

BMW Touring Club of NSW NEWSLETTER



BMW Touring Club
of New South Wales



FEBRUARY 2013

Member of the International Council of BMW Clubs

Regional Coordinators

OFFICE BEARERS

PRESIDENT

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VICE-PRESIDENT

RIDE CALENDAR COLLATION

CLUB POINT SCORES

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vicepresident@bmwtcnsw.org

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Currently Vacant
Any volunteers?
secretary@bmwtcnsw.org

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Club Website:

www.bmwtcnsw.org.au

Club Yahoo Email site

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



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

ACT	Dave Ramsay	02 6278 3895 actcoordinator@bmwtcnsw.org
Hunter	Rob Tiedeman	0427777461 huntercoordinator@bmwtcnsw.org
Mid North Coast	Lin & Pru van Copenhagen	0417 098 255 or (H) 02 6582 5931 midnthcoastcoordinator@bmwtcnsw.org
South Coast	Tony Schmidt	0407 494 229 sthcoastcoordinator@bmwtcnsw.org
Central West	Patrick & Deb Dwyer	Daytime 0418 403 438 or AH 02 6335 6264 centralwestcoordinator@bmwtcnsw.org

Classic Register Registrars

<i>South Coast</i>	Peter Holcombe	0416 213 616 sthcoastregister@bmwtcnsw.org
<i>North Coast</i>	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org
<i>Central West</i>	Don White	02 4821 2816 centralwestregister@bmwtcnsw.org
<i>Sydney – North</i>	Craig Hancock	0419 557 014 sydneynthregister@bmwtcnsw.org
<i>Sydney - South</i>	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org

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 6pm on the 2nd Thursday of the month. Members gather at the Berry Bowling Club 140 Princes Hwy, 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.
Breakfast North Coast Social Sip	Last Saturday of the month, 8:30 Breakfast at The Rivermark Café, 261 Hastings River Drive, Port Macquarie. The after "breakfast ride" determined over breakfast. Social Sip second Sunday 4.30 pm Boardwalk Restaurant & Bar, 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



PRESIDENT'S REPORT

Well, back into it again for another year! As I used to say at work, we will keep doing it until we get it right.

The year started with the New Year Micalong Creek camp, Karuah Recon Run, and by the time you read this the Bridal Track Stralya Day camp will have come and gone.

I had family stuff which clashed with the New Year camp and was out of sorts and couldn't make the Recon, which is a ride and a pub stay I really like, which is a shame. The camping stalwarts also spent a hot weekend on the Bridal Track. I was unable to join / visit them as you will see below.

The bike is running like a dog and I have been too busy to get to it. After several feeble attempts, I think it is running rough as a result of me changing the battery and not doing the twist grip thingo to reset the wee fool injection gremlins, so consequently they are misbehaving.

As soon as I get rid of my weekend guests, I will have another go! I'm too miserable to take it to the bike shop and too dumb to figure out what is wrong straightaway. I have previously refitted batteries without issue. This time I think I was disturbed and the battery was out of the bike for some time. This meant that the fuel injection settings needed to be re-whatevered. I was blissfully unaware of this and am suffering the consequences. The next step will be to disconnect the battery (which is buried under the petrol tank), reconnect it, do the twist grip shuffle and hopefully, all will be well.

Mick Furchet has been repairing his clutch or gearbox and along with others I have been taking the piss on Facebook! Karma rounded me up on the Australia Day weekend and the clutch in my Nissan Patrol seems to have picked up some oil and is slipping badly, Grrrrrrrrrr!!!! Nothing a quick \$1.000 or thereabouts won't fix. Nissan Gearboxes are their strong point and as you are no doubt aware, we get nothing for noting in life, consequently the gearbox weighs a ton. Not good when you have a very steep driveway and a tiny garage. I might have to put my hand in my pocket for this one.

Meanwhile, the old Landrover is refusing to let go of the caravan it is hitched to (or is the caravan refusing to let go of the Landrover???), so I am completely grounded unless I want to swan about with a 20' caravan hitched up to a vehicle with no electric brake sender and incorrect electrical connection. When the dust settles I will take it to a level piece of ground and see how I go.

That's what you get when you ride a 13 year old bike and drive two 4wds that are 23 and 46 year old respectively. But I haven't worn them out yettttttttttttt!!!!

Don't forget Karuah next month or Mr Lovett will be very cross!

Mick.

EDITOR'S RAMBLINGS

G'day folks.

Happy New Year to you all. Hope you had a great festive season.

Went for my first ride again yesterday with Paul. Had been out of commission again for about 8 weeks.

The club has received a Certificate of Appreciation, along with a nice letter from Transplant Australia, signed the Chairman, and by CEO Chris Thomas, in recognition of the David Gough Memorial Ride and it's part in the Transplant Games in September last year. Thanks again to the riders who participated.



