

# BMW TOURING CLUB OF NSW



In memory of Ian Horsburgh 1945-2014



BMW Touring Club  
of New South Wales



Member of the International Council of BMW Clubs



## NOVEMBER 2014 NEWSLETTER

## OFFICE BEARERS

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### Club Website:

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

### Club Yahoo Email site

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



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

## Regional Coordinators

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## Classic Register Registrars

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<b>Central West</b>	No Current Officer	
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<b>Sydney West</b>	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 4.30pm Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie.

## Club Pointscore

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

## Combined Editorial and Presidential report/ramble

It's hard to write about October and not open the report without comment on the sad death of Horsy at Lake Cargelligo during the BMW Motorrad Rally. Rest in peace Ian. You were a wonderful bloke, staunch club member, and dedicated editor. We will miss you, and our hearts go out to Chrissy and family who deeply grieve for you.

I'd like to comment what a fantastic bunch of people you all are. Thanks for your generosity contributing to the whip-round for Chrissy. The club collected \$6306 in the bank account and we wrote a cheque for \$6500, plus \$300 in cash was donated at Ian's funeral, so in total Chrissy received \$6800. The money won't bring Ian back but hopefully your donations will ease some of the financial stress that compounds grief.

It was moving that so many people travelled from far and wide to pay their respects. Truly a sign of how revered Ian was. Former club President Andrew le Levier from Melbourne and Motorrad Rally organiser, former member and now BMWOC ACT member Garry Smee from Canberra, were notable additions to the many mourners at Ian's funeral. The chapel held 100 people, and surely there were more outside than inside. Thanks Bailey Gifford and Lyn Dyne from BMWOC SA and BMWOC GC respectively, who sent cards of condolence on behalf of their clubs. They were much appreciated and I forwarded these cards to Chrissy.



Paul Evans organised the Club wake for Ian at Spencer. It was good to blow off steam with everyone there, again a pretty good crowd turned out at short notice. Spencer Village Store organised a delicious meal, served at twilight on their wharf, on a beautiful evening. Andrew from the store likes to support the motorcycle community, supports the FCR with sponsorship and did a great job looking after us that night and for brekkie the following day. Thanks everyone who came along and made it such a special night.

As previously mentioned Garry Smee and the BMWOC ACT organised the BMW Motorrad Rally held in Lake Cargelligo over the long weekend. Until Ian's death it was a really good weekend with a raucous meet and greet at the Royal Hotel on Friday night, day ride and dinner at the Bowling Club on Saturday. ACT organised really great gifts from Motohansa, tools or tyre repair kit, take your pick. It was also nice to meet long time members Peter Jenkins and Rob Poplewell, it's always very nice to put faces to names.

Additional FCR badges have been back ordered and hopefully will be posted out very soon. Patience, things will happen. Once we pay for the badges and postage of them to recipients we will be able to finalise profit figures for the rally.

## Regalia Rantings by “Fashionista” Furchet

There was some discussion on how to improve the regalia stores and what the club can offer to its Members. Following the lead of Al Pennykid and his back of the Sidecar, Banner fire sales. “Genuine Faquari Banners for you mate”. Fresh off the sheep boats of Sudan, we have Banners, Banners Banners. Well no we don’t have banners, but we are going to test the waters of a Summer Sale and a winter sale. We are going to take orders for a “ONE” off run of **long sleeved T –Shirts** with the club logo on it. Then come, Winter Next year, same again with **Sloppy Joes**. So this is how it works. Next Month, December issue of GS News and BMW Club magazine, there will be an order form, you place your name, size or your wife or girlfriend and colour she likes for you long sleeved shirt. We try an haggle a price from the cotton mills of China, we run the order, you pay the club and you wife or girlfriend will have a club long sleeved T, that we know is really yours but she will steal to use as a night shirt. “Hey, that’s my shirt” I have heard many a man cry, just before the bedroom light goes out around NSW.

Al has expressed that he is very happy to do another banner run and we keep the banners in Regalia stock, once Members start seeing our banners on display at Rallies, Toy Runs and on the 6pm nightly news when the Tactical Response group raid our Hall looking for contraband regalia, more members may be interested in purchasing a banner.

Also very exciting news, shortly we will have a new supply of beanies and bucket hats, any colour you want as long as it black. Watch this space.

### Regalia Price List

Zip up Fleecy jackets. Black	\$50
Polo Shirts light blue	\$30
Thermal Mugs Far Cairn Black	\$10
Club tea towels or flowels white	\$10
Flat stubby holders Karuah	\$5
Club Decals	\$2
Cloth Patches	\$5

Please contact me direct for any of the above. I will direct you how to pay directly to the Club account. Postage will unfortunately incur an added cost, but it will be subsidised.

Mick Furchert

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# 2014 Far Cairn Rally

by Morro

I got a phone call "Are you going to the Far Cairn Rally? Can I tag along?" It was my mate and best man from many many years ago, Jeff. He knew it was a silly question but he had to ask and the answer was obviously "Yes". We had caught up with each other after about 15 years last year and was keen for a ride together. We had not been on a trip longer than a day since the Black Duck Rally in WA and that was in 1979. We met up on the Friday at the rest area on the new Hunter Expressway he had just pulled up when I arrived. He also had his partner Linda on the back. We headed west towards Merriwa, but first looking for a fuel for Jeff as he had already done a few kms before we met up. He fuelled up near the end of the Golden Hwy but the petrol station is just past the start so we had to take a shortcut back past the military museum and army camp to rejoin the Golden Hwy. This brought back memories of many army cadet camps I had attended there and my first plane ride in an army Caribou, with the tailgate open all the way!

