

BMW TOURING CLUB OF NSW



BMW Touring Club
of New South Wales



Member of the International Council of BMW Clubs

APRIL 2014 NEWSLETTER

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(members mailing list - voluntary):
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www.bmwclubs.asn.au
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Meetings

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Friday of the month. At the Hexham Bowling Club for a chat and something to eat.
North Coast Breakfast & Social Sip	PORT MACQUARIE BREAKFAST Last Saturday of the month, 8:30 at The Sandbar Café, Camden Haven, The after "breakfast ride" determined over breakfast. SOCIAL SIP Second Sunday 4.30 pm Mekong Restaurant, 75 Clarence St.

Club Pointscore

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

EDITOR'S RAMBLINGS

G'day all.

This a real GOOD NEWS story.

Our mate Bala has a new heart!

Debbie Dwyer called Paul to tell him Bala was taken to St Vincents at 5am last Saturday (15th) as they had a perfect heart match for him. The transplant was completed successfully later in the afternoon.

His work-mate Sandra has undoubtedly been a tower of strength for him, initiating the cleanup of his unit, in preparation for his return & his mother & sister's visit.

Paul took up the task of cleaning his unit, & rounded up some retirees & 'pausees'...(Roger reckons he's not retired, just paused), painting doors & windows frames, washing blinds & generally freshening it up. Tuesday saw Paul, Roger, Mike Day & myself there, & Wednesday Bruce Campbell joined us. Paul is the legend here, organizing the logistics of keys & access, getting volunteers,

stayed working till 8pm on Tuesday night, & doing a final tidy-up on Wednesday after we'd all left. What a great club member & mate.

Mike & Roger have both been sprung! They both do housework!



Paul & Pam visited Bala on Saturday night. They report that he is still in an induced coma, his new heart is working well, & all is on track. He had a brain scan in the morning & it was good. He's in intensive care. So far everything looks good for a full recovery. It's suggested waiting till he is awake before visiting him, as he's totally sedated.

Our magnificent club turns 50 next year! At Woz's suggestion, we aim to publish a book on the club's history, along with major birthday celebrations.

So please dust off your memory & dig out any old photos, stories & anecdotes & have them ready for the book.

And as an adjunct, Woz has been in contact with The National Library, who wrote to the club in 2007, seeking to continue collecting hard copies of our newsletter.

Last year Graham Johns indicated he wanted to dispose of his collection of newsletters dating back to the 70s, so Woz re-established contact with the NLA & they are keen to resume collection of the newsletters. It will be necessary to determine who has what, so that both the NLA & the club has a complete collection.

This is an excerpt from Woz's letter. As your NLA letter suggests, these represent quite a unique collection of the travel adventures and social activities of a diverse group of Australians linked mainly by a love of motorcycling. The club was originally formed in 1964 and continues with a core membership of more than two hundred. As an example from the 1970's, members made the first crossing of the Gun Barrel Highway post the nuclear tests in central Australia and also set a record for a lap around of Australia of 17 days. These feats and many others are recorded in our monthly journal. Another Club legend!
Ian.



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President's Report



I'll open my report this month by wishing Bala a speedy recovery after his long awaited heart transplant. Thankfully the long wait with it's frustrations including a recent false alarm is over.

When I reflected upon Bala's lot I was reminded of all the donor families and recipients we met on the ODAR ride lan organised to the Transplant Games a couple of years ago. I'd like to think it would be of some small comfort to the donor's family that they have helped someone as wonderful as Bala with a second chance in life. Do register as an organ donor!

At the last meeting Bala donated his Iridium Satellite Phone to the club. His generosity is much appreciated and the phone is available for members to rent for low, low rates. Drop me a line to enquire. In Australia you can't own a phone unless you are a private individual or have an ABN. So the phone is currently in my name for the interim. Some clubs have gained an ABN as a not for profit organization but at this stage I am struggling to find out which forms I should be filling in and the ramifications of gaining an ABN. If anyone can shed any light on these matters your input would be greatly appreciated.

At the last meeting we had the good fortune to have the announcement of legalised lane filtering live! Congratulations to the MCC of NSW for the champion efforts. Consider supporting them as an individual member as they will always need the funds to champion our causes.

Lastly, I have not been very active so no out –and –about pics from me this month. Apologies to all if Ian sticks my ugly mug in the newsletter again instead. Apparently I was being very naughty pushing the go button too hard and it's been suggested I have a rest for 3 months. Half way through now!

Ride safely all and leave the go button alone!

DAVE BEERS' REAR TYRE SAGA (Continuing)

Hey guys I wanted to thank everyone that helped and offered equipment to fix my flat tyre at the Karuah River rally on Saturday but that wasn't the last of it.

On Sunday coming home with Dave P and Sam we managed to pickup a refugee from the Even's party who was having trouble with his bike overheating due to a fractured radiator core. We managed to get him on the road isolating said damaged core but still had a slight leak but then after some advice from a local we (and this was a new one to me) put pepper into the radiator and this stopped the leak, apparently it's an old truckies trick.

Well the rest of the trip was a bit more eventful just as

we got into Howes Valley my back end started getting squirmy and I pulled over to find my back tyre was flat, the patch we put on Saturday had failed. So we patched it again and with the aid of a locals compressor blew it up there about ten kms past the half way house the new patch failed so this time we put a new tube in that Dave was carrying, now I'm getting really good at changing tyres now, anyway by the time we were 45km from Windsor that old squirmy feeling came back and yep, flat as a tack.

This time Dave called Adeline to bring the trailer. That's the first time I've not ridden back from a rally.

So a big thank you to Adeline and Dave and Sam for their help and patience. Dave BXXXX



City Coast Motorcycles

262 Keira Street, Wollongong

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MINUTES OF GENERAL MEETING

26th February 2014

Chairperson – Alan Peters

Meeting Opened – 7.48 PM

Apologies – Ian Berry, Sandra Gluck, John Visser

Visitors – Moreno (That's not his real name but I can't remember what it is. The bloke who won the Hard Luck Award at Karuah. At least we didn't scare him off at the rally but I just might have).