A sad note from Canberra Branch Ride Coordinator David Morgan, to pass on this message from Garry & Jane Smee.

Vale Tayler Smee.

23/1/92 - 17/12/12. Our eldest son Tayler died from an undiagnosed medical heart condition early Monday morning at home in bed. He will be sorely missed by Jane, Mitchell (19), Morgane (17) and I who take comfort knowing he was loved, well liked, enjoyed life and work.

(Gary is Canberra Branch's Newsletter Editor, & Jane is a keen participant in club activities)

Our thoughts and prayers are with Garry, Jane and family at this most difficult time.

Our mate Bala seems to have a new lease on life! Apparently he is going so well with the defibrillator & current medication, he's been taken off the transplant list.

He was planning to go to the Bridle Track Camping on Australia day weekend, & planning another campover at Halfway house on the Putty Rd, being organised by Paul Evans.

Apparently it's a huge relief not being on the transplant list.

While on the list he had to maintain his medication in preparation for a transplant, & be ready, within an hour, to present himself at hospital to go straight under the knife.

So glad to see him being his cheerful self again!

ANYTHING TO SELL?

Ian Horsburgh editor@bmwtcnsw.org

John Visser webmaster@bmwtcnsw.org

or webadvertisingmanager@bmwtcnsw.org

WEBMASTER'S MUSINGS

I am currently writing this on my iPad in near Christchurch in New Zealand - a novel experience, trying to meet a deadline imposed by the Editor...

And it is now January in a new year, hot muggy summer days, bush fires, searing dry winds, beaches, swimming, BBQs, concerts in the park - all good stuff. Though riding in traffic in 47° is not something for the faint hearted or something that I would recommend - the bike don't like it and I had to duck into KFC to cool down and get some liquid down me...

Work on the website has fallen off somewhat care of a very busy last few weeks before Xmas - the busiest in fact I have ever seen in 30 years in the transport industry. And due to some family stuff happening there has not been much been done on the site in January. So not much to report.

But what the hell - I got all year to fix things, do things, modify things - nobody's in a hurry, are they? As long as I keep the calendar and classifieds up to date everybody seems to be happy.

Which reminds me - I have had a couple of people cancelling their ads on the website by telling a third party in the club to pass a message along. By the time this message does get to me (and that may take a while) the information gets garbled and I am unable to match the ad with the information. Please email me direct or phone to cancel the ad, quoting the title of the ad in full. Ads will be cancelled automatically after six months anyway, though earlier ads may not have that setting in place...

I took four days off just after New Year to do some riding down the coast - I find solo riding very therapeutic when I have a few things on the mind and don't want or need company... The GSA performed flawlessly, poking its nose in and out of the various hamlets amongst the bays and inlets down the south coast to Tathra, overnighting at

North Durras which had some of the clearest water, calm - flat calm, not a ripple in the ocean and a very nice set of waves suitable for body surfing - even more therapeutic.

I have some friends in Tathra and while there we checked out together a 2002 R1100S that was on the side of the road with a For Sale sign on it, seemingly in great condition and going for a good price. It found a new home - old mate had it in his garage a couple of days later. I had the privilege of riding it a few km - nice bike, handles well, goes well - but a teeny bitty bit too small for me... I'll stick with the GSA thanks!

Ride safe!

John Visser
Webmaster

Membership News

I'd like to welcome the following New Members:

Malcolm Cooper of Bensville on K1100
Eberhard Lipski of Morisset Park on a R100RS
Micheal Robertson of Hamilton East on a F650GS
and the return of:
Jack and Sue Wallace of Dee Why on a R1200GS

Cheers
Alan

See the February MCC Newsletter at

<http://www.mccofnsw.org.au/a/326.html>

Motorcycle Council of NSW
PO Box 517
Parramatta CBD BC 2124
Ph: (02) 9615 9605

SOME LINKS TO INTERESTING STUFF ONLINE

Being seen----

<http://www.londoncyclist.co.uk/raf-pilo...-cyclists/>

Helmets & Big Heads (read pages 4138 & 4139)

