn as dark clouds approached. In Bathurst Main Street the first few drops of rain appeared on the visors. In less than a minute the heavens opened up and those few drops turned into a torrential downpour. By the time we left the main street the roads were completely awash. Moment later the sun broke through and we sweltered in the stifling heat. We prayed for rain to cool us down – go figure. I must have prayed too much because the rain returned and it was unrelenting. Suddenly the surrounding area was under water. We weren't just throwing spray off the wheels; we were going through puddles that we practically aqua planned off. Floods across the road, water swiftly pushing small rocks and carrying floating debris across the road. Selecting first gear we crawled and moving against the rushing water, we proceeded to cross the fifty meter wide stretch of water at walking speed, the water easily lapping the foot pegs. A break in the clouds was most welcomed and shortly after the rain ceased – now this is much better, all we now need is for the wind to ease off – it didn't. Although rain clouds were still around the sun started to shine once more. As we approached Junee the sky took on a brownish hue. Strange I thought, as we got closer a massive brown blanket covered the sky as tons of topsoil was being blown across the landscape. What a contrast, floods in one spot and desert conditions in another. It was incredible; visibility had practically become non-existent we once again slowed down. Even with the visors locked down fine dust entered the helmet affecting both our mouths, nostrils and eyes. With headlights on we crawled along keeping a sharp eye out for any movement. Oncoming vehicles thankfully thought the same because they had their lights on too. Eventually we emerged from the dust cloud, and visibility returned.

In 2008 close to 8 inches of rain fell just over the next valley from the rally site.

The worse is left for last. It was the **2004 rally**. I travelled down the Hume instead of the Olympic Way. It was a very warm day and getting worse. By the time I reached Mittagong I had taken off all clothes worn under the jacket. The jacket was left unzipped hoping to catch a breeze. By the time I arrived in Goulburn, the sun wasn't welcomed anymore. I had already stopped at three rest stops splashing water all over my head. From now on the ride turned into a hellish ride. The temperature steadily climbed, thin white clouds up in the stratosphere didn't offer any shade and the sun wasn't showing any mercy. Thoughts of removing the jacket were dismissed, as this would instantly bring sun/wind burn. Opening the visor was instant choking stifling heat and closing it was like being inside a furnace. There was just no escaping the heat. I also became aware that I haven't seen a single bird fly by. Cars were pulling over, others already stopped wherever they could find shade, bonnet opened in the hope of cooling their overheating engines. I was alarmed as a glance at the temperature gauge on the bike showed that the needle was heading towards the red zone. If it goes any higher I'll be joining those already stationary. Every service center was packed, people downing ice cold drinks. Joining them and wetting my head brought only temporary relief. To add to the misery it became windy, trees bending down as hot side winds gathered strength blowing dust across the road. Choking dust crossed the highway, reducing visibility. By now I spent more time looking at the temperature gauge. I wasn't alarmed any more now I was very concerned about the state of my engine. The needle had moved even higher having long passed the halfway point. I even found myself looking at the oil light.

The only thing missing from this picture was a fire. All it required was for some idiot to throw a lit cigarette from a moving car. Way up on the horizon, clouds once again began to gather and as time passed and I approached them my only thought was rain and planned to open the visor, open my mouth to catch precious drops – it didn't rain.

Outside Holbrook the wind died down, the clouds moved towards the high country, and thankfully the temperature started to drop. I was ecstatic to see the temperature gauge needle leaving the 'near danger' zone and return back before the halfway point. It was still hot but I could now open the visor. By the time I crossed the Victorian border the weather returned back to normal.

Still that was one ride I'll never forget.

Frank Cachia

NEW MEMBERS

Gregory & Joann Polsen

Ian Emmett

Jeffrey de Witte

Robert Dixon

Bob Whitehead

Wayne McCallum

Michael Ryan

Welcome to the club!

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

COASTIE RIDE

Club dispenser of wisdom, & Central Coast member Mick Furchert organizes occasional rides for riders in his area.

The 2014 Black Dog ride is on Sunday 23rd March.

The official ride leaves from The Entrance Leagues Club, Bateau Bay, & finishes at the Wyndham Estate Winery, Dalwood, in the Hunter Valley.

<https://1dayer2014.eventbrite.com.au>

Mick will lead a separate ride to the Halfway House on the Putty Rd, via Wollombi.

You then have the choice to finish closer to home depending on which direction you've come from.

He says he's open to any other ideas.

Mick's phone number.... 0414 713 359

moto hansa

Thousands of parts & accessories available for all models
Free Catalogues available.