Merriwa was abuzz as it was annual show time with lots of 4WDs and big brimmed hats on small heads getting around town. It is the first time Linda had been out this way and what a great way to see the countryside on the back of a motorbike. Went past Cassilis and then turned off towards Coolah. We were heading to Gilgandra but I prefer back roads so this was good. The countryside is looking great at the moment, lush green paddocks and the yellow flowers of canola giving you a nice fresh feeling. Through Coolah and on to Neilrex, a road Jeff had not been on before. Jeff is like me, travelled on a lot of the roads of NSW with work but in a car or 4WD not on a bike, so it made me feel good to show him another part of the state. On this road is a grave with a story board next to it. It is the grave of King Togie, a local aboriginal leader, who died of injuries from a spearing by a young warrior.



A small amount of good dirt road took us into Neilrex then we headed south to Merrygoen, Mendooran and on to Gilgandra for the night. It was a good night too with few drinks and counter meal. We had bought a \$5 raffle ticket each so we waited for it to be drawn out. You guessed it Linda won and it was for 10 schooners non-transferable so we had to stay a bit longer to knock them over.

Saturday morning it was head to the roadhouse for fuel and breakfast. The service was slower than normal as it was busy - school holidays with Victorians trying to get through NSW to Qld before their 48hr visas expired. Heading west to Collie the speed is 110kph so it was up to the speed limit and cruise. A car flashed its lights and the driver waved back to our acknowledgement and to our surprise it was one of our finest boys in blue being a good citizen and just being

friendly. We headed south from Collie and on to Trangie. In Trangie we fuelled up to get past the Saturday afternoon Sunday morning fuel problems in Tottenham. I am still getting used to having a small tank on the new F700gs and having to plan fuel stops after having a 32l tank for years where the backside overrules the fuel needs. On towards Tottenham and of course we had to stop for a visit to the Rabbit Trap Hotel at Albert on the way.

At Tottenham supplies were obtained and then we headed out to the racecourse and the rally. We met up with others we knew and camped near them. After rally awards and dinner was had I headed to the camp fire for the night.

After breakfast Jeff and Linda followed me back through town and onto Narromine and Dubbo to refuel and head towards Merriwa and home. Merriwa had cleared up and most of the big hats had headed home. Fuelled the bikes and ourselves and headed home. I think the long distance and not stopping had Linda stretching a bit. I noticed her squatting and stretching after getting off the bike at the fuel stop. Jeff topped up with fuel at Jerrys Plains so they could get home. We parted at the end of the Hunter expressway. I had ridden a little over 1000km and for Jeff and Linda a bit more. It was a great weekend ride with good weather and scenery and of course good people for company.





Above: Morro and Jeff at the Rabbit trap. Above Right: Morro arrives at the FCR gate. He paid the requisite \$25 so we were obliged to actually let him in

**And a few other Far Cairn Rally Pics:**



Above: Team talk before the set up planning the what and where of everything's placement. Above right: Chris and Dave on the front desk selling raffle tickets and badges. Below left, Bala working on his tan at his first rally in yonks.



Above: the Tottenham Lions Club crew kept 165 hungry riders fed and happy for Saturday dinner and Sunday brekkie.

<b>Profit &amp; Loss Statement</b>				<b>Previous Year</b>		
<b>April 2014 To September 2014</b>						
						<b>% Change</b>
Income						
Memberships	\$9,510.00			\$9,045.00		5%
Far Cairn Rally	\$5,282.00			\$5,839.00		-10%
Karuah River Rally	\$30.00			\$85.00		
Newsletter adverts	\$756.00			\$1,881.00		-60%
Regalia	\$1,051.00			\$2,497.00		-58%
Awards Night	\$1,100.00			\$0.00		100%
Miscellaneous Income	\$40.00			\$0.00		
<b>Total Income</b>		\$17,769.00		\$19,347.00		-8%
Cost of Goods Sold		\$722.37		\$3,019.72		-76%
<b>Gross Profit</b>		\$17,046.63		\$16,327.28		4%
Expenses						
Awards Night/Trophies	\$1,414.00			\$476.34		197%
Bank Fees	\$9.25			\$22.50		-59%
Christmas Party	\$80.00			\$0.00		100%
Clubhouse Supplies	\$145.46			\$192.86		-25%
Donations & Gifts	\$118.95			\$197.91		-40%
Filing Fee	\$0.00			\$52.00		-100%
General Expenses	\$0.00			\$232.50		-100%
Legal & Accounting	\$369.62			\$0.00		100%
Newsletter printing	\$2,240.70			\$1,729.20		30%
Postage & Shipping	\$1,688.16			\$1,233.33		37%
Regalia membership	\$1,581.80			\$269.50		487%
Trailer costs	\$0.00			\$152.00		-100%
Rent	\$216.40			\$230.60		-6%
Stationery Office Supplies	\$444.00			\$9.76		4449%
Web and Internet	\$309.40			\$288.40		7%
<b>Total Far Cairn Rally</b>	\$1,712.64			\$1,786.11		-4%
Karuah River Rally	\$0.00			\$5.00		-100%
Telephone	\$222.74			\$0.00		
<b>Total Expenses</b>		\$10,553.12		\$6,878.01		53%
<b>Operating Profit</b>		\$6,493.51		\$9,449.27		-31%
Other Income						
Interest Income	\$258.39			\$324.12		-20%
Total Other Expenses		\$0.00		\$0.00		
<b>Net Profit/(Loss)</b>		<b>\$6,751.90</b>		<b>\$9,773.39</b>		<b>-31%</b>
<b>Total Membership</b>		<b>210</b>		<b>206</b>		
Membership Income per member		\$45		\$44		3%
Membership Expenses per member		\$41		\$25		66%

## Important Notice:

Would the members listed below please contact Marie Pennykid [membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au)  
 And inform her of your email address. During a recent club email notification your address as listed on  
 the club registered return the mail address not known message.