http://www.nsw.gov.au/sites/default/files/v01_0.pdf

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Ride Calendar

FEBRUARY		
	EVENT	ORGANISER
Sunday 3rd Friday 8th	Morning ride out west. Ben Bullen etc. Meet at Mt Vic Caltex for 8.30 depart South Coast Social Sip: Great Southern Hotel 95 Queen Street, Berry (6.30 second Friday of the month)	Martin 0418579497 Tony Schmidt 0407 494229
Fri/Sat/Sun 8/9/10th	36th Karuah River Rally: Frying Pan Ck Campsite, Chichester State Forest north of Dungog, details and map on website	Rob Lovett 0417 267425
Sunday 10th	Port Macquarie Group Social Sip: second Sunday of month Meet at the Boardwalk Restaurant & Bar 4.30 onwards. 75 Clarence St	Lin Van Copenhagen 0417 098 255
Wed 20th	Jaffle Run St Ives Showground: Meet at 6pm BP servo Asquith on cnr Pacific Hwy and Jersey St for ride, or head there direct	Paul Evans 0411 738267
Friday 22nd	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461
Saturday 23rd	Port Macquarie Group Monthly Breakfast at Rivermark Café, Last Sat in Month 8.30am Rivermark Café, 261 Hastings River Drive.	Lin Van Copenhagen 0417 098 255
Sunday 24th Wednesday 27th	Morning Coffee in Bathurst. 10.00am at Kings Parade Park for social sip. Club Meeting 7.30 PM. Please join us for dinner before the meeting. at Toongabbie Hotel from 6pm.	Martin 0418579497 Mick Moriarty 0427 018715
MARCH		
	EVENT	ORGANISER
Wed 6th	Jaffle Run Mt Banks: Meet at 6pm BP servo Bell's Line Kurmoind for ride, or head there direct. 40km west inc 2 km easy dirt	Paul Evans 0411 738267
Friday 8th	South Coast Social Sip: Great Southern Hotel 95 Queen Street, Berry (6.30 second Friday of the month)	Tony Schmidt 0407 494229
Sunday 10th	Port Macquarie Group Social Sip: second Sunday of month Meet at the Boardwalk Restaurant & Bar 4.30 onwards. 75 Clarence St	Lin Van Copenhagen 0417 098 255
Saturday 22nd Sunday 23rd	Capital Rally: Caloola Farm near Tharwa ACT. New Site, easy ride. more details : www.mraact.org.au	Alan Peters 0414 660890
Wednesday 27th	Club Meeting 7.30 PM. Please join us for dinner before the meeting. at Toongabbie Hotel from 6pm.	Mick Moriarty 0427 018715
Friday 29th	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461
Saturday 30th	Port Macquarie Group Monthly Breakfast at Rivermark Café. Last Sat in Month 8.30am Rivermark Café, 261 Hastings River Drive.	Lin Van Copenhagen 0417 098 255
APRIL		
	EVENT	ORGANISER
Friday 12th	Jaffle Run and camp out St Albans: meet at grounds across road from St Albans Pub.(dinner available there	Paul Evans 0411 738267
Friday 12th	South Coast Social Sip: Great Southern Hotel 95 Queen Street, Berry (6.30 second Friday of the month)	Tony Schmidt 0407 494229
Sunday 13th	Port Macquarie Group Social Sip: second Sunday of month Meet at the Boardwalk Restaurant & Bar 4.30 onwards. 75 Clarence St	Lin Van Copenhagen 0417 098 255
Wednesday 24th	Club Meeting 7.30 PM. Please join us for dinner before the meeting. at Toongabbie Hotel from 6pm.	Mick Moriarty 0427 018715
Friday 26th	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461
Saturday 27th Sunday 28th	Autumn Leaf Rally: south of Wee Jasper dates TBC	

Free Tent

The old club marquee is up for grabs. 12' x 18' Truck side vinyl heavy duty bell tent with all poles and guys etc.

Mechanically sound but has done a few k's. Perhaps you know of a club or organisation that could make use of it or want to start a new trend in retro camping.

Pick up only from Western Sydney. First in, best dressed. Tent is green and is not sign written. Call Mal **0409 179 419**

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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 Peters 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 0298 293 950 or 0414 660 890 or vicepresident@bmwtcnsw.org

Black Dog Ride

on the 24th march from The Entrance leagues club.
<http://www.blackdogride.com.au/view/rides/1dr-2013/>

LANE SPLITTING TRIAL Sydney CBD

FEB 2013 <http://www.transport.nsw.gov.au/media-releases/australian-first-lane-filtering-trial-motorcyclists-sydney-cbd>
 See also page 15

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Minutes of General Meeting

28 November, 2012

Chairperson – Mick Moriarty

Meeting Opened – 7.46 PM

Apologies – Rob Edgar, Dave Povey

Visitors – No Visitors but a special welcome to Alan Lloyd, a member from Wagga.

Previous Minutes – Acc. – Alan Peters
Sec. – Andrew Watson

Ian Horsburgh requested the secretary write a letter of to the 'Talking Tottenham' newsletter thanking the townsfolk for their support of the Far Cairn Rally.

Correspondence – Rec'd

New member ~ Michael Robertson

OMG Sunglasses for Mick

Westpac statement x 2

St George statement x 1

Mags from NZ, UK

Correspondence – Sent

Zip

President's Report – As noted in your newsletter.