- **LARGEST STOCK OF BMW SPARES IN AUSTRALIA**
– New and used for all models
- **EXCHANGE** – starters – g/boxes – final drives – trigger units – heads – drive shafts
- **DISMANTLING ALL MODEL BMW's**
– huge stock of quality used spares for all models
- **BMW LOG BOOK SERVICE, MAINTAIN YOUR WARRANTY**
- **MAIL ORDER SERVICE AUSTRALIA WIDE – next day delivery !**

Reconditioned Exchange Valeo & Bosch Starters

Carby Kits And Spares

Remanufactured Ignition Trigger Unit

2nd Hand Gearboxes

Reconditioned Exchange Gearbox

Bearings & Seals

Brake Master Cylinder Resleeve

Reconditioned Exchange Final Drives

2nd Hand Final Drives

Cylinder Head Reconditioning

Gaskets

Fuel Injection Spares

29 Clyde St, Rydalmere, NSW
Tel: 02 9638 4488
www.motohansa.com.au

Motohansa are not associated with BMW Group Australia

Travels with Junji

From Mick Furchert

‘Sorry John Steinbeck for stealing your title’

“All Good”

“All Good”

“Happy”

“Happy”

“Let’s Ride”

“Let’s Ride”

Some things translate into all languages.

A life time ago when I first went onto the internet, I joined the IBMWR internet BMW motorcycle club or the “Beeg List” as it was commonly known. In those days it was truly an International list and I met great people from all over the world who are still my friends today. Junji Yoshida is one. Junji is a respiratory surgeon in Japan. Every two years he attends conferences around the world. This year it was in Sydney Australia. As an avid BMW rider himself, he takes the opportunity to mix business with pleasure and meet the people of the country he travels too, he also arranges to go for a ride with likeminded people and also enjoys immersing himself into their culture.

I had not heard from Junji in a few years as most of the old dogs dropped off the Beeg List, as the culture of the list changed, it became a “My expensive German Junk Heap is broken” type of list, fun and jokes were not encouraged any more. One day a few months ago I received an Email in my inbox from Junji, “Hi coming to Sydney Australia in October, want to hire a bike and go for a ride, what are your suggestions to do and see”. As it eventuated there were no decent hire bikes available as the Motto G.P was on the week before at Phillip Island the week Junji was due to fly in. I decided to let Junji borrow one of my bikes and what the hell I would go for a ride with him, I mean what better way to see a country than have a local guide along as well.

I set out a ride plan, covering the best of Sydney Regional area. When it was finished it went like this. Darling harbour (Where Junji was staying) Royal National Park, Hargraves lookout, Kiama, Kangaroo Valley, Mittagong, Lower Blue Mountains, Katoomba, Jenolan Caves, Oberon, Lithgow, Bell’s Line of road,

Putty Road, Cessnock and the Wineries, Wollombi, Kulnura, The Old Pacific Hwy, then back to Darling Harbour.

Perfect, what could go wrong? A week and a half before Junji was due to fly in, during an early Spring heat wave and a particularly nasty windy day, someone in Military High Command thought this would be a perfect day to detonate a few slabs of H.E in the dense bush around Lithgow area, starting a week long fire storm with horrendous consequences for residents and tourists in the Blue Mountains region. Two days before Junji was due to fly in, it was obvious that all my plans were for naught, as the great Western was cut off in the Lower Blue Mountains, the Bells Line of Road around Lithgow to Bell, so I hastily devised a new ride plan North. The new plan was Port Macquarie, the Oxley Hwy, Uralla, back down to Thunderbolts Way to Gloucester, the Wineries, Wollombi and the Old Pacific Hwy back to Sydney. For Plan B I thought it was pretty good.

It was arranged that I take the R1100RS to Junji on Wednesday, Nurse Gail was to follow me in the car, one to give me a lift back home and two to show her I was really riding with some Japanese guy rather than a young blonde female Swedish back packer I met on the internet. I then was going to ride back down to Sydney early Thursday morning, pick up Junji and get back up North before the morning peak hour traffic became too horrendous.

I was on the bike at 5am Thursday morning, already the traffic was heavy, unbelievable, but I still made good time, picked up Junji and we were heading back up North by 7.30am and making good time again. I cut off the expressway at Hornsby and onto the Old Pacific Hwy. I wanted to see how Junji would handle the barn storming R1100. As it turns out, Junji himself has a R1100RS as well, he has owned one since new for twenty odd or so years. On the trip I asked Junji is there a lot of straight roads like Australia. "Not so much" was his reply and it showed, Junji could throw that R1100 around corners like he was on a Boxer Cup R1100, I could not shake him on the K1200, but I must admit. I didn't try too hard either, I didn't want us both getting booked on day 1.