Yves Bernier

Greg Frearson

Hans Bielaczek

thanks

## Forward.

This is a story I promised Ian Horseburgh since Christmas. It is a hard story to write, I have been forming it in my head for a few years now and talking to Evan about it, every time we think about this trip, we laugh at something else we remembered. Evan and I had to dig deep for this story. After I got the news about Ian, I sat down, I was stunned as we all were. I reached for the bottle of Jack Daniels, I needed a drink. I had plans of getting wasted, on my own, to grieve into the bottle of J.D. by the time I was half way through the second J.D this story just formed. Where ever Ian was, he came looking for me, it was time to pay up, Ian wanted his story. This story will run over three or four months, it was one of the funniest rides I have ever been on with my Son Evan. When we were living it we didn't think so, retelling it I hope you see the funny side. God Bless you Ian, you had faith in me when I had no faith in myself.

### Highway to the Danger Zone

As with all good ideas, who knows how it started, but start it did. Evan (my son) got in with a group of VW enthusiasts, who every year go to Lake Gardiner in South Australia to race their Bugs on the salt flats. Basically, it's an Australian version of the Bonneville Salt Flats. Evan said one day, "I'm going." So I said, "If you go, then I'm going too". I mean, what guy doesn't like watching dangerously fast things race on water, air, dirt, tarmac or God forbid salt.

Evan was given a Kawasaki GPz 750. He had big ideas to put a nitrous on it, turbo it and affix a warp drive on it, then take it to Lake Gardiner to see how fast it would go. I was O.K with that, after all the GPz wasn't working. It was a hand me down from friends, who got sick of it being an ornament in their garages, serving no purpose except to soak up valuable room. Evan got given it for free. It's value decreased from friend to friend who spent varying amounts of money on it, to get the same result, an inert form of an object that was a worship to speed. It was made very popular in the movie with Tom Cruise in *Top Gun*.

Revin up your engine

Listen to the howlin' roar

Metal under tension beggin' you to touch and go

Highway to the danger zone

Highway to the Danger Zone

Actually in the movie it was a GPz 900 but you know the fantasy was there.

I was very happy for Evan to have it while it stayed in its inert form. Anyway, plans were made, dates were set, leave applied for and granted from work and home. Evan at that stage was riding a much-worked Triumph 600 Daytona. It was a quick and very frightening bike, for a father watching his son tear arse around on it. Still, it was not a touring bike. By some fortune a few weeks before we were due to leave, Evan found a Honda Blackbird at a local Central Coast bike shop, with full pannier system on it, plus bar risers which made it a very comfortable touring bike, it was exceptionally quick as well, to serve "The need for speed". Evan decided to horse trade his Daytona for a paltry sum. Nobody was buying Daytona 600's any-more, as every kid wanted a Daytona 675 or so the salesman said at the time. So Evan went off to his local Credit Union to organise the money for the Blackbird and some spending money for the trip. Sure, we will lend you lots of money, just go organise the registration papers and insurance and we will give you buckets full of money, said the clerk from the Credit Union. A week before we were due to leave, a nice second hand Blackbird was sitting in a Central Coast motorcycle shop registered to Evan. The only thing missing was the bucket load of money for Evan. So Evan rang the Credit Union to find out if they had run out of buckets to put their money in, only to get the "Sorry, didn't we ring you? Well, we meant to anyway. Your loan has not been approved. Sorry, have a nice day".

You sort of get that sinking feeling in your stomach, when you are to ride out in three days time and your Credit Union gives you the Dear Evan line, while leaving you with an expensive vehicle registered in your name, sitting on the show room floor. A call of anguish to the Bank of Mum and Dad. Gail tisk tisk at Evan's tale of woe and promptly organised a draft from our years of sweat and blood to get ahead of our mortgage to give to Evan some of it to purchase his bike. Arrrrggggghh. I was snookered. As soon as I said "but" Gail rounded on me and said, "Your Son is riding with you and he needs a bike" Arrrrrrggggggghhhhh. Now my mind was saying "Now Michael don't go poking a stick at a 4'2 red head. You know you lose every time". Arrrrggghhhhhhh.

Evan had the money for the bike, plus Gail got a few extra bricks out of the wall as well. So, we both had spending money for the trip. Evan rang the bike shop and said he had the money, but if the bike breaks down on the trip to Adelaide, he would send the bike back to them at their expense. The salesman told Evan that they wanted to keep the bike for a few more days to do a full service and check it was ready to go. Funny we had thought that had been done already. While they had the bike there, they put a new chain and sprocket on as well as replaced the fork seals?

Evan picked up the bike, got it home only to find the battery was clagged. So furiously next morning, he organised a new battery. With time running out, there was no shake down ride. We were out there doing it cold. Now we organised to leave Friday morning, but that was pushed back to Saturday, due to Evan's bike issues. "We are leaving early Evan, right" I said over the phone. We were due to meet a mate of mine, Ken, at Batemans Bay at Midday. Ken was going to ride with us for four days as well. Being Saturday, we organised to get out of the Coast early and through Sydney, before everybody woke up and decided today was the day they had to be at Flemington markets. I had decided to take my trailer. Because Evan and I were near broke, even with the few extra bricks Gail gave us from the house. We decided that we were going to camp there and back. I have never towed a trailer before, so with lots of good advice from the club gurus, not too much pressure in the tyres, balance the load, not too much weight on the tow bar, sitting at the bar talking about it made seem towing a motorcycle trailer was easy and quite normal. The ride through Sydney was really going to be fun. Anyway Evan arrived. I rolled the K1200 out of the garage and clickkkkk...clickkkkkk, the battery was dead.