Vice President's Report – Nil to report

Secretary's Report – See minutes

Treasurer's Report – Treasury is up to date. Cost analysis shows that subs are just covering expenses.

Membership Secretary –

Welcome to new member Michael Robertson

Editor – Ian had a month off. This issue is all Wato's fault.

Regalia – Stuff for sale. See Sandra.

Assets & Archives – Nil to report.

Public Officer – Apologies, but the Treasurer advises all is up to date.

Clubs Australia – Mottorad open day in Germany 5 – 7 July 2013. Would be well worth a look if you are headed to Europe around that time.

Webmaster – Musta missed that? Sorry. Young JV is still doing a sterling job.

MCC – Individual memberships are now available. Hop on www.mcc and check out what it can get you in the way of discounts

Spare Parts – Apologies

Past Events – Bala's Birthday Bash in Centennial Park. Great event organised by Paul Evans and Deb Dwyer with a band of willing helpers. Paddy, our black Irish import had a good time catching up with members.

Cold Flame Rally. About a dozen members had a great ride and a great time in a picturesque site at the junction of the Pinch and Snowy Rivers.

Coming Events – Xmas Party 8-9 Dec

31-1 New Yea Rally

Capital Rally – Postponed

Recon Run 19-20 Jan

General Business -

- Dave Beers has made a Telelever ball joint tool. If you get the urge to renew yours, give Dave a call for a lend of the widget.
- Club Auction was held after Gen' Business. A bit of fun where some good stuff and a considerable number of items of questionable value was transferred between various members garages.

Meeting Closed: PM 9.13

FRONT COVER

See Mark Vane-Tempest's story below.



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UPCOMING TOURS 2012/2013

December	1 - 10	Five Passes South Island Tour
January	5 - 12	Round North Island Tour
January	15 - 24	Round South Island Tour
February	2 - 3	Forgotten World Highway
February	16 - 18	Cape Reinga Run
February	21 - 24	Round East Cape Tour
March	2 -15	Grand Panoramic NZ Tour



Homer Tunnel - South Island Tour 2012



Waihou Bay - North Island Tour 2011

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Queensland Gulf Trip – August 2012

By Mark Vane-Tempest

Part 2

Another beautiful blue sky day with 30° in late August and I was heading south through Normanton, home of the giant croc replica. I just had to stop and get the must do photos. Of course the GS had to be in one, but I wanted to sit on top of the croc for my shot. Talk about a small world, some tourists walked past and offered to take the shot – as they often do. Turns out they only lived a mere 20kms from where I do. It was getting hot quickly in the riding jacket so I went down the road past the famous “Purple Pub” to the servo. Never mind how it looked, when you need fuel, you just get it. I reckon in the outback, fuel is more important than water. If the bike runs out, you’re walking and you can go a whole lot further riding than you can walking. Next fuel stop was Burke & Wills road house for another top up. With a 300klm range in the tank, plus jerry can reserves, the Tom Tom was great for planning “A to B” as it gave you distances between for fuel stop planning.

By lunchtime, I had reached Cloncurry and the bakery was looking good. A quick blip on the Spot Tracker to let the wife know I was stopped for lunch and I enjoyed a nice pie & coffee. Enough of the tar road, it was time to get back on the dirt. A check of the map and the Tom Tom Start and I was off. The scenery and country side is always changing and I loved the anticipation of what may lay ahead. Now it became hilly with red rocky out crops, a pleasant change from the flat barren land although the termite mounds had to be photographed along the way.

After 3,300 kmls, I hadn’t seen many other bikes, but on the way to Dajarrah I passed a guy on his 1200 GS. We stopped for a quick chat and off we went. He had come up from Melbourne and was headed to Darwin. Further south I would encounter the Charity Bash vehicles as they headed north. Into Dajarrah for fuel (again) and as always, a nice young backpacker serves you with a very foreign accent. This time she was from Switzerland! And here she was in the middle of nowhere. There is nothing much out here, so I thought couldn’t be more different. Sure enough, as I headed south on a single lane of tar now, I was passing all the Bash Cars. They were interesting to see and all were different with the type, paint work –sponsorship etc, and additions. Eventually, I made it to Boulia for a camp at the Caravan Park. I recommend this place for a stopover, as it had decent facilities and I had a site on a shaded grassy spot overlooking the river for \$15. Once settled in, I took a walk around to check out the variety of 4WD’s and have a chat with some of the owners. Some had been to amazing places and one had travelled nearly all of the tough outback tracks Australia has to offer, including just recently, the mighty Canning Stock Route. That would be a challenge on a bike given the terrain and the fuel range required. A back up vehicle perhaps, I pondered? One guy was in a converted small bus and had a bike mounted on the back. Way to go eh.