After a hearty breakfast at Peats Ridge, I realise while Junji writes English very well, he has problems with good old Aussie Strine and its inflections of slang. Even though we understood each other very well, when Junji went quiet I knew I had lost him, so I had to back track so he could understand the conversation again. Basically he was too polite to say WTF you talking about Michael. It was time to get some serious riding in, Day 1 was going to be pretty much Expressway riding north any way with a few nice fun detours. The next detour was through the Bulahdelah bends. That road is still a lot of fun, but scary when you come around a 35k corner with a full head of steam, only to find a tree branch and leaf litter all over the road with a kamikaze Japanese rider cutting a new



tread on your rear tyre, using his front tyre to do it with. We finally reached Port, arranged accommodation, but Junji still wanted to ride as it was mid-afternoon when we arrived. So I took Junji to the "Billabong" private zoo so he could get close and personal with our favourite Aussie cuties that all Japanese just seem to love, the Koalas, Kangaroos, Wombats and the Emu. "Not so much cute this one" said Junji.

Early on at Peats Ridge, I gave Junji the customary snake talk, don't try and pick them up hit them with sticks or step on them if possible, photograph and move away, not necessarily in that order. As I told him we most probably won't see one, but every time we stop by the side of the road or go for a bush walk, look out for snakes. I always carry a compression bandage in my first aid kit any way, but I much prefer never to use it. So it became customary, we would pull up beside the road I would say "What are we looking out for Junji" without fail he would reply "What" sighhhhh..... "Snakes, Junji snakes" As it turned out the only snakes we saw were at the reptile enclosure at the Billabong zoo any way. Then we went for an evening ride to North Brother look out at Laurieton, it was a beautiful evening for a ride. "What are we looking out for Junji"... "What" Sigh

Day 2 was the Oxley, by now I had no doubt on Junji's riding abilities, I just had to make sure he was not going to launch himself off one of the many incredible corners along the Oxley. As with most of my riding, I

always plan to stop at lookouts for photo opportunities, but after rounding up camper vans, Hyundai's, cattle trucks and hippies in VW mini buses, I always figure out they are much better off behind me, so we did not stop till Ginger's Creek for a sticky bun and a cup of coffee. The road surface on the Oxley was in near perfect condition and once again the most enjoyable weather. Last time I did the Oxley it was pissing down with rain and a very slow ride.

My original plan was to stop at Gloucester, but this year the Harley's for Helicopters has moved from Uralla to Gloucester, so with the help of Mister Google we got accommodation at Dungog, which was much better anyway being one of the TC's spiritual home away from homes. At breakfast at Wauchope we met a rider who came up Thunderbolt's the day before and he said the road was great, what's worse they were riding a ZX10 and not a GS. Shit me if they thought Thunderbolts was fantastic, and then the Oxley would have been pure heaven for him. The ride along Thunderbolts was fantastic for a GS track, but a hopeless road bike road, I would not even class it as a highway. Not so good this one". Tonight was going to be a traditional pub meal for us, with another wonderful feed at the Banks Hotel (Thank you Wayne and Jenny). Junji loves trying new food where ever he travels, so he loved good old Aussie pub food, he even tried a bit of lemon meringue pie for dessert, while I just settled for another schooner of V.B.

Day 3 was going to be a short ride anyway, with the afternoon meeting up with Nurse Gail, Evan and his wife Rachel and the next generation of Furchert's young Logan at the Wineries, so I had to pad out the ride till at least Middy. So leaving Dungog I figured a ride to Dave Thurston's Half way house on the Putty road would be the go. We only got to Bulga on the Putty before we were turned around due to bush fires along the Putty. "Not so much ride this one" said Junji. Damn where do I go now. I decided to take Junji to Wollombi to kill an hour or two before heading back to Cessnock for an afternoon in the Wineries. Nurse Gail bought up bread rolls, ham, tomatoes, we bought some tasty mustards, cheeses and preserves at the wineries and a few bottles of Vino and had a feast overlooking the vallies in the wine region, even though they were pretty smoky due to the bushfires further south along the Putty. Life is good.

DAY 4 The last day. Evan met up with Junji and I on his Blackbird for our last day of riding, we rode to Wollombi for a hearty breakfast, from there to Jerry's for coffee. Then down Yarramalong valley and back home where we dropped off the bikes at home, then back to Sydney in the car for Junji.