Awe crap! Or something similar was said, Off with the seat, furiously trying to find jumper leads, jump start the bike, finally got it to fire up, "Don't turn off the bike" was Evan's wise words, coming from four years a mechanics training and TAFE. Shit me, we had lost an hour. Damn, the walking dead that live around Wyong and Gosford had arisen. The ones that think the posted speed limit means at least 10kph under that, that right hand lanes are the acceptable lane to drive in at 10kph below the posted speed limit and that indicators are very pretty lights that you don't need to use "every" time you want to turn. This was going to make it an operation to get to Batemans Bay by 12 Midday. Our idea was to go the M7 then cut down the Kangaroo Valley, then onto Nowra from there. As we were shooting down the expressway, the trailer was dancing around like Errol Flynn's sabre, in one of his swashbuckling sword fights. The back of the bike was wriggling around more than a strippers bum in Kings Cross. After rearranging the load and letting a bit more air out of the trailer tyres, it started to track alright. I figured I had better get this thing under control by the time I got into Kangaroo Valley. I've pretty well burnt up all my brownie points with Gail already, after coming to get me out of some country hospital when I had launched myself into the Australian bush off a motorcycle once too often. It was hard enough having to deal with her sobbing into my shoulder for an hour last time, after she got me home from Dubbo hospital. "What am I going to do if I lose you" she sobbed. "I don't know. Find a guy with a lot more money than what I have, I guess".

Anyway, the trailer thing had settled. Going down the mountain at Kangaroo Valley was a bit hairy, but once I figured out I could not go down there at my usual tear arse speed and I had to slow down a lot earlier for corners, it was O.K. Mind you, belting up the other side of Kangaroo Valley was much more fun. I got the Errol Flynn's up a bit more again, but that was because I was

dragging the trailer up the mountain by the seat of its pants. We got into Nowra about an hour late. Man, how that place has changed. It took us nearly  $\frac{3}{4}$  of an hour to get through Nowra. The South Coast was as bad as the Central Coast for traffic these days. Once we got through Nowra, we had a great trip to Batemans Bay. There was Ken waiting patiently for us. We had a great seafood lunch. I gulped a few mugs of much needed coffee. We discussed where we were going to stop for the night. Ken had tried to book us into Tathra Pub, but unfortunately it was booked out, as it one great spot to spend the night. We decided to see how far we could get as Evan and I had both had early starts that morning, but we had the idea of getting to Eden that night.

Once past Batemans Bay, the South Coast is a fantastic ride, no traffic or not much, lots of overtaking areas and you could sit on an honest speed without over doing it. We made Eden in good time. Day one was over and what a hectic day it had been. My battery problems seen to have been resolved. (Yes, these things never resolve themselves do they?) Ken and I shot the breeze, caught up like old friends do. Evan regaled us with his stories about his early riding days. Things you tend to tell your Dad years later. We went to the local club. Evan and I played Keno, had a few wins, the worst was behind us. We had no time to be in Melbourne. Our plan was to meet up with the Karuah legend, Frank Cachia and spend a few days with him and his now famous R90S.

As Ken knew all the great riding roads down south we got the map out and planed a ride that zig-zagged into the mountains and back to the Coast, trying to pick the most interesting way to get to Melbourne. After an easy pack up and breakfast in Eden, we decided to take the Imlay Road into the mountains, Bombala, Cann River and to the second night stop of Lakes Entrance. The ride was going exceptionally well and since Ken was riding a 1050 Triumph Sprint and Evan was on the Blackbird, well, let's just say the ride got spirited. I was always chasing, towing the trailer. I must say it handled very well and I was never all that far behind and I must say the K1200GT is an exceptional tow bike. From Grey Nomads towing their house behind them, to logging trucks, the GT never balked at over taking when I let the reins loose and kicked her in the guts. All in all, it was a pretty uneventful ride up until then, or so we thought. We had got into Lakes Entrance around 4pm, booked into the RSL Motel, settled the bikes in for the evening and went to the Pub.

Around 6pm dark stormy clouds came over. We were still at the pub and had just finished a few beers while waiting for our pizzas. Ken's Triumph was new and he decided that those storm clouds had hail in them and wanted to get his bike under the awning of the motel. Evan and I had thrown bike covers over our bikes. I always cover my bikes on rides now, after the episode with Malcolm McKay. We did a Walcha Pub run a few years before with the BMW Club. A couple of the local town lads decided to have a fire extinguisher fight in the pub car park at midnight, using Mal's K1100LT as the tennis net and divided for their fire extinguisher fight. The lads thought it very funny. Seeing Mal's bike the next morning, the rest of us didn't. By the time we got back to the motel, the rain drops started to fall. They were big. I figured if it was going to hail then so be it. I had my leather tank cover on, which my tank bag clicks onto as well as the bike cover. So the tank and bike were protected to a large degree. I figured the hail wasn't going to be big enough to smash my windscreen. So, I sat in the motel room eating pizza, watching the rain turn from a few drops, to a thunderous shower, with winds the weather bureau said the next morning, were gusting up to 100kph. Evan decided he wanted to move his bike under cover as well, when he saw the strength of the rain starting to fall. So Evan and Ken moved their bikes through the now torrential downpour, to a service access hallway.

Finally Evan and Ken walked in and they both looked like drowned rats. Ken was holding his head, Evan was cradling his arm and I asked, "What happened to you two?" A big gust of wind came down the driveway, which acted as a very effective wind tunnel. It was so strong, it bowled Ken and Evan over, as well as two other guys who happened to be caught in the storm. Ken had a huge lump on his head, Evan fell onto his elbow and he was worried that he had caused some damage that may affect his ability to ride tomorrow. Ken asked "Are you fine?" "Sure I'm good thanks. I'm nice and dry" I replied. Ken didn't see the funny side of that at all. Then an

exceptionally huge gust of wind must have grabbed the screen door. It pulled it right back off the suppressor a 180 degrees and smashed into the large pane glass window in the front of the motel room, shattering the glass in a huge explosion. Evan's panniers were against the wall, under that window, open. All his clothes for a three week road trip were now peppered with shattered glass. Wind and rain was howling into our room soaking the carpet, blowing everything not bolted down or heavy enough to stand up to cyclonic winds to the back of the motel room. The good thing about it all was that Ken had forgotten about me. It seems that the little gremlin we left behind at home, finally caught up with us.