(New Members) Gunter & Noni K1200RS, John R1200GS

Previous Minutes – Acc. – Ian Horsburgh

Sec. – Al Peters

President's Report – Thanked all the members who helped make Karuah a great event.

Looking at around the Hunter awards night or a country meeting.

Vice President's Report 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 –

Correspondence –

- In. Magazines from BMW Club: UK, NZ, QLD. Aus Post mail forwarding from the old PO box has not been renewed. Rally info from BMW MCC Vic 4,5 &6 April at Cape Bridgewater near Portland. RFDS letter soliciting donations.

- Out. FCR badges distributed or posted, at last.

Treasurer's Report – Karuah was a substantial success.

Special item General Business interlude.

Bala made it to the meeting to explain the intricacies of maintaining an account for the Sat phone he has offered to donate to the club. The club has gratefully accepted the phone and President Al will follow up on transferring the account prior to the next billing date. The committee is to work out an administration protocol for how members can borrow the phone and how the costs will be appropriately allocated to those members. All appreciated Bala's effort in coming to the meeting and venturing outside his safety radius. He was roundly applauded by all as he left the meeting.

Membership Secretary –

- Eight new members.

Editor – Thanks for articles and support. Please keep them coming.

Regalia – Obviously regaling elsewhere as he was AWOL.

Assets & Archives – To and at KRR went well. Assisted Gary Peters with three flats before Dungog. This was thirsty work and necessitated an overnigher at the Bank Hotel – again. On the way home the mighty Nissan shat itself on Ohrimbah Hill. (Hill 2, BMWTC nil 'eh Mick F). This incident meant a tow home for the Nissan and the club trailer. It was moved, seconded and agreed that the club pay the tow cost. (As a footnote to this saga, Mal has shot the Nissan and replaced it with a newer model).

Clubs Australia – CA has provided \$1500 to set set up a national rally. The ACT club has accepted this offer. The rally will be held at Lake Cargelligo 3 to 6 October.

Webmaster – Apologies.

MCC –

- Reported live via an incoming text. Lane filtering will be legal in NSW from 1 July. Conditions apply. Good one MCC, especially CJ Burns.

Past Events –

- Book Café run was rained off.
- Impromptu Jaffle Run to Bobbin Head had four offenders attend.

Karuah River Rally, Bloody Brilliant! 'Nuff said.

Coming Events –

Cold Flame Rally

Capital Rally

Check your ride calendar.

Bruce Campbell advised that a round of the word trials championship is on in Oz 13/14 April. He went last year and reckoned it's brilliant. (Sorry no details on location. Search the web for details).

General Business –

- Ian Horsburgh suggested forming a sub-committee to get the next Far Cairn Rally organised. Ian H, Al Peters, Paul Evans, John Rayner & Rob Edgar are on the case.
- Motorcycle specific first aid course. Club will subsidise 50% of course cost on production of a receipt up to max of \$50. Proposed Al Peters, 2nd Mike Day, carried.
- Rob Edgar advised that Bike Biz are taking on a BMW agency.
- Warren Buffett reported that eight accredited MARI volunteers have finally got approval to start working out of St Vincent's Hospital.

Meeting Closed: 9.24 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@bmwtcnsw.org.au

LANE FILTERING TO BE MADE LEGAL

25 February 2014

NSW will be the first of the state and territories to legalise motorcycle lane filtering Minister for Roads and Ports Duncan Gay announced today.

Minister Gay released a package of changes to help ease road congestion and improve safety by reforming laws for motorcyclists.

“Today the NSW Government is releasing common sense solutions to key issues for motorcyclists while maintaining road safety for other road users,” Minister Gay said.

“This package is further evidence of the NSW Liberals & Nationals easing congestion on our roads, whether it’s through record investment in infrastructure or small changes with a big impact like our pinch points program in Western Sydney.

“Last year we held a successful trial in Sydney CBD last year of motorcyclists being exempt from existing lane filtering laws in an attempt to ease road congestion and measure potential safety issues for other road users.

“As a result of the trial we will introduce a new law that will permit fully licenced motorcyclists to legally filter past stationary vehicles at intersections when it is safe to do so.

“Riders will be able to filter at a speed limit of 30km/h.

“It is important to note the new law will not apply to school zones during hours of operation where there might be an increase in pedestrian activity. “However, the dangerous practice of filtering

over the speed limit of 30km/h will become its own specific offence.

“Filtering at high speeds is dangerous and will increase the crash risk for motorcycle riders and other roads users, particularly cyclists and pedestrians.

“The new rule changes will give us the opportunity to communicate with riders so they better understand the risks involved with lane filtering and educate them on safe filtering practice.

To minimise safety risks, lane filtering will:

- only be allowed when safe to do so
- not be allowed at a speed greater than 30km/h
- only be allowed by fully licensed riders (i.e. riders on their Ls or Ps will not be allowed to lane filter)
- not be allowed in a school zone during school zone hours.

Riders will also be warned not to lane filter near heavy vehicles or buses.

MCC was a MAJOR MOVER in getting this law introduced.

Thanks go to many people.

First and foremost Duncan Gay and his staff, who have listened to the arguments put forward by the MCC of NSW.

Margaret Prendergast General Manager of the Centre for Road Safety has championed this change with Transport for NSW.

Alice MA of T of NSW Chair of the Lane Filtering working group,
Dan Leavy of CRS, the NSW Police Force and a host of others have worked hard and made this significant change possible.

This is the stuff the MCC does.

MCC members have their foot in so many doors where it can make a difference like this, and they need your support.