Boulia is the last stop before heading west into the Simpson Desert and across to Alice Springs. But I was going south to my bucketlist item of Birdsville. A couple of hundred kays south, I rolled into Bedourie for another fuel stop. Well after all, that’s how far places are apart in remote Australia. This place had hot artesian public pools and I would have loved to stop for a swim, but unfortunately I had a big day ahead so had to keep going. The roads out here are good quality



dirt with patches of loose gravel and are wide and flat(ish). Not far



out of town, I come to an intersection which had new tar sealed road and a sign saying Birdsville 162 kmls south. Great not far now and tar sealed as well. Yeah, don’t fooled, as out here you often encounter short stretched of sealed road and then dirt again. Why not just start sealing and keep going until you reach the other end? I pulled over on what looked like a smooth graded dirt edge, put the kick stand down and lent the bike over. Even with a larger foot on the stand leg, it just sunk into

the soft bulldust. I managed to save it and rode over to a harder patch. Now I was worried, when the tar runs out will I be tackling thick bulldust roads? I’ve seen photos and wasn’t a good prospect. About 10 kmls down the road and I hit good dirt road with little dust so with much relief, I enjoyed the ride. As far as adventure riding goes, it doesn’t get much better with perfect weather, wide open spaces, sitting on a BMW GS, on holidays, hey what more can I say. Some way down the road, I see a 4WD & caravan parked off to the side of the road. They had the caravan awning rolled out and were sitting in the shade enjoying a cuppa, looking out across well nothing really. But hey, it was surely relaxing. What’s more, they probably didn’t have to be anywhere anytime soon. Lucky buggers I reckon.

Out of the flat plains, I come to a high ridge in the distance and I can see a small structure on the top. It turned out to be a recently built lookout completed with donations from local station owners. The turnoff sign said steep climb – no caravans. I thought great and up I went. Wow, what views across the sweeping desert that just looked like it went on forever. I had a tripod for photos so with that set up, got some good shots. With me in them, I had evidence and a reminder that I was there. Some English tourists that were there headed off and I was now totally alone. There were story board signs that explained the history of the outback area and how it was crossed by the first vehicle back in the early days – very interesting. Back on the bike and along the ridge track. Now I'm always keen to get good photos of any wildlife, particularly the unusual. I see a large snake, approximately 2 metres long, slowly crossing the track ahead of me and as I cruise past it, I'm thinking a good photo opportunity. Not sure what type it was, but I reckon it's no python. And believe me, the only snakes I like are Allen's Jelly ones. However, I park the bike down the road a bit, pull out the camera and cautiously approach. By now it has stopped and lifts its head to watch me as I walk a large radius around it. I place it between me and the bike. Luckily I have a powerful zoom which makes it look close between me and the bike. Hey, I was a "safe" 6 or 7 metres away. I took a few shots and even got a great close up of its head. Slowly I backed up and walked the long way around to the bike. Back on and fired up the 800. All the while, it watched me. As I started the engine, it then slithered off into the rocks on the side of the road and very quickly disappeared. You'd never know it was there. Later at home, I identified it as an Inland Taipan or Fierce snake. Apparently THE most deadly in the world !!! Now off the range and heading south I couldn't help but keep an eye out for snakes on the road. Call me paranoid if you like but there would have been no chance out there if you get a bite from one of those.



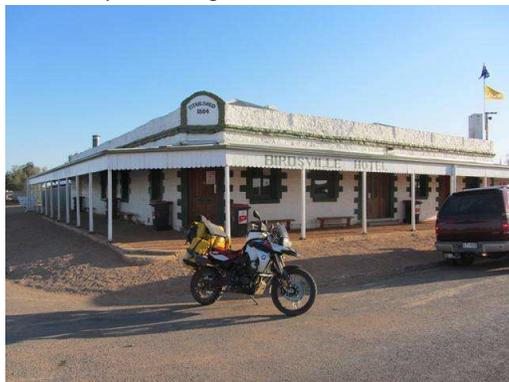
Further down the road, I came to Carcoory Ruins. These are what remain of a homestead from the very early 1900's. Made of limestone, it still stands today as a testament to the harsh days of cattle farming in the outback. When people say middle of nowhere, this really seems to be it.