The motel owner, turned up with a huge piece of masonite, brown packing tape and a bucket load of apologies, to tape up our broken window. By then the rain had just turned into a down pour. While Ken was showering Evan was getting glass out his clothes and panniers, with the motel owner launching into another round of apologies. Finally, Evan and Ken were showered. Our room was sealed. The rain was now just a drizzle. Evan's panniers were glass free, uh resistant uh well most of the glass was out. After all the who- ha, Ken and Evan finally got a shower, some warm clothes on and got some pizza into them. A few pain tablets and cans of scotch were passed around and the warm happy glow started. When three great mates who are out on the road and a run together, the laughing started as Ken realised how funny it was. Evan's elbow wasn't as bad as he first thought. It didn't hurt, now the aching was taking over, but drugs and alcohol soon fixed that too. So, the laughter and recounting of the day's ride and past rides continued well into the night. I wondered what would have happened if we had set up the tent at a camp site for the night? Luckily all the camping gear was snug and dry still sitting in the trailer.

Amazingly enough, next morning Lakes Entrance was still standing. There were no fire trucks or military vehicles in sight. Could Hollywood and their disaster movies be lying to us? My bike was fine. Evan and Kens bikes were still tucked up under the motel awning and were fine as well. Today, we were going to ride the great Alpine Way. It's one of my top ten rides, up to Omeo then on to Mount Hotham. We stopped at Mount Hotham for a photo shoot. Just before we rode down the west side of Mount Hotham, Ken warned us to take it real easy. The other side is really slick and could get really dangerous riding a bike down it. Thanks Ken. Evan wasn't happy with the Blackbird's brakes. They seemed to be suffering fade. This was Evan's second Blackbird he had owned and he full well knew the Honda brakes are damn well excellent to outstanding. On closer inspection, Evan noticed oil on both fork legs. The oil was running down the legs and the wind has sprayed small amounts of oil onto the front brake rotors and worse still onto the brake pads. It seems some qualified bike mechanic over filled the fork oil or spilled some oil refilling them. Great! Here we were at the top of Mount Hotham and Evan had to get down with less than optimum braking ability. This was going to be fun. I now started to feel the weight of the trailer more than ever. Maybe Ken had planted that seed. I had the trailer pushing me down Mount Hotham. A few bends later, I applied the brakes. Now if you don't already know the K1200GT has servo assist ABS, on a particularly nasty 35km downhill left hander, not to get it confused with the 120 other particularly nasty 35km left hand corners on Mount Hotham. The trailer must have got some over run on it and shunted the back of the 1200. The brake brain must have thought I had released the brakes, because the ABS released. The trailer began pushing me downhill and across the road. I released the brakes and grabbed them again. Thankfully, this time the trailer didn't shunt me again. The ABS brakes did their job, but I was way over the centre line and next stop for me would have been off the cliff and down the side of the mountain, "Man from Snowy River" style. While it looks pretty spectacular in the movies, I had no doubt I was not going to finish like "The man from Snowy River". For me, it was going to be "Mr Toad's Wild Ride". If a car had been coming up the other way, it would have been all over Red Rover, but thanks goodness Mr Gremlin was still atop of Mount Hotham taking photos and talking to Mrs Gremlin on the phone. You hang up first. No you hang up first. Anyway I learned that lesson. You should brake much earlier on steep downhill corners while towing a trailer behind a bike, or better still don't tow a trailer down Mount Hotham.

End of part one. Evan and Mick Furchert

# Minutes of Club Meeting 24 September 2014

**Chairperson** – Al Peters

**Meeting Opened** – 7.49 PM

**Apologies** – Rob Edgar, Mike Day, Hans and Max, Ian Berry.

**Visitors** – Mark.

**Previous Minutes** – Acc. – Balaji Padmanabhan  
Sec. – Ian Horsburgh

**Correspondence** –

- Magazines from BMW Club: UK, VIC, SA and QLD.
- Member renewals x 2.

**President's Report** –

- Thanks to all that helped with the Far Cairn Rally.
- Thanks to Rob Edgar for the inspiring FCR trophies.
- The Club Committee held a meeting at the FCR. Matters discussed included Newsletter advertising and membership subscription payment systems.

**Vice President's Report** –

- See Coming Events in the Newsletter.

**Secretary's Report** –

- See minutes in the Newsletter.

**Treasurer's Report** –

- Treasurer reported \$9,141.03 in the Club cheque account, and \$30,737.72 in the reserve account, before receipts from FCR are banked.
- Half yearly non audited financial report planned for the end of September.
- Photos taken at FCR will be shared online.
- Any suggestions regarding the expenditure of the financial reserves will be welcomed.
- Club 50<sup>th</sup> anniversary will be heavily subsidised.

**Membership Secretary** –

- 2 new members this month.

**Editor** –

- Apologises for the M/C Awareness Week, the Kosciuszko Rally and the Breakfast Torque being incorrectly dated in the October Newsletter.

**Regalia** –

- Mick Furchert advised \$400 of regalia sold at the FCR.
- Al Pennykid taking expressions of interest for vinyl banners bearing the Club logo.

**Assets & Archives** –

- It was suggest a bag be supplied to protect the BMW 90 Jahre Book.

**Clubs Australia** –

- International delegate meeting in Japan. 40 people over 4 days. There are 9 car clubs and 7 Motorrad clubs in Australia. Each delegate to present with respect to his/her area:

- Overall membership numbers.
- Membership growth.
- Demographics.
- Relationship with local dealers.
- BMW looking forward to 100<sup>th</sup> anniversary.
- BMW have presented 1,000,000 km riding award to 2 riders.