We only had a short time together, but Junji is one of the most relaxed, laid back, peaceful person I have ever met, yet achingly efficient and precise that comes with his profession. I don't know if it's the Japanese culture or just Junji himself, but you feel you can relax your soul just being around him, he is a human Japanese garden.

"Happy"

"No more happy, no more ride"

"What are we looking out for Junji"

"What"

Sighhhhhhh.....

Mick F



An advertisement for Rock Motorcycles. It features a BMW logo on the left. The text reads: "Rock Motorcycles", "175 Gordon Street, Port Macquarie NSW 2444", "Ph: 02 6583 6655", and "www.rockmotorcycles.com.au". The background shows a person riding a motorcycle on a bridge.

Ride Calendar

MARCH	EVENT	CONTACT	POINTS
Sat 8 th – Sun 9 th	Cold Flame Rally. On the Barry Way south of Jindabyne at the junction of the Snowy and Pinch Rivers, BYO everything. Take your swimmers.		10
Friday 14 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
Sunday 16 th	Day ride & Coffee and meeting 22 Patterson Road Bolwarra @ 9.00 Am for coffee. This is an old house that has nice Coffee	Cheryl 0408074214	6
Fri 21 st – Sun 23 rd	Capital Rally at a new site: Blue Range Recreation Area. Fully catered, gas and wood BBQs, wood provided. Pets allowed. Helen 0488 565 807 email catbert@hotmail.net.au	Alan Pennykid 0427393093	6
Wednesday 26 th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0407 829 033	4/6*
Friday 28 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
Sunday 30 th	Dayride: Bathurst for a Mt Panorama/museum visit and lunch. Meet at BP Nth Richmond at 9am. Note the date change!	Alan Pennykid	6
Sunday 30 th	Day ride Wingham 2 routes Tar & Dirt	Rob Tiedeman 0427 777 461	6
APRIL	EVENT	CONTACT	POINTS
Fri 4 th – Sun 6 th	Inverell Motorcycle Restorers Club Inc. 22 nd annual rally	Stan Kucera	10
Sat 5 th – Sun 6 th	Blue Poles Barrington tops camping weekend. Not to cold not to hot BBQ Etc.	Rob Tiedeman 0427 777 461	10
Friday 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
Sunday 13 th	DayRide: Roads of the Central Coast, more info to come	Mick Furchert	
Friday 25 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
Fri 25 th – Sun 27 th	Camping weekend: At Hargreaves north of Hill End. "Acacia Ridge Bush Camp". Accomodation on site: 3 x Lg Tents ... 1 x QB, 2 x 2 king singles, already erected @ \$50 per night per tent. 7 x Safari style tents, sleeping 2 which will need to be erected and pulled down (very simple), a dozen or so airbeds @ \$25 /ppn. Plenty of room for others to bring their own. Sheep on a spit on Sat night. This is a good base for some Sunday rides, winery tours in Mudgee etc	Steve Hinchey 0428217817	12
Fri 25 th – Sun 27 th	Autumn Leaf Rally. Tumoramma Hall. Tumut Valley Riders		12
Wednesday 28 th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0407 829 033	4/6*
Friday 30 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
MAY	EVENT	CONTACT	POINTS
Friday 9 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 10 th - Sun 11 th	Loaded Dog Rally. Tarago Showgrounds	Struggletown Tourers	10
Sat 17 th – Sun 18 th	Bundarra annual pub weekend 70km west of Uralla, Great pub Dinner Bed & Breakfast \$55.00 . Was a great weekend last year	Rob 0425 777 461	10

Sat 24 th - Sun 25 th	Camping and Target Shooting weekend , Ride in Saturday for meet and greet, enjoy a fire, dinner and a few drinks in the club house. Showers, toilets and picturesque bush camping available. Sunday, registration and Firearms Safe Handling course, followed by a shoot, followed by a sausage sizzle lunch. Spectators are welcome.	Mick Moriarty, 0427018715	
Wednesday 28 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*
Friday 30 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

Webmaster's Musings

Be careful for what you wish for...

But before we get onto that – I owe an apology - I missed the deadline for December's magazine; somewhere along the line I missed a whole week in December, probably the same week the magazine column was due... Work was a madhouse prior to Christmas; we broke all records and this January it has not really eased off. Blame the internet shoppers – they swamped our systems!