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

**Join the MCC & help
make a difference!**

Cameron Corner - October 2013

By Mark Vane-Tempest

A trip to Cameron Corner is always an off roaders dream and this one was no different, er well actually, yes it was. Let me explain:

Recap 2011: Three of us on 800GSs went to Bourke, Tibooburra, Cameron's, Arkaroola Village, Yunta and to Cobar. That last leg from Arkaroola to Cobar was 300k on awesome dirt through the Flinders and then another 620 klms on that horrible long boring highway stuff. All up was 4 days & 3,200 klms. Loved it! Awesome trip and I was hooked.

2012: Two of us planned to go. Leading up we had rain out west. I chose to pull out not wanting to tackle the outback mud. Mick insisted on going & went on his own but with the mud, only made it to day two and then turned around to come back.

2013: **Day 1-** This time the weather was good and Mick & I were heading off to do the 700klm to the first night at Bourke. The last 200 klms is literally dead straight road and couldn't be worse on a bike. But it was late in the afternoon and at 100 kph we had dozens of kangaroos lined up on the side of road waving to us as we went by. There were just as many goats too but they always run away as you approach. Throw in a few Emus to top it off. I gratefully rolled into Bourke on dusk knowing I was only a hop, skippy & jump away from not arriving in one piece. We decided to share a room as I'd had my snoring problem surgically corrected earlier in the year. The next morning Mick was nowhere to be found. Apparently he's a light sleeper so ended up in the room across the hall. I slept well with apparently "loud breathing".

Day 2- After a great night at the pub, the next morning we packed up to do some real riding. Mick wasn't feeling too well (something he ate maybe) but managed to get on the bike. It takes a bit to stop Mick hitting the dirt. We had some local advice that the road out west was badly corrugated and we decided to take a detour down via Louth and back up. It was a great ride that way and always good to do a new road/track. Next, a stop at Louth Hotel for a coffee and a chat with the publican. These country pubs are fantastic with the gear they often have on display, this one with farm relics and an old pushbike fully decked



out with panniers and camping gear. Next we headed north and arrived at the intersection on the Wanaaring road to find some local guys in a ute. I asked about road conditions and they said the section from Bourke wasn't too bad but the next section to Wanaaring was worse. Hmmm. We headed west to find the road was actually good and no problems for us on the F800GSs. This was GS country.

Filling up at Wanaaring I had a quick look around the local caravan park and the facilities. There's not much to see and there was a clientele of zero at the time. Next, onto Tibooburra for another fuel top up before the last section into Cameron Corner. This last leg into the Corner is dirt bike heaven in the outback. But hey! I reckon it all is once you leave Bourke.

Not so much for Mick as he was having problems with the bike – running rough, losing power and cutting out. He wanted to continue, so we pressed on to cover the last 140 odd klms of very remote dirt roads out to the Corner. Although we both filled up at the same time at the same place, I had no trouble. Except for one place along the way?

I was excited to finally arrive at the Corner Store and this time we took a room each in the onsite cabins which was a far better option than our tents. A feed at the pub and a chat with the fellow travellers is a great night in the outback. We met a retired couple who were in their late model Prado on their way to Birdsville via Innamincka. Apparently they usually fly there in their Cessna but decided to see the country up close this time. And the red sunset in the outback is just something you've got to see for yourself. That is only followed by the stars at night. Wow, you'll never see them so bright until you come out this far west.



Day 3- We headed back to Tibooburra via a detour through Queensland on a track that I describe as an awesome narrow one vehicle wide track. I loved it but Mick said there was too much sand for him. After a stop at the border gate for plenty of photos, we pressed on. Arriving at the dried lake we came across two guys on their dirt bikes, also living the dream and heading out to the Corner. We had a chat with them for a while and learned they had come from somewhere near Brisbane I think. By now it was quite hot being in the low thirties and we were real happy to arrive in Tibooburra and have an early lunch in the air conditioned Servo Takeaway shop. By this stage our number plates were totally covered in dirt & dried mud so were unreadable. Shall we clean them? I asked Mick. "Nah, they'll only get dirty again". Good logic I agreed so we left them alone.

Back on the road, we headed south to White Cliffs taking the Silver City Highway. Again the locals were

telling us it was very rough and quote "one of the worst roads I've driven on". I still haven't found the bad rough road. Along the way south, there were some sections of bitumen where the heat reflected off at 36 degrees C and when you hit the dirt sections it cooled down to a mild 34 degrees. That's BMW for you – to tell you what the temperature is outside *on a motorbike!* The scenery was spectacular when it comes to the outback. There is a huge lake on the right heading south and if I'd been in my shorts in a 4WD, I would have stopped for a swim. Or perhaps if we had more time to spare, a swim would have been great for sure. Aahh yes, this is GODS country. Being **Great Outback Dirt Scenery** that is, or maybe I'll just say GS Country!



We reached the turnoff to White cliffs and stopped for photos of the Tool Tree and a wee. It was then a quiet ride to White Cliffs with virtually no traffic, not that there was much on the Highway coming down. I'd never been out here so I was quite excited to see this part of the country. These are all 80 to even 100 kph dirt roads here. We arrive in White Cliffs and roll up to the Servo to find a sign saying "closed between 10.30am & 2.30pm". We'd arrived at 2.25pm. How good is that? Mick's bike was still running rough but kept on going. After a long wait till 2.30pm (actually 2.40pm White Cliffs time) we were able to fill up. Again I considered cleaning my dirty number plate. But we were heading into the bush to take a back road down to Tilpa. It was now late in the afternoon and we still had a long way to go. So we left it alone. 30 klms later we stopped at an intersection to discuss our options. Mick said "where's your number plate?" What ?!! oh no, my blue & white BMW coloured **MVT00** plate was gone.