<http://www.panoramio.com/photo/11219312>

A few other travellers pull in for their photos and I move on as it's now only 83 kms south to Birdsville. Yay! I roll into town and it's nothing like what I imagined, it seemed very civilised for such a remote place. I soon find the Birdsville caravan park and line up to get in. You see its now Tuesday and on Saturday it's the famous Birdsville Races. The population is said to go from the usual 110 up to 6,000 in week. There were 4WDs, caravans and even motor homes of every description. There were stalls set up like the Easter Show and light planes parked across the road from the pub. That's the airport right there. Asked "what are you after?" I reply, "how about a shady spot under a tree?" As he sits on his big quad bike, he says "follow me". Now around 3.30pm and 27° we cruise across the dusty dirt open space of the loosely called caravan park. We soon come to an area between some small shrubs with a large sail sitting on four poles the size of a double garage. He says "you can set up under there" and off he goes. I park in the shade and look for a corner with the least amount of rocks. After kicking a few out of the patch of ground, I get the tent up and dress down to shorts and sandals. But hey, for \$10 in "peak" time, I shouldn't complain. Off for a walk around town and straight to the bakery for a late lunch. Instead of the usual choice of pies, there was chunky beef, kangaroo + claret, rabbit (including small bones) or curried camel. I go for the chunky beef. This place is fantastic with lots of great Aussie art work, rusty corrugated iron and photos of Big Red. Although that big sand dune is a mere 35 kms west of here, it will have to be tackled another time.



Later in the afternoon, I headed to the pub, of course, for a drink (\$8.50 for can of JB & Cola) and a chat with some other tourists. There was a crowd gathered on the footpath (dirt) under the pub awning. Wow what an atmosphere. They were setting up facilities for the expected large crowd and a forklift was moving Porta-loos around. Straight across the road from the pub, an operator picks



one up and started down the main street. Suddenly, it fell off the fork tynes! much to the delight of the crowd who cheered and laughed. Some said, would have been even funnier if there was somebody in it. That night, I started chatting to a 4WD guy who at least *had* a BMW and told me stories of his adventures riding Cape York on a DRZ 400. It was an interesting evening and a great experience to be in Birdsville, especially with the lead up to the races. Yet with all these people in town, I was the only bike! I couldn't believe it.

The next morning, I stopped at the famous Birdsville Bakery for breakfast. This time I had the Curried Camel pie, well you just had to while you're there. And yes, it just tasted like curry. From here, east to another spot on the bucket list to get to and the final chapter in this adventure

BMWTCNSW KARUAH RIVER RALLY

WHEN **8 - 9 - 10 February 2013**

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

The BMW TC NSW invites you to its 36th KRR situated in some of the prettiest country surroundings in NSW with some of the State's best riding roads - sealed or unsealed.

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

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

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

Contact Rob Lovett on 0417 267 425 (leave a message) or email rob@gaslightbooks.com.au. See also the BMWTC NSW Website. Note for all e-mails, please put Karuah in subject line.

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

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

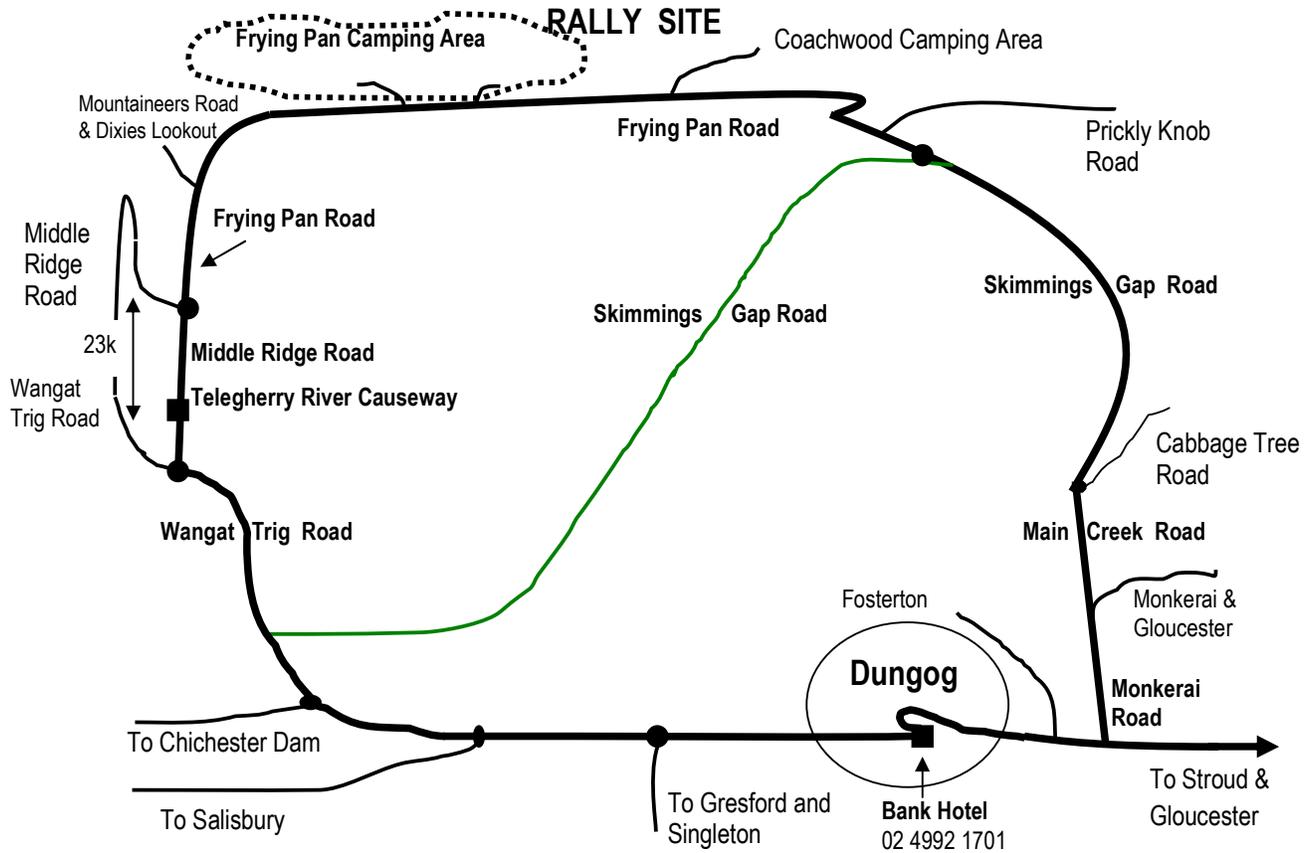
BMWTCNSW Karuah River Rally PACK FLAT STUBBY HOLDER \$6.00