And when I sent February's Musings it disappeared in some internet black hole and Ian never got it... So try again:

I think in the last column I might have mentioned that the website looks after itself, somewhat boringly. That state lasted only a week or so into December when I started having difficulties loading pictures onto the site. And I could not find a solution – there was no internet chatter on what the problem might be. It appeared from my end that the server applications were having difficulty processing the pictures being uploaded and I suspected a corrupted .php file. Couple this with a very busy time of the year and things started not getting done. Again apologies to those who were looking to put ads up...

After several attempts a thought occurred to me – what were the file sizes coming into my emails? I checked and whoa! 3.2 – 6.4 MB. People were sending me unedited files from their new and sophisticated 16-24 Mpix cameras (a new Nikon 7100 is now about \$1,200 and will do 24 Mpix – a wonderful camera, and serious bang for the buck) – no wonder the server is having a hernia, humping huge files and probably timing out in the process. So I have started resizing incoming pix via Photoshop to 1025x1025 pixels – quite adequate for ads. For those people who want more flash pictures (boom boom!) – upload them to your favourite site (Flicker, Smugmug, Google, whatever) and send me the link. I can then incorporate them in the ad, no problems. A black on black 2012 R1200 GSA advertised on the Club site sold very quickly

recently, partly due no doubt to the high quality pictures uploaded to Google and then linked to the ad. (Coincidentally this bike was sold to my big boss's mate, when I flicked the ad to him – just what he was looking for).

Been doing a good stint of riding over the holidays, including a ride down to Tathra – which became hell in the last few km as a minor neck injury started to spasm (I had banged my head against a wall while playing swimming pool chasies with the kids)... No fun on a bike let me tell you. I have also managed to get a '96 Harley Davidson XL Sportster in my garage – one that needed some TLC to get going after being in storage for 7 years. I have ridden it for about a 100 km or so and am quite impressed by its handling – it would give the GSA a bit of a run into corners, no problems. Never thought I would say that of a Harley! Trying to persuade the missus to let me keep it – I love working on it, it's all old school and reminds me so much of the Triumphs and BSAs I used to ride in the '70s. And the nieces and nephews of all sizes reckon it's really cool...

Going back on a night run from Jamberoo recently I get into one of those rare grooves where all corners line up nicely and the bike just flowed. With no traffic the LED fur-burners up front gave much confidence swinging into and out of multiple bends; without nudging limits too hard (I had Niece No.2 on the back) we had a ball. One of those times when body and soul were at one with the bike – the reason I ride...

But I end this on a sad note. A few weekends ago I witnessed a rider dying on the side of the road after cartwheeling himself and his bike into the trees in the Royal National Park. Apparently during an overtaking maneuver he hit a tree branch on the road and was high sided into the bank, taking out several small trees and hitting a culvert. The bike was mangled, and so was his body – he had multiple and severe internal injuries and did not survive. ☹

The fickle finger of fate...

Ride safe, guys and gals, ride safe.

John Visser
Webmaster

THE OLD CONVICT TRACK/SETTLERS ROAD

From MORRO

This is on the old convict road/track that I think you were talking about on the forum. In these photos we were heading east and from memory we were closer to Howes valley end. All hand cut. Aboriginal Land Claim over large area of the eastern end may have closed the access across it.



I remember the cutting as it made me sweat just thinking about the work done by hand. From memory it was the original access to Howes Valley from Wollombi before the Putty Road was built.

BMWTC members rode it on one of their weekend runs as PJ stated. They also did the crossing across to Rylstone from the Putty Road across the Commission road about the same time. I had probably mentioned it to someone as I remember them doing it - I was living in Bathurst at those times.