I just had to go back and look for it. With no shade anywhere, it was too hot to sit in the sun to wait for me to return, so Mick continued on. I went back 20 klms at slow pace looking everywhere and finally had to turn around. But did I find it on the way back?|..... (We go to an add break)

Arriving back at the intersection – but with no plate. Being so late in the day I considered a shortcut to Tilpa but with my riding partner was somewhere up the track ahead, I took off in pursuit. Some 45 mins later I find

Mick on the side of the road with a flat front tire. As he hadn't changed a front before & I had some experience (read Nundle trip), a team effort soon had him back on two wheels. Now, it was 4.30pm with over 120kms to go in the bush. I was considering putting up the tent on the side of the road but Mick was determined to make town for the night. We pressed on into the dark with Roos playing chicken on the track in front of us. More kangaroos, goats & Emus! Somehow, we made it into Tilpa without incident but the pub was another story.

It so happened that this was footy grand final night but as we rolled into the front of the petrol bowsers we were immediately surrounded by guys in dresses & make up. Huugh?

Turns out it was a bucks night where the guys dressed as girls and somewhere else in the country was a doe show with girls dressed as guys. By now this crowd was well & truly smashed and we were quite popular. Must be the BMW's? Eventually we filled the bikes, made it into a room each and changed for dinner. At this time of night I thought we could have the remaining scraps from an earlier BBQ. We started eating it but we still had to pay full price! The place was packed and we looked around with me getting the photos, of course. Another interesting country pub with texta written all over every bit of space on the walls and ceiling. It was an interesting night to say the least.

Day 4- The next morning I woke expecting to find unconscious bodies everywhere and snoring tents in the tennis courts across the road. But no, the place seemed deserted with only two cars still there. I can't explain how they all went ... well ... anywhere.

We packed up and headed off north east along the Wilcannia-Bourke Road that follows roughly beside the



Darling River until we came full circle and arrived back at Louth. Along the way I found a plastic drum that provided a nice rectangle of plastic which provided for an (illegal) number plate. Is that worse than none at all I ask? In Louth I found a backyard workshop where I drilled some holes and with a Texta & a few zip ties, I had a temporary number plate mounted. Next stop was Cobar but only for fuel. We continued South through to eventually Condobolin where more fuel was fed into the bikes. A café was sought for coffee to fuel us on but it was a public holiday so all were closed. My next goal was to fulfil a previous trip destination that didn't happen – “utes in the paddock”. These are located 40kms east of

Condo and then 3 klms south along a quiet dirt road. Here we found a row of artfully decorated cars with Australian theme murals. Some mounted nose first into the dirt.

It was an awesome sight to see but it was also very hot and both Mick & I were suffering heavily from hay fever. Eventually after numerous photos, we continued east along the highway to Parkes. Here we found the first pub we came to and promptly ordered a room each at \$35 which included our bikes being parked in the Beer garden for overnight security.

Day 5- Now with 5 degrees at 7am we packed up and headed east to find a wind chill factor of 2 degrees. I could not go far and with numb hands and face, I pulled over and put on all the clothing I had with me. As for gloves, we had been riding in 30 plus so the standard GS gloves just weren't warm enough. I had to put my woollen socks over my gloves and this barely kept the chill away. Onto Wellington for fuel top up and a late breakfast plus a well earned coffee.

The rest of the trip home was an easy cruise home via Gulgong and then the wonderful Bylong Valley Way. This had been another fantastic adventure that leaves you begging for more. After all, this is GS Country! Even if you don't have one, it doesn't matter, just do it.

And as for the number plate, well being a 30 yr anniversary model, it's now **FGS30**

Now for some maps to start planning the next adventure ...

First aid for motorcyclists.

I wish to thank Membership Secretary, Marie Pennykid, for appraising me of the 'First Aid Course for Motorcyclists' held on Saturday 1st March 2014.

Instructor, Tracy Hughes took we twelve students through:

1. Introduction to first aid.
2. Resuscitation.
3. Bleeding.
4. Medical conditions.
5. Trauma.
6. Extremes of temperature - Hypothermia (cold) and Hyperthermia (heat).

I will not dare to expand on these areas as it took a qualified instructor three and a half hours to do so.

BUT, having faced the circumstance on several occasions, I now understand, for the first time: When to remove a victim's helmet. When NOT to remove a victim's helmet. And, most importantly, how to remove a helmet from someone who is possibly unconscious while minimizing disruption to the spinal column.

I learned much, much more. And I purchased a wonderful first aid kit, tailored for motorcyclists, for just \$29.30. The cost of this course, discounted for members of BMWTC of NSW was \$55.00.

Contact details: Tracy Hughes 0408 956 435
www.firstaidformotorcyclists.com.au

Sincerely yours,
Kevin Beltrame

Webmaster's Musings

April 2014

The end of another month looming, and the Editor nagging for another contribution - did he not ask for last month's just yesterday??? Time flies when you are having fun - just come back from NZ which is truly a motorcycling heaven. I was in a Corolla driving the Crown Ranges between Wanaka and Arrow Junction (near Queenstown) - pretending I was on my GSA... Don't think that [rental] car has gone so fast around corners in its life!

This webmaster's job has its moments, I can tell you... One moment pure boredom with nothing happening and then all hell breaks loose.

Due to a combination of technical hitches we lost our domain name when it expired, so as I type this bmwtcnsw.org no longer works.

We are now bmwtcnsw.org (my capitals) and the website is back to functionality, albeit at about 80%. The other 20% will be worked on as time permits, and is mainly cosmetic. I really do need to thank Damien Gardner for leaping into the breach - I was about to step on a plane to NZ and he had the website back up and running within the evening - big round of applause for Damien and I am much grateful.

Getting our old domain name back may be an issue - I am in half a mind of saying stuff it - we can use the .org.au name which we had parked for this very contingency. The .org.au domain is much better administered in Oz (or was) and if any issues crop up can be dealt with locally. The .org domain is US based and much less organized; within two days of our name expiring it had been taken over by aplus.net. Now as to why that happened, and this is where the technical gremlins took a hold - the domain name was not fully transferred to our hosting site AussieHQ 2 years ago because the previous owner had not unlocked it thus allowing a full transfer (as I understand it). AussieHQ had been trying to resolve this issue but for some reason unexplained at this stage I never got any communications at all - and when the time came up for renewal I did not receive a notification...