For Sale at the Karuah river Rally:
Genuine one size fits all pack flat BMWTCNSW KRR stubby holders \$6 each.
All funds raised DO NOT go to Rob Lovett!!
Gaurenteed to make you beer colder, you breath fresher and your eyes brighter.
Well maybe not, but we needed some kind of sales pitch.
You could buy the whole case and gaffer tape them together if you forget your sleeping mat.



DIRECTIONS TO KARUAH RIVER RALLY

The following is a style map to help navigate your way to the rally site. The map's not to scale or oriented, but if you stay on the thick line you'll get to the rally



For a start, a good reference point is the Bank Hotel in Dungog. From the front of the Bank, head left, taking the Fosterton sign at the intersection the Hotel is located on, and about 4.4 k out of town (past the Fosterton turn off), turn left onto Main Creek Road and stay on this, going past the Gloucester and Monkerai turn off, a dairy farm and the remains of an old timber mill (both on the right). Main Creek Road turns to dirt along this section. Soon (about 15.5 k from Dungog), Main Creek Road ends at the Cabbage Tree Road junction and Skimmings Gap Road commences at this point. Take Skimmings Gap Road up into the hills, past Yeranda Cottages and a nursery, until a junction between Skimmings Gap Road and Frying Pan Road is reached. Keep right onto Frying Pan Road (Skimmings Gap Road veers left across the range joining onto Wangat Trig Road on the way out). You then pass Prickly Knob Road and Coachwood Camping Area. The Frying Pan Camping Area (the rally site), is about 300 metres further on, with two tracks leading down to it. The road surface is solid but bumpy with some pot holes. Keep an eye out for four wheel drives.

You can head back to Dungog by turning right out of the rally site, staying on the Frying Pan Road and going uphill, which becomes Middle Ridge Road at a "Regrowth Thinning" sign. Go past this sign, (ie don't turn right to go up Middle Ridge Road – keep going downhill), until it junctions with the Wangat Trig Road (and some old logging machinery on display). Turn left onto Wangat Trig Road which becomes sealed at its junction with the Chichester Dam road. Go past this, and past the Salisbury & Barrington House turnoffs, and past the Gresford turnoff to return to Dungog. From the start of the Wangat Trig Road everything is well signposted.

The rally site via Main Creek Road is 27k from Dungog with 14k of dirt. Dungog to the rally site via Wangat Trig, Middle Ridge & Frying Pan Roads is 31k also with 14k of dirt – the latter route is a bit steeper with clay sections which are challenging in the wet.

NOTE - if Telegherry River Causeway water level is too high for you (or flooded), then take the Monkerai - Main Creek Road in and out (ditto if raining). Rob Lovett

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Ian Ramsay's Thailand Trip.

Chapter 2. October, 2012

I stirred at some stage after light. My mouth tasted like a toilet. I shuffled off to the bathroom for the regulation squirt still wearing the same clobber as last night (belt included) brushed the teeth and proceeded to drink both bottles of complimentary water located in the small bar fridge. Next to the fridge were my shoes perfectly lined up next to each other and my socks were folded on the bench next to the travel bag. Thip was not to be seen and I climbed back into the sack after taking off my belt.