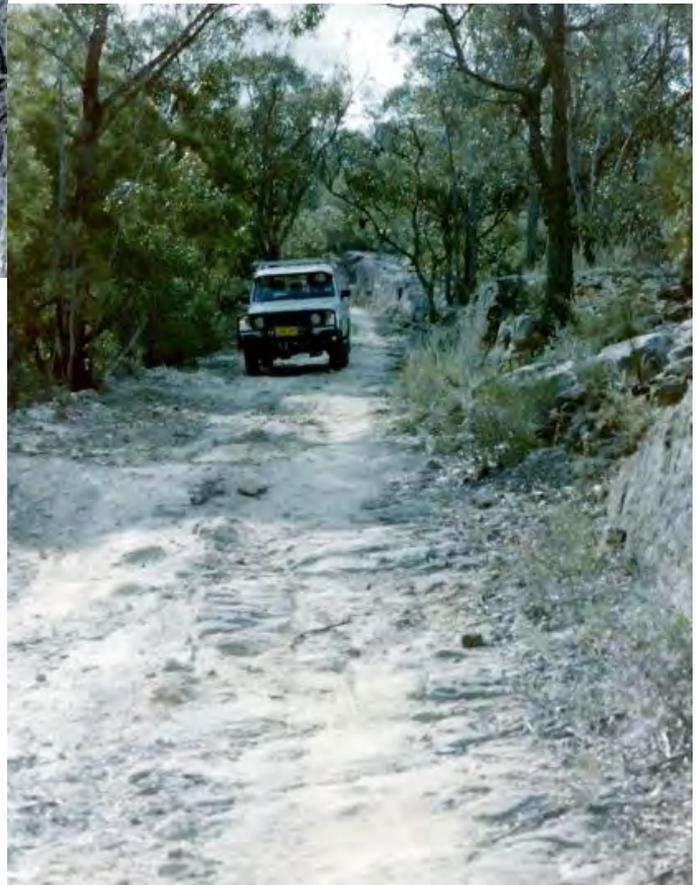
Morro

Paul had been asking about it.

Well there it is. Non drivable but maybe cycleable??? Boy I would love to travel that road. Any ideas?

I reckon you could get onto it from the west.

Ian



Vice Presidents report:

Pointscore/Club Championship:

I'm getting some lists of attendance for events which is good, that makes it easier for me to keep on top of the point score. Karuah was well attended both by club members and by many other riders. It was great weather and a great weekend. Both the Overall club championship and the country members championship have a competition going at the moment with both having more than one member/s jostling for the top position. I know this isn't the reason that we ride but it's good to see the activity.

Organising events:

I'm always on the lookout for ideas to put on the calendar, the rallies are easy to find and include and they are well supported by many members.

I'm trying to include day rides each month rotating North, West and South out of Sydney. Ideally the May dayride should go south but I'm looking for ideas at this stage. We tried the Berkelouws Bookbarn run again this month, last year we cancelled the ride due to the smoke and fire risk, this year it rained, I went to meeting point but no one showed; as nobody had contacted me to say they were going I chose to go home myself and not ride in the rain for 3 hrs or so. If I try it again, I'll call it "Hanrahans Run".

If there is something you'd like to see on the calendar please contact me (alan.pennykid@gmail.com or 0427393093) to discuss it. The more info/details you can supply the better.

Al

RIDE TO KARUAH 2014

By Ian Horsburgh

Much discussion developed, as it does before a big ride.

Who would be coming?

Where would the route go?

Camping & cooking or Pub?

'The weather looks good'.

A report from another rider that 'that section of the track is a real doozy. Too steep for 250s, even 650s have trouble'.

How much water in the creek crossings?

That's the fun of a big ride. Finding the answers to those questions!

Josh Evans had designed a route to road test the new 2014 Yamaha XT250 for AMCN, so at once us riders on bigger bikes, like BMW R1200GS, & KTM 990 were wary!

Some of these photos are work Josh did for AMCN on the ride, & they've graciously allowed us to use them. So be sure to grab a copy of AMCN when it hits the stands on 6th March, & see Josh's story on the rally & the Yamaha.

Friday was the day. 5.30am at the 7eleven servo at Berowra. A bit after 6.00 the contingent from west arrived. Good Start!

Josh's nephew Nick was coming on his first ride. He'd bought a used DR, had it serviced at Procycles. He got to Hornsby Heights, & it wouldn't idle. Didn't even get to the first meeting point. How disappointing!

Paul on his 600 Yamaha, Josh on the Yamaha XT 250, Duncan Menge on his 630 KTM, Ian Emmett on his R1200GS, & me on the 990.

Old Pacific Highway to Somersby, Wisemans Ferry Rd, Dog Trap Rd to Ourimbah, Palmdale, Middle Ridge, Boyds Point Rds to Yarramalong. Yarramalong Rd, Brush Ck Rd & Murray's Run Rd to Laguna, Yengo Track to Howes Valley on the Putty.



Dave Povey on NX Honda, Sam Saliba & Dave Beers on DRs, had arranged to come straight up the Putty & meet us at Bulga, 'at 9.30'. They were about half an hour late, but we were another 1 ½ hrs later. The ride so far had included some pretty rough tracks & was already a good day's ride for us retired blokes.

Fuel, food & water & off again at about Midday & the weather was good, but temperature about 30deg now.

Singleton, up Bridgeman Rd, Goorangoola Rd, Bowman's Ck Rd, Albano Rd to Rouchel & Upper Rouchel. East on Upper Rouchel Rd, reducing as we got further along to a single farm track with a few stony crossings of Rouchel Brook. Now we're near Stewarts Brook, completely new country to most of us.