I have not been doing that much riding this month, having been away over a couple of weekends. I am planning of a riding trip in the South Island of NZ one day, either bringing my GSA over or renting a bike locally. I understand the cut-off is about two weeks in terms of expense (two weeks of renting vs the cost of transporting the bike) - plus the hassles of paperwork and cleaning... count on three weeks. Having been all over NZ, and lived at either end of it in a past life I thoroughly recommend getting over there one day on a bike, and the South Island in particular (although the North Island is not ugly either).

'Bout time I won lotto I reckon - buy a bike in both countries and commute in between...

Most of you will be aware that the laws pertaining to lane filtering have been changed, with lane filtering becoming legal on the 1st July 2014. This is due to much advocacy and campaigning by the MCC and demonstrates how important it is to have a lobby group working on our behalf. And with regard to lane filtering - I am a professional road user and have never ever seen an accident attributed to lane filtering. It has to be safer, especially as the alternative is sitting at the end of the queue waiting to be hit up the bum...

Stay upright, stay safe

John Visser

Webmaster bmwtcnsw.org <- note the .au

Ride Calendar

MARCH	EVENT	CONTACT	POINTS
Fri 28th	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
Sun 30 th	Dayride: Bathurst for a Mt Panorama/museum visit and lunch. Meet at BP Nth Richmond at 9am.	Alan Pennykid	6
Sun 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	BMW MCC Victoria Bicentennial Rally Cape Bridgewater, Victoria. More information, flyer and registration form available at http://tinyurl.com/BMW-Vic-Rally-2014		10
Fri 4 th - Sun 6 th	Inverell Motorcycle Restorers Club Inc. 22 nd annual rally	Stan Kuchera	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
Fri 11 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Sun 13 th	Breakfast Ride Meet at Macquarie Park Windsor at 8:30 (leave 9:00) ride to Grey Gums café on the Putty for a late breakfast. After breakfast finish the Putty loop, head home via Broke and Wollombi (or just turn around and head home)	Alan Pennykid	6
Fri 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
Fri 26 th	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Wed 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*
MAY	EVENT	CONTACT	POINTS
Sun 4 th	Day Ride to Taralga for lunch, meet at BP North Richmond at 9:00 for a 9:30 departure	Alan Pennykid 0427393093	6
Fri 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 70 west of Uralla. Great pub Dinner Bed & Breakfast \$55.00 Was a great weekend last year	Rob 0425 777 461	10
Sun 18 th	Dayride: Forgotten Roads of the Central Coast, meet at Pie in the Sky on the old road at 9am	Mick Furchert	
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	

Wed 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*
Fri 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
JUNE	EVENT	CONTACT	POINTS
Sat 7 th – Mon 9 th	Alpine Rally #45 , this year at Brindabella. Back to Basics, BYO everything		10
Sun 15 th	Day Ride TBA		
Fri 13 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6: 30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Fri 20 th – Sun 22 nd	Casper Rally , Bummaroo Ford camping area on the banks of the Abercrombie River between Taralga and Black Springs. Back to Basics, BYO everything	Alan Pennykid 0427 393 093	10
Wed 25 th	Annual General Meeting. Come along and get elected. 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 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
Sun 29 th	Day Ride TBA		
SEPTEMBER	EVENT	CONTACT	POINTS
Fri 19 th – Sun 21 st	Far Cairn Rally , Tottenham Racecourse in aid of MARI.		10
OCTOBER	EVENT	CONTACT	POINTS
Fri 3 rd – Mon 6 th	BMW Motorrad National Rally. To be held at Lake Cargellico in NSW. Details will be posted as they become available. Open to members of BMW Clubs Australia affiliated clubs only. Dinner, events, rides arranged .Watch this space for further details when they become available!	ACTBMWCC	12
	<i>4pts for a city member attending, 6pts for a country member attending</i>		*



Blue Ribbon Motorcycle Ride
for Prostate Cancer
Sunday 6 April, 2014

MEET: 9:00am, Club Marconi, Prairievale Rd Bossley Park
LEAVE: 10am for Picton **ONLY:** \$15 per rider, \$10 pillion

❖ **LOADS OF PRIZES** ❖ **CASH**
❖ **GREAT RIDE** ❖ **GREAT CAUSE!!**

For more information call 0419 467 734
email brmr@brmr.com.au www.brmr.com.au

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TALK TO YOUR DOCTOR ABOUT PROSTATE CANCER

Prostate Cancer Foundation of Australia

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CLUB MARCONI

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NEW MEMBERS

Robert Whitehead
Wayne McCullum
Michael Ryan
David Trlin
Inigo Moreno
Welcome to the Club!

NANOTIPS

NANOTIPS is a liquid polyamide solution that will transform your favorite gloves into touchscreen gloves. Just apply, dry, and use! NANOTIPS can make any glove touchscreen compatible. Works with any touchscreen device (Smartphones, Tablets, Laptops, GPS's...) Google Nanotips



It's Always Your Fault, No Matter What

Sent in by CJ Burns of MCC. Author unknown
Here's the thing about riding a bike: you're taking your life into your own hands.

There's no steel safety cage, no airbags, no crumple zone, its just you and your wits against the world.

If you ask me, that's what makes riding so great, but it also means you need to make a fundamental shift in your thinking.

It doesn't matter what it says on the police report or the insurance papers or that the teenage girl was texting her boyfriend when she hit you; all that matters is she hit you. And you could have prevented it, you needed to, it's your life, not hers.

So go out there and actively take your own life into your own hands. No excuses. Someone hit you from behind at a stop light? Why weren't you flashing your brake lights? Why didn't you slow down early to bring them to a controlled stop? Why were you stopped in the lane and not on the margin?