**Webmaster** –

- No report.

**MCC** –

- No report.

**Past Events** –

- New Members Ride saw 2 new members and 7 existing members. Rain forced change of destination.
- Dargo Rally saw Dave Beers, Mal and Marja Cattermole, Steve Treloar and Graham Crump.
- Far Cairn Rally. 48 members and their partners. Some attendees suggested that directional signs to be provided to assist access to rally site. FCR Committee to review. Around \$4k in FCR receipts reported.

**Coming Events** – Roger

- BMW Motorrad Rally 3-6 October.
- Kosciuszko Rally 11-12 October.
- Christmas Party – Roger Martyn organising remotely from Tasmania.

**General Business** -

- Greg has R75/5 for sale. Suggested place ad in Newsletter and/or website.
- Note auction night to be at November meeting.
- Paul Evans noted that Roger Martyn has suffered a heart attack and is recovering. Best wishes to Roger for a speedy recovery from all members.
- The Club wishes to thank all of the Far Cairn rally sponsors. Ian Horsburgh will write to sponsors, to BMW Clubs Australia and to Tottenham business owners, etc.

**Meeting Closed:** 8.43 PM

## 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@bmwtcns.org.au](mailto:vicepresident@bmwtcns.org.au)

# Ride Calendar

NOVEMBER	EVENT	CONTACT	POINTS
Sat 1 <sup>st</sup> – Sun 2 <sup>nd</sup>	<b>Trout Rally</b> , on the foreshores of Three Mile Dam, about 16kms east of Cabramurra		10
Sun 9 <sup>th</sup>	<b>Maintenance and BBQ day</b> at the Presidential Palace, 24b Petunia Place, Macquarie Fields	RSVP – Alan Peters 0407829033	6
Sun 9 <sup>th</sup>	<b>Monthly "Social Sip"</b> . Meet at 4.30pm at the Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie. (Second Sunday of the month)	Lin van Copenhagen 0417 098 255	2
Fri 14 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 15 <sup>th</sup>	<b>Day Ride</b> to Taralga and visit the Southern Tablelands Vintage Farm Field Days. Meet at BP Nth Richmond from 8:30 for ride via Bells Line of Road and Oberon	Alan Pennykid 0427393093	6
Sat 22 <sup>nd</sup>	<b>Breakfast</b> at 8.30 Sandbar café, North Haven. The "after breakfast ride" to be determined over breakfast	Lin van Copenhagen 0417 098 255	2
Sun 23 <sup>rd</sup>	<b>Breakfast at Spencer</b> , meet at Spencer from 9:00am for brekkie, decide on a ride	<b>Alan Pennykid</b>	2
Wed 26 <sup>th</sup>	<b>Club Meeting and Auction Night!</b> from 7:30pm. The last meeting for the year! Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm. Bring along any of the valuable bike parts and gear that you'd like to try and sell.	Alan Peters 0414 660 890	4/6*
Fri 28 <sup>th</sup>	<b>Hunter Social Sip</b> : Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
*	<i>4pts for a city member attending, 6pts for a country member attending</i>		
DECEMBER			
Fri 12 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 13 <sup>th</sup>	<b>Club XMAS Party @ Lue</b> . Details to come. Come one, come all. Fully catered for members, camping and facilities available.	Roger Martyn	10
Sun 14 <sup>th</sup>	<b>Monthly "Social Sip"</b> . Meet at 4.30pm at the Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie. (Second Sunday of the month)	Lin van Copenhagen 0417 098 255	2
Wed 17 <sup>th</sup>	<b>Dinner</b> at Toongabbie Hotel before Christmas from 6:30pm		2
Sun 21 <sup>nd</sup>	<b>Putty Rd Christmas Breakfast Ride</b> . Leave from Macquarie Park, Windsor at 8am (please arrive with a full tank) or meet at the Grey Gums Cafe at 10:00 am.	Alan or Marie Pennykid 0427 393 093 0428 393 093	6
Fri 26 <sup>th</sup>	<b>Hunter Social Sip</b> : Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sat 27 <sup>th</sup>	<b>Breakfast</b> at 8.30 Sandbar Café, North Haven. The "after breakfast ride" to be determined over breakfast	Lin van Copenhagen 0417 098 255	2
Wed 31 <sup>st</sup>	<b>No club meeting in December.</b>		
Wed 31 <sup>st</sup>	<b>New Years Eve Gathering</b> Micalong Ck campsite near Wee Jasper	Rob Lovett 0417 267425	10

<b>JANUARY</b>			
Fri 9 <sup>th</sup>	<b>South Coast Social</b> Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 11 <sup>th</sup>	<b>Monthly "Social Sip"</b> . Meet at 4.30pm at the Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie. (Second Sunday of the month)	Lin van Copenhagen 0417 098 255	2
Sat 17 <sup>th</sup> – Sun 18 <sup>th</sup>	<b>Karuah River Recon run.</b> Bank Hotel, Dungog 4992 1701 Tall Timbers Motel 4992 1547	Rob Lovett 0417 267425	10
Wed 21 <sup>st</sup>	<b>Jaffle Run – Agnes Banks</b> , on Springwood Rd at the low level bridge over the Nepean River. Fire (fire bans permitting), sandy beach for swimming.	Alan Pennykid	2
Sat 24 <sup>th</sup> – Mon 26 <sup>th</sup>	<b>Camping weekend - TBA</b>		
Sat 24 <sup>th</sup>	<b>Breakfast</b> at 8.30 Sandbar café, North Haven. The "after breakfast ride" to be determined over breakfast	Lin van Copenhagen 0417 098 255	2
Wed 28 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Fri 30 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
<b>FEBRUARY</b>			
Sun 1 <sup>st</sup>	<b>Day ride/Breakfast ride – details TBA</b>		
Fri, Sat, Sun 6, 7 8 <sup>th</sup>	<b>Karuah river Rally</b> Frying Pan Ck campsite, Chichester State Forest	Rob Lovett 0417 267425	2
Sun 8 <sup>th</sup>	<b>Monthly "Social Sip"</b> . Meet at 4.30pm at the Quay Lime Café and Bar, Port Marina, 18 Park St., Port Macquarie. (Second Sunday of the month)	Lin van Copenhagen 0417 098 255	2
Fri 13 <sup>th</sup>	<b>South Coast Social</b> Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Wed 25 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Fri 27 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sat 28 <sup>th</sup>	<b>Breakfast</b> at 8.30 Sandbar Café, North Haven. The "after breakfast ride" to be determined over breakfast	Lin van Copenhagen 0417 098 255	2



