We'd come across Tony Conliffe riding with a group of about 10 Ulysses Adventure Group riders, & Tony reckoned he knew the way Josh had planned, so we followed along with them. Suddenly we arrived at a farm gate, but no-one stopped, everyone heading off to the left on the grass & disappearing into the scrub at the bottom of a heap of big hills.

Single track, unused by 4WDs for a couple of years, bush encroaching from both sides & just bike tracks in the middle. Up, up, up, twisting back & forth through the gullies. Big rocks, big erosion banks, big 4WD washouts made for some serious arm pumping, knee bending, body english & suspension bottoming! The KTM got up to 6 out of 7 bars on the temp gauge for the first time since I've had it. On & on it seemed to go. Took a look at the speedo a few times & 32kmh seemed to be there every time. About as quick as I wanted to go.

After about 12kays, everyone was stopped at a junction in the scrub for a break & regroup. The weather was good. About 34deg now! Most of us had no idea where we were, but I could see the track on the GPS OK. Junction of Carter's Rd & Stewarts Brook Rd.



A KTM 950 arrived with fuel pouring out from somewhere. He'd punctured the LH tank at the bottom where it's bolted to its support. Hastily turn taps off, lay it on its side & move bikes away till it stopped leaking.



Mr Povey had some metal putty, & the tank was removed, repaired & refitted, with much help from lots of people, in less than an hour. I'll have to think about protecting that spot on mine now.

Heading off again, the track gradually became easier as we descended, with half a dozen stony creek crossings, becoming farm road again.

Then there were about 8 gates. You know the procedure. First to arrive, open & wait for last rider. I wasn't paying attention when my turn came, & I had it in my head there were 2 to come through. Everyone came except what I thought was the last, so I waited.....do I go back?..... I'll wait a bit more.....Eventually decided the last had to have been through, so shut the gate & headed off. Met Dave Beers coming back to look for me, & the rest of our group had waited at the Moonan Flat Rd as well. Feel like an idiot! But I heard later someone else did the same thing.

About 15 kays to Moonan Flat & a nice cold beer or three.

THAT was the 'real doozy'? THAT was Caneens Gap Track we'd just done? Piece of cake!

Discussion about who was going on with Josh & Paul. Josh wanted to go on towards Nundle before dark, but Beers, Povey, Ian Emmett & myself had had enough & opted for rooms in the pub. Josh, Paul & Duncan headed off via Ellerston to stop at a camp spot near Timor Caves.

A good sleep & bright sunny morning. Povey & Emmett had promised to meet the others at Nundle & left earlier, so after a leisurely brekky & packing up, Beers & I were the last to leave. Beaut cool ride

up the western end of the Barrington Rd, magic views at the big gate. Came across Henning & Rob Edgar & Co at Thunderbolt's lookout. On down to Gloucester & the temp about 32deg & rising. Fuel & food. Dave reckoned he was just following me, & I'd thought to go in to the rally site from the north, but chickened out & went down Bucketts Way & across to Dungog. Easy peasy! But wait, there's people flashing headlights at us, then Police cars blocking the road. Cops asked us to wait as there was a bloke at a farm who had guns & was unstable. We'd waited for about a half hour & they asked us to move on as the situation had developed & they didn't want us in the area. The choice was one. Go back to Bucketts Way, up to Monkerai Rd & down to Dungog. About 30kays extra.

But we'd seen this side road we were waiting on led right through to Monkerai Rd, without going back. Asked about it. Young bloke in a ute said it's closed, but we eventually decided to give it a go. Both our GPS maps showed Nevilles Rd going right through.

Nice rural gravel road reduced slowly to formed up farm track, eventually completely unused, with a collapsed cattle grid about 60cm deep, then just wheeltracks, confusing choices, & finally a locked gate. Rattled the lock, tried to lift the gate etc but no go. Dave's GPS had another track going off left down the fenceline, so as his bike was the lightest, Dave went off across the paddock to check it out. In the meantime Chris McArdle arrived with mate Charlie. Charlie fiddled with the lock & latch & presto! Gate's open! This is a farmer's version of locked. Locked to everyone else, but the farmer doesn't need a key!

While that's happening, another 4 bikes & a 4WD arrive.

Dave didn't find anything except a stump to put a dent in his pannier. Everyone through on completely overgrown track, with GPS giving us a general direction through another gate, past a farmhouse, & another 'locked' gate onto Monkerai Rd.