Car turn left in front of you? Why didn't you see it coming? Why couldn't you brake harder? Why weren't you more visible?

You have the tools to ride safely, it's up to you to use them. No one else is going to do it for you.

Comment by MCC sage Vince Sunter

My personal belief is there is no such thing as a SMIDSY. YOU always knew one of them was going to do it, you just didn't know which one. So the responsibility rests with YOU and if YOU stuff up then there is the small benefit that the law will at least make it a little easier to deal with the crap outcomes YOU got from YOUR mistake. This might seem a bit harsh but it absolutely is the truth!

Many people in our modern society have great difficulty coming to grips with "personal responsibility".

They prefer to blame someone else than shoulder 95% of the responsibility for what happened to them. This of course includes a lot of motorcyclists, who are usually still very decent individuals, but they don't get this bit so good. It is as if the world "owes them a living", when the opposite is the case.

Being a good risk manager is not some fluffy concept that a bit of feel-good-but-otherwise-fairly-pointless buffering will cover, it is about paying proper attention to what is going on around you all of the time. Whilst this can be a bit tedious in a regular commute, that of itself is a choice. If you do it this means you have to ride in a way that takes up the slack for everyone that CAN hit you as there is nothing surer than that one of them will have a crack at it.

So yes, EVERY person slowing behind you needs to be checked and EVERY time you need to have enough of a gap in front to get out of the way. I wouldn't be relying on a flashing brake light as the several times this situation has happened for me it wouldn't have been enough.

Probably the worst ones were when I was in a car – eg rapid braking to stop short of a roo AND realizing the person behind wasn't paying enough attention so having to veer onto the other side so they could stop – at my A pillar but beside me! Otherwise, both bike and car.

The commonest manifestation is queued traffic where a rise is involved – some people just have no concept the traffic might be stopped over a rise....

I ask people to think about what is going on around them as the responsibility to ride a motorcycle goes waaaay beyond simply being able to control it well.

I lament that the words don't seem to carry, this is an area where the school of hard knocks seems to be the only way (myself included) people really "get" this stuff.

I would sure like to find an (evidence based!) way to communicate it better.

So far I have only found the "lead by example" way, which is usually done by having a chat about something that happened or, more to the point, didn't happen as the situation got dealt with before it arose.

But even this needs some effort and will often slip through to the keeper, except maybe for close friends where one assumes a duty to pass on some of the "old dog" stuff if it seems appropriate.

But this "world according to Vince" stuff is preaching to the converted I expect....!

Take it easy – This is Thailand.

After spending spring of '13 in OZ tidying up some loose ends and catching up with some I haven't seen for a while I headed back to Thailand before Xmas with the intention of living most of my life there.

First up on the list of things required was a motorbike. Whilst the mighty Honda Wave is fine for pottering around the village and local rice paddies it's less than ideal as a long distance tourer.

Considering the volume of motorcycles in Thailand there isn't a lot of choice. Both the Honda 500 and the Kwaka



Versys I considered 2 big as an all-rounder so I looked around and spotted the Honda 250CRF. Being available in both motard and dirt configurations it seemed a no-brainer. The black motard on the showroom floor had been there for 15 months. I wanted a red one because many people have told me red ones go faster. Ordered on the Friday and picked it up following Tuesday – a day earlier than advised. Merry Xmas to me.

To have it registered in my name I'm required to have a residency certificate so off to the equivalent of the local council chambers with Thip, her father and the village chief. 1000 Baht in an envelope given to the administration

manager and 30 minutes later – all fixed. Then I'm told I have to have a Thai licence so off we trot to the hospital to get a medical certificate (basically said I was alive) and finally to the motor registry. Car and motorcycle licences are separate so I got both. A simple perception and reaction test was passed. I handed over copies of passport, international drivers licence, NSW licence, residency certificate, my visa, doctors' certificate for each and was given 12 months temporary licences.

Back to the dealership and apart from handing over the cash had to hand over copies of Thai licence, residency certificate, passport and visa. I then rode away from dealership with bike and receipts, including insurance. I was told the rego plate and label as well as the GREEN book would be available in about 4-8 weeks – once all was approved with Thai immigration.

Excellent, I'm thinking, no number plate for 6 weeks - Where's that speed camera!

I wasn't issued with any book containing road rules so my observations are below:-

Speed Limit – Is the speed of the vehicle in front of you (unless you want to overtake).

Broken

lane/line markings – Are used for indicative purposes only – see perception test above. Unbroken lane/line

markings – As above (thinking the switch on the paint machine wasn't working). **Traffic lights** - Most work on single entry point only with sequence in anti-clockwise mode. Timers on some enable you to jump the gun. Turn left at any time. U turns are best done here.

Stop Signs – Ignored by motorcyclists and drivers of pick-ups. Hang on, that's 90% of road users.

Right of way – The bigger you are suggests the more you have.

Flashing headlights – Used by oncoming cars / trucks / buses who are on your side of road warning you to move over – or else.

Blinkers – Seldom used because up till 2 years ago most vehicles were more than 20 years old, blew smoke, steering had more play than a monopoly game and the blinker lens / globes seldom replaced. In 2012, the Thai government offered a huge rebate to 1st time purchasers of new vehicles. **Helmets** – Have you ever wondered why Asians have squinty eyes? These days helmets mostly used as a tool to wedge a mobile phone to the ear.

Who's at fault in an accident – Simple? If a foreigner is involved in an accident – they are at fault. **DO NOT STOP** to render assistance at any accident. Rendering assistance suggests you are involved.

I did a 1000k's in the local area during the first week on the bike, got it serviced and headed north to Chiang Mai where I can look to personalising it. Thought I'd rent a condo for a month and use Chiang Mai as a base for some

touring too. People thought I was crazy doing the 370k's in 1 day on a bike. 3 short hops and 6 hours later I arrive in Chiang Mai. Sitting on 95-100kph had dropped the economy to 30k's per litre. If I thought I stood out in village life before – now I stand out a tad more.