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## My Far Cairn Rally

Friday morning, ready and waiting for other riders; me on the K100RS sidecar with trailer, Marie on her R1150R. Marie's R1150R breaks a rear tyre valve stem while putting air in (possibly the original stem). I head home and get the trailer to take the R home. The quickest way to get us back on the road is to unload all her gear, park the 1150R and upgrade Marie's bike to the K100RS-16v (it's the first big run for this one since we've had it). So again we're on our way.

The 16v had a significant birthday along the way:



We took a different route this year via Mudgee and Dubbo instead of Parkes and Bogan Gate. It's all good till pulling into Trangie when I hear a 'click' every time I apply the front brakes rolling through town. I stop to investigate and I find one missing front caliper bolt, the other finger tight and the caliper bobbing back and forward; no hose or pipe damage has been caused thankfully. So Marie heads off with the finger tight bolt as a sample and returns \$4 later with a suitable replacement after searching the huge metropolis of Trangie. While there a friend "Rex" ducks out of the pub to say hello, he's heading to the Far Cairn too on a bicycle! Still 80kms to go Rex, we'll see you there tomorrow.



We had great weather for the rally and the mutts had a ball. Leroy, (our young Border Collie x Elephant) found lots of new friends by dropping his frisbee at their feet and then looking hopefully at them. No-one wanted me for the hard luck award after our tyre and brake dilemmas, even the lady with a broken finger nail got more votes.

Anyway we're on holidays for 2 weeks so there we were in no rush to leave the site early and hurry home, we had a leisurely pack up and talk to some mates before leaving. We headed back through Albert and turned towards Narromine

all at legal speeds on those quiet roads of course. 16km short of Narromine I felt a lurch from behind and checked the mirror only to see something bounce into the scrub behind me to my left and pulled up as quick as I could. When I stopped I found my trailer no longer had any wheels or axle and was being dragged on its belly. Thankfully Marie was travelling a bit behind me on the 16v and didn't even see the axle depart never mind get clobbered by it.

I retrieved the axle and wheels from the roadside back a few hundred metres, it was still straight, the wheels were undamaged and still turned, but you could see where the welds had torn out of the chassis.



Mobile reception meant that we could at least contact the NRMA to organise recovery, we had to upgrade the vehicle cover as the base cover only covers the vehicle not the trailer behind it, but that's OK. Around 90 mins later we were finally headed to Narromine again. The NRMA tow truck guy (from Terrys Motors in Trangie) was amazing, he took us to the caravan park first so we could unload the trailer, he had already organised the owner of the welding shop to open up so he could drop the trailer safely (remember this is a Sunday). All Marie and I could do was wait till the morning to get the repairs started. But Narromine is a nice place, we took the mutts down to the Macquarie river for a dip, watched the ultralight planes from our campsite amongst other things. We even had a few visitors as it was unusual having a sidecar in town, even one 80yo with an R50/5 (1000cc + 5 speed box fitted) with a Tilbrook sidecar came out wearing his slippers to see us.

The welder (Astill welding) had everything reinforced and reattached by 10am, the sparky took a little longer replacing the damaged wiring and we were back on the road heading home around 1:50, later than we'd hoped but we wanted to get home. Around Orange I was feeling a bit tired and ragged, Marie was pushing for us to stop somewhere but I just wanted my own bed (although we were still at least 4 hours away). So we swapped bikes. Our progress was bit slow to begin with as Marie hasn't ridden the sidecar any distance for quite a while, but it made all the difference. I was loving the 16v, I hadn't ridden it any real distance before and moving to a bike where I had to be more physically active (actually leaning) woke me up.

No more dramas on the way home, we had a few stops for the dogs, had a few coffees and finally arrived home around 8:30 (2 hours in the dark which we rarely do these days). Basic unpack, put the bikes away and hit the bed. It's a ride I'll remember I think.

The 16v impressed the two of us in different ways. For Marie; well she owned 2 x K75s and she loved them to death, but she was saying I really wish I'd bought a 100 instead way back then. Me, well my first BMW was a K100RT that I'd bought to slow down and keep my licence after losing all my points in two fines on a Suzuki GSX1100EFE. The dealer had a choice of the RT or an RS, I bought the RT as it had a radio ☺, I was really wishing I'd bought the RS instead all those years ago.

Another Far Cairn done and dusted, as a mate RTO said K means its a Keeper.

Al Pennykid

# 2014 BMW Clubs Australia Motorrad Rally

by Morro

I took off on the Thursday with my aim on Narromine for the night. I was not in a hurry so just took my time getting there. First was to get away from the maddening crowd so main road to Denman and fuel up. From Denman it was head south west and over Kings Gap to join the Bylong Valley Way south of sandy hollow. It is a pleasant ride through the valley and over the range to Bylong. It is much a more scenic ride heading in a southerly direction into the valleys rather than heading north. I used to ride this road when it was still dirt and you had to travel through the railway tunnel. No go now as they finally finished the line and it is now a major coal line to the coast. Just before Bylong I turn right and follow the railway to Ulan. This is mainly dirt until just before Ulan. From Ulan I travelled into Gulgong and fuel up. I went up to the tourist lookout for a look and was intrigued by the name of 'Flirtation Hill'. Must be a few stories there!