Down to Main Ck Rd out of Dungog, & up to the rally at about 4.00pm.

Swim, hot beer & a stint at the registration marquee.

Dave went into Dungog a bit later & got a flat rear tyre on the way back out. Heard rumours, & about 7.00 finally got up-to-date info that he was still in trouble, so Marg Barlow & I went down in her car to rescue him. He changed the tyre 3 times to get back to the rally, & changed it 3 more times to get home!



I slabbed it home on Sunday as I was leaving for Tottenham on Monday.

Josh, Paul, Povey & Emmett did the complete track Josh had laid out. Nundle, Barry Rd with it's 20 creek crossings, through Glenrock, turning onto the Callemondah Rd just north of Ellerston, Tomalla Rd, Pheasant Ck Rd, then various tracks across the northern part of Barrington Tops to Gloucester.

They also came in the northern entrance to the Rally turning off Bucketts Way on Spring Ck Rd & Berrico Rd, Terrible Billy Rd, Mountain Rd, Tinkers Rd, Middle Rd, & Frying Pan Ck Rd to the rally. They got in about dark.

Just one of the great things about a rally is how you got there. The Journey.

All the questions answered.

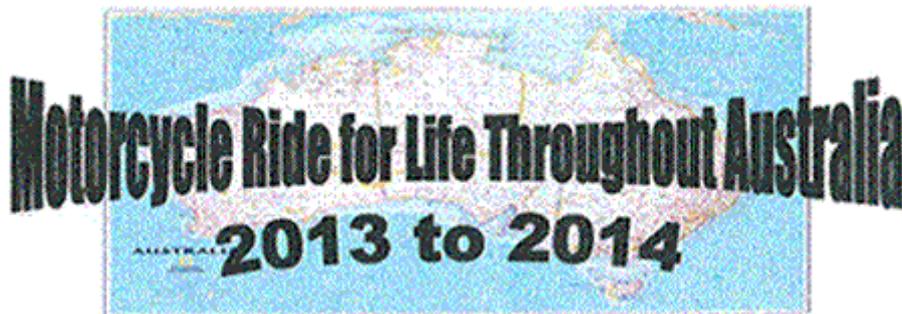
Thanks everyone for the great company & the grat ride!

Horsy.





Volunteers for MARI



To Raise FUNDS for

the Royal Flying Doctor Service

and Motor Cycle Accident Rehabilitation Initiative

and raise awareness of the ongoing need for these vital services in Australia.

About Us

The "DR Wings Bike Force" are based on the **Central Coast** and in **Sydney**. The Initiative was formed from members of the MARI team based at **St Vincent's Hospital Darlinghurst Sydney**.

The team consists of members from the **Sydney Motorcycle Club**, **BMW Touring Club of NSW**, **Members of the Ulysses Club** & lastly the **Committee For Safer Motorcycle Routes in the Hunter**.

Some of them have been involved first hand with motor cycle accidents and know exactly what a patient is going through, or has cared for one that has been there before. All this knowledge helps others to adapt and get moving again quicker, in both mind and body.

The Central Coast to Alice Springs, Darwin, MT Isa and Back Home.



The day destinations below are actual ride days, not including Lay Days. While we are at any of these locations it would be the ideal time to join in and ride a section of the trip with us.

All we ask is you make a small donation to the RFDS or to MARI during your time on the road with us.

You will receive a badge to commemorate the time with us. We have collection containers to offer our donors.

The charities are funded by your donations so we need you to dig deep. Both of these charities are also unique and the only ones in their particular fields.

The ride starts from Wyong on 26th April.

That would be a nice weekend ride for Sydney/Central Coast/Newcastle based riders. Out to the Rabbit Trap at Albert on the Saturday, & back home on Sunday. Support our Club Charity while enjoying a good ride.

See more details at drwings.org or motorcyclegear00@gmail.com

Or contact Ken or Glenda Lovegrove on 0449 186 761 or 02 4389 1855

If undeliverable return to:
BMW TOURING CLUB OF NSW
PO Box 549
ERMINGTON NSW 1700
Australia

BMW TOURING CLUB OF NSW NEWSLETTER

PRINT
POST
PP 100001112

**POSTAGE
PAID
AUSTRALIA**

Watch out for

7 – 9th March 2014

Cold Flame Rally

21st – 23rd March 2014

Capital Rally

19 – 20TH April

Autumn Leaf Rally

10 – 11th May

Loaded Dog Rally

7 – 8th June

Alpine Rally

23 – 24th June

Casper Rally