Bike personalisation –

Seat – I want it re-padded. Is basically a dirt bike with 17" wheels, heavier suspension and bigger front disc. Seat is now wider at the pointy end as well as more padding all over. A new cover – all up 500 Baht, Zeta Bark busters – 1700 baht, Bash Plate – 900 baht, Rear rack – 950 baht, Coocase 40 litre top box – 4000 baht, Guttred inside of OEM muffler and rebuilt – 1000 baht (saved 4 kg's in weight here), rear taillight assembly and front blinkers removed and replaced with slimline LED system – 2400 baht (saved 4 kgs in weight here), Chase Harper throw-over bags – 4000 baht. I also converted bike from using 10W-30 OEM mineral oil to 10W-40 Motul Synthetic (300 baht / litre).

Since I am now using the road (and not the verge where scooters normally ride) I've observed a bit more about other road users and their habits. Most days I would see at least 3 potential death incidents. Things like vehicles overtaking on blind curves, vehicles using both lanes (straight lining bends) when having 2 lanes going uphill, men carrying scaffold along street, roadworks without warning signage, vehicles stop

when and where they want (ever been through Auburn or Lakemba lately) and animals – be they chickens, dogs or cattle. Is the drivers lack of knowledge of road rules actually surpassed by their disrespect for them (or is it other way round) - I've decided to stop wondering. Add to the mix the recent increase in new turbo charged diesels in the hands of poor drivers now going at times as fast as a stripper's zipper.

All I know is that the police seldom enforce any sort of rules on roads.

An article in the Bangkok post the other day caught my eye. A container had fallen off a truck and killed 4 people. A spokesman for a road users group stated they preferred not to utilize container locking pins otherwise truck would roll as well. I do digress.

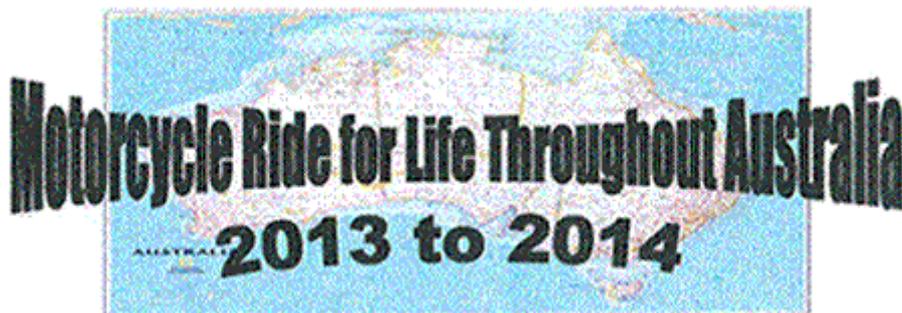
20,000 baht buys me the OEM equipment to transform the retard into a dirt bike. For that, I get a set of DID dirt rims, tubes, tyres, front motard disc, rear disc and motard sprocket. Should take approx. 15 mins to turn into a dirt bike. I'm now back home (Sak Lek), bike has 6,300k's on odometer and am planning my visa run – a 10 day ride through parts of Laos (must leave the country every 3 months) so I'll wait till I get back from there before making that executive decision. I'll get out of your way now and catch you later.

Best regards – Ian RAMJET Ramsay





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

THE WAVE

Sent in by Mick Furchert

Obviously from the US ofA, but surprisingly accurate here too!

If you drive a motorcycle, you know about "The Wave". "The Wave" is your rolling connection to the biker brother & sisterhood, but is there a special secret to this wave? When you started riding did you seek out a wave master and perhaps copy theirs, or did you develop one of your own? Have you ever wondered if you're wave appropriate? Do you wonder if the wave you're flashing is politically correct, not brand specific enough or old and outdated? Unfortunately, wave training is not covered in the basic or advanced motorcycle safety classes.

Many riders believe there was a secret wave society similar to the Priere de Sion formed around 1903 when that first HD rolled out of that shed, but there wa sn't. It all started, one day in 1904 when Arthur Davidson passed by William Harley and since they knew each other, they waved. Well, another biker saw the two "Kings of Motorcycles" doing this and thought this was a biker necessity and the tradition was born. The waving tradition continued on through the years and became haphazard. There were bikers doing the "Bye Grandma Wave", others doing the "Howdy Wave" and still others doing the extremely feminine "Princess Wave". In 1946, after several years of these, image destroying gestures, a group of crusty old bikers decided to put some proper waving rules in place and formed the Wave Hard And True - Biker Society.

Abbreviated: WHAT-BS

To wave or not to wave, that is the question. We've all faced that critical mass state when we felt obligated to wave but then became unsure. The worry ying starts and then there's that overwhelming feeling of guilt. Well, worry no more; here are some general waving rules to help guide you : 1)interstate; unnecessary, 2) in a curve; unnecessary 3) in the rain or at night; unnecessary 4) on a mellow two lane; proper. 5) a highway with little traffic; proper 6) A rally, unnecessary and 7) in traffic, unnecessary. There are, however, times when not waving is just down right rude. So if you're not a jackass, when you are presented with "The Wave" you should, if at all possible, reciprocate. If it's the proper place and time and you receive no reciprocal wave, don't get your panties in a bunch and think you've just passed a jackass, because there are some acceptable reasons. These reasons are as follows: 1) you weren't seen, 2) clutch manipulation or 3) a head nod was substituted.

There are 5 basic waves 1) the left-handed low wave, 2) the left-handed straight out wave, 3) the left-handed high wave 4) the right-handed (ha, ha, I have cruise control) wave and 5) the left-handed forward wave. The variations of these waves are as varied as the bikers & the bikes they drive, but there are some basic rules.