I then headed towards Wellington but turned off Goolma to cut back across to the Golden Hwy near Ballimore. I was going to cut across to the Mendooran road just after Ballimore but the road was closed with the bridge over the Talbragar River being repaired. No problems I just kept going and came out at on the Newell Hwy just north of Dubbo. I headed for a road that runs across to Narromine just a couple of kilometres from here which meant I did not have to travel through Dubbo. I got waved through a breath test station on the hwy so I just waved back and thanked them. Heading across to Narromine I came

across a bloke I first met in 1984 but could not remember where it was. I think his name is Ned.



Friday was an easy day again head towards Condobolin via Tullamore and Fifield. Just before Tullamore I came across 'Leg of Mutton Creek' and not a sheep in sight. Must be all gone now and the paddocks are now cropped. After Fifield there were road works and of course Murphy's Law played out and I got to follow the water truck making a nice sloppy surface.



After Condobolin I headed out the dirt road to Lake Cargelligo. As a 17 year old I stayed on a property on this road with family friends. I learnt how to plough paddocks, form irrigation channels, chop thistles, stack lucerne bales etc. here. I rode the 3 km to the house to say hello but no one was there. It is still occupied and there were draught horses on the property now. A bit further up the road I came across a monument that was 100 years old (erected July 1914). It was marking the burial site of the local Chief (or King) of the local Calare tribe who, as legend goes, drowned in the nearby flooded Lachlan river while trying to save a mob of his people. The site was discovered by explorer John Oxley on 29<sup>th</sup> July 1817.

I continued on to Lake Cargelligo on this road but went up the side roads to the two bridges over the river at Kiacatoo and Euabalong to have a look. I camped at the caravan park with others from the BMWTC of NSW. That night we walked to the pub for drinks and a counter meal to meet with people from all over, some older acquaintances and some new ones.

Saturday was an easy day for me. I had worked in the area so did not worry about going for the ride that was planned for the day. I had a stroll around the town and had a lazy day in general. The dinner was that night at the bowling club. Just before we headed off we heard that Ian, one of our club members on the day run had hit an emu and was to be air lifted to Orange. At the dinner presentations were made raffles were drawn and meal eaten. As we were getting ready to leave we found out that sadly Ian had





died from his injuries. We were totally shocked and the walk back to the caravan park was very sombre. We sat around the tents trying make conversation but it was very hard as we all knew Ian, some better than others.

Sunday was breakfast at the Lake's edge before everyone heading off back home to ACT, SA, Vic, Qld and NSW.

I took off as soon as possible as it was the grand final that day and school holidays so I was expecting a lot of traffic. I stopped at Parkes for fuel and took off to Wellington via Yeoval and I was waved through my second

breath test station for the weekend on the edge of Parkes. It was hard riding with thoughts of Ian spinning around in my mind but I had to try and shut it out and keep my mind on my own riding as it was going to be a long 650+km ride home for the day. It must have been show and shine day for the historic bike clubs as I went past one club at Baldry and another larger gathering at Yeoval. I passed through Wellington and at Gulgong checked the distance to Merriwa and made sure I would make it ok on the fuel left. Fuel and food both topped up at Merriwa and called home to let them know where I was at. At Warkworth oval I stopped for a break and a chocolate bar that was starting to melt in my tank bag. There was a go-cart doing laps of the grassy oval and that kept me amused for a while. I headed for home then and was surprised at the lack of traffic I had seen all day. Everyone must have been watching the rugby league grand finals on TV. I got home just after 1700hrs after a good solid ride for the day.

It is hoped to have another National Rally in 2 years time, location and planning club still to be decided. This one seemed to exceed numbers expected so the next one may be feasible.

### Some additional pictures from the BMW Motorrad Rally:



Above: Lyn Dyne and Rob Popplewell (on Ken Dyne's bike) before the day ride to Mt Hope. Right: Garry and Martin from BMWMACT with Hospital Rep drawing the raffle from the tea urn. Hope it was washed. Money was donated to the local hospital prior to the knowledge of Ian's death.



Left: Motorrad Rally attendees at the Bowling Club for the Saturday night dinner and presentation. Raffle prizes of tools and wine were given away. Dinner was Chinese smorgasboard and the small kitchen at the bowlo did well to keep the food coming to hungry riders as well as a large local party.

## Pic's from the Club wake for Ian Horsburgh 18/10/2014:



The club wake for Ian which Paul organised was held at Spencer Village Store. The bbq dinner of steak and salad was cooked for us and served on the Store's wharf. Spring turned out some beautiful weather for the occasion, in contrast to the wild storms preceding Ian's funeral on the 15<sup>th</sup>. Approximately 35 people turned out to celebrate the life of Ian Horsburgh. Once again members travelled from far and wide to gather. The mood was mainly light and cheerful, with sombre words spoken and a toast given to Ian both those gathered around campfire.

Above: Chris hams it up, unusual behaviour from him....not. Above Right: Riders doing what they do best when they aren't riding...talking riding! Below Left: 3 P's in a pod, Pat, Paul and Pam. Below Right: a toast from Ian.



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***Watch out for :***

**31<sup>st</sup> Oct – 2<sup>nd</sup> Nov**

**Trout Rally**

**9<sup>th</sup> November**

**Maintenance Day**

**13-14<sup>th</sup> December**

**Club Christmas Party**

**31<sup>st</sup> December**

**New Year's Gathering**

**17-18<sup>th</sup> January**

**Karuah Recon Run**

**6-8<sup>th</sup> February**

**Karuah River Rally**