1) Left-handed low wave, sometimes called the Harley or cruiser wave. Typically seen used on cruiser style or custom chopped motorcycles. The arm is fully extended and aimed down towards the street in a 45 or lesser degree angle with the extension of either one, two, three or five fingers. The direction of the palm is also critical to the look and feel of this wave. The palm must either face the other rider or face the road. A classic variation of the finger positioning is throwing a peace sign (Duce) or thumbs up. To low wave with an angle greater than 45 degrees and/ or with the palm facing up or back and/or with the use of 4 fingers is telling the biker community at large that you are either new or inept. If you have a cruiser and can't get this wave to work for you, then consider the Left-Handed straight out wave or trading out your bike.

2) Left-handed straight out wave is an all around general wave. Typically seen used on crotch rockets, cruisers, customs and baggers alike. The arm can be either fully or partially extended with no more than a 10 degree angle higher or lower than the shoulder. The palm must be facing the oncoming rider in either a horizontal or vertical position and a full palm must be shown. It is suggested you present the hand in a relaxed state, as flattening it will make you look like a dork. The classic variations of the peace sign (duce) or thumbs up are also acceptable. If practiced, this is one of the easiest wave s to master and will work with all bikes. If for some reason you can't get this wave to work, you will probably have serious problems with the kickstand dynamic and should immediately sell your motorcycle before you cause yourself anymore embarrassment!

3) Left-handed high wave is a variation of the typical wave seen made by kings and kids alike. Mostly used by upright riders of crotch rockets and baggers. The elbow is kept even or slightly lower than shoulder height. The elbow should be bent at about a 75 – 85 degree angle with a slight forward angling of the forearm. The palm must be facing the oncoming rider and the hand can either remain still or the use of a side to side motion is acceptable. This wave has been proven very useful when you have a loose watchband. It is suggested you present the hand in a relaxed state, as once again, flattening it will make you appear to be a dork. The classic variations of the peace sign (duce) or thumbs up are frowned upon when using this type of wave. it's a bit too over the top. Important: Should you be riding a crotch rocket, it is extremely important to maintain the image by using this wave only if the left hand is coming from the left hip

or thigh. This should never, ever be used when coming from the handlebars. Warning of possible injury: Do not use this type of wave on a cruiser. You will appear aloof, snobbish and everyone will hate you! If you have a medical condition or feel you must use this type of wave, get a bagger or ride a crotch rocket only in the upright position and don't be a dick about it. There are rules!

4) Right-handed (ha, ha, I have cruise control) wave. This is an occasional use wave by bagger riders. Typically seen being employed by Ultra Classic and Goldwing riders. They're riding on rolling living room sofas. These big, comfy and not really coooool bikes are great for touring. This lack of coolness can cause a temporary condition known as "Dickishness" which can be instantly healed by passing a cruiser giving the right hand wave. The general message being sent is "You might be on a cool bike but damn it, I'm comfy". If the rider of the touring bike is a smoker he will typically light up a cigarette or a cigar, just to drive that point home.

5) Left-handed forward wave. This wave is solely used by crotch rocket riders because, let's face it, what the hell else can they do in that position? A flashed wave, is almost imperceptible due to the speed of the wave and the bike. To execute this wave one must slightly raise the left hand from the grip, no more than 3 or 4 inches, show the palm and return to the grip. This entire motion must be fluid and executed in under three seconds. You must learn all the intricacies of this wave before you take your first ride. If you don't, they will know you're a newbie and you'll instantly become pink slip bait. The only way to avoid this lame wave stigma is by doing something crazy like riding a wheelie while naked. If you don't fall off, that's a big plus!

The last and probably most important part of the wave is the hand you're using to wave. You'll want to care for that hand because without it; How do you expect to wave? Get some of the Time Rider's Shtuff For Bikers; Crack & Crevice Cleaner (body & bike cleaner) to clean that hand up and some Totally Awesome Crap (liquid glove) to protect it

When approaching another biker always remember to maintain the rule of "The Wave", you never know who's watching!

CAMPING & SHOOTING

Mick Moriarty's Camping & Target shooting weekend is on again.

Held on the 24th & 25th May (annual event now), at Mudgee and Districts SSAA complex at Ilford, on the Mudgee Rd.

It's still a fair way off, but if you are thinking of attending this weekend please contact me and let me know.

The SSAA are happy to have it there every year on the fourth weekend in May.

I will post a link to the club's website and map when I get home on the laptop.

One feature this year will be a replica Springfield Trapdoor rifle and 1873 Colt revolver.

These two firearms are just as Colonel Custer and his troops used (also used by Indians after the battle!).

They will be loaded using authentic loads of very noisy, smokey black powder!

Come make some noise and smoke!

Mick Moriarty,
0427018715

snowymountainmick@yahoo.com

THE NEW 2014 BMW R90S



There's no denying that BMW's classic R-series models are enjoying the limelight at the moment. While they're a popular choice as donors for custom projects, many are also left in original condition or restored to period-correct perfection.

Thankfully for Airhead owners, BMW Group Classic has a comprehensive catalogue of spares—as is evident with this R90S. While it appears to be an immaculately restored 1974 model, it is, in fact, a *brand new motorcycle*—built from the ground up using genuine BMW parts.

Parts count 1665,
Story from EXIF

Cost approx. US\$46,000
Bike created by MAX BMW

If undeliverable return to:
BMW TOURING CLUB OF NSW
PO Box 549
ERMINGTON NSW 1700
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Watch out for

- | | |
|--------------------------------------|--|
| 4 – 6th April 2014 | BMW MCC Vic Bicentennial Rally |
| 5 – 6th April | Blue Poles Camping Barrington Tops |
| 19 – 20TH April | Autumn Leaf Rally |
| 25 – 27th April | Camping Weekend at Hargreaves |
| 10 – 11th May | Loaded Dog Rally |
| 17 – 18th May | Bundarra Pub Weekend |
| 24 – 25th May | Camping & Target Shooting Weekend |
| 7 – 8th June | Alpine Rally #45 |
| 23 – 24th June | Casper Rally |