It was 10.30 when I got up and showered. Since they were clean clothes I had put on for dinner the night before they were to be my riding clobber for today. I lobbed downstairs for breakfast and ran into Thip who had already eaten and was reading a book. Over a greasy fried breakfast I studied the map with a view of only staying away 1 more night. Upon checking out I realized why I was feeling the way I did – the 800Baht / night room turned into a 2365 Baht check out bill (luckily we had dinner on the street too). For the sake of simplicity there is approx 30 Baht to the AU\$. Along with a beer with dinner and 3 more in the hotel restaurant listening to a band proceeded to the Crystal Palm supper club where another band were playing – that's when the damage was done - 6 longnecks in total and I only require 1 to be a stork! As Frank Bennett would say – international hotels and acts have to right to charge outrageous fees.

The new plan was to continue heading north to Den Chai then take the # 101 SSE to Sukhothai. This would be through mountains and forestry and hopefully quite cool. I'll take this opportunity to explain the road numbering system. Road numbers with 1 or 2 digits are main highways, 3 digits means provincial highways, 4 digits means roads and there are of course roads without numbers. Most highways are in reasonable nick and the Wave was true to its name on some as it wallowed with the undulations. Unless I've got all day and have my wits about me I'll stay away from 4 digit and un-numbered roads as the Wave is certainly no GS. We missed a turn-off out of Uttradit and spotted road #1105 would be a scenic 20k and bring us back onto the highway – scenic is an understatement.



On arrival at Sukhothai we located the tourism office and sourced a reasonably priced bungalow for the night. A Pad Thai on the street for 50 Baht was dinner which we walked off at the fair at the local Buddhist temple. Muesli, fruit and yogurt for breakfast for me whilst Thip had some fish soup and orange juice which added 220 Baht to the 600 Baht accommodation cost of staying at the J&J Guest house – www.iguest-house.com

I decided to make a day of it so continued further SSE on #101 to Kamphaeng Phet where we stopped to fuel the bike and take on some Moccona ourselves. We turned east along #115 only stopping at Phichit at the markets for some fresh veggies and fruit to take home. A friend of Thips called in later in the arvo who had spent 2 years working in Perth. He liked the BM's while he was in Perth so upon return got a local mechanic to build one for him.

Did I tell you about the roosters that are up before the crack of dawn – I may even be tempted to eat one of them. And those mozzies – but what would you expect living next door to a rice paddy under a foot of water. The tropical strength aeroguard wasn't a match for these brutes but a trip to chemist who gave me some tablets, calomine lotion and a tin of "Snake Brand" Prickly Heat cooling powder. An early start with 865k on the clock I headed off for a quick (mongrel wouldn't do more than 100) squirt before taking the bike in for its free 1000k service. An hour later and 100 Baht poorer for the 800ml of oil reqd I topped up the fuel and had consumed 21 litres for 972k's – something like 125mpg. A lazy afternoon followed, packed a bag and had a few whiskies (Hong Thong brand at 190 Baht a bottle) and soda with Papa ready for a long day on the bike tomorrow – 400k NNE to Udon Thani.



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

On the Scoot with BMW's C 600 Sport and C 650 GT. By Damien Cook.

BMW Motorrad has launched into Urban Mobility with two maxi scooters, the C 600 Sport and C 650 GT. Both were introduced to the European public last year and the reaction was positive. It is now Australia's turn to experience the two stylish scooters taking BMW Motorrad to new riders in a different market.



In the flesh (or is it metal and plastic!) both the Sport and GT look better than in photos. Although both bikes share the same liquid-cooled engine and chassis platform, they present as having different personalities.

The C 600 Sport has a focused and purposeful stance with a minimum of bodywork. The predator style headlight assembly and the front 'guard share design cues with the S 1000 RR; the Sport cuts a dashing figure. The GT on the other hand shares its design DNA with the R 1200 RT. Larger floating fairing panels, touring-style comfort seating and passenger running boards as opposed to the foot-pegs on the Sport.

The opportunity to ride both scooters back-to-back was the perfect way to not only to see how BMW Motorrad has attacked the scooter market and whether having two seemingly closely related models is a positive move.

First up the C 650 GT. Nice! Climbing on (or through) everything fell into place except no gear lever or clutch. In place of the clutch there is the rear brake and with a CVT gearbox and centrifugal clutch the foot-changer is redundant. Kick up

the side-stand (it acts as the park brake) turn the key, grab the brake lever, hit the starter and the 44 kW/60 hp liquid-cooled twin-cylinder 647cc motor settles into a pleasant idle. Twist the throttle and I'm away into the traffic. Nothing more to do but sit back relax and enjoy the ride while keeping an eye on cars, busses, roundabouts, pedestrians heading to work and parents taking the kids to school and all the other rush-hour hazards. All going ok from my seat. The GT is easy to manoeuvre and the acceleration was motorcycle-like. See a gap, point and go. First impressions went very well indeed.

Wending my way through various speed zones and freeways I headed out of town. It may be a scooter, but hey, it is a maxi and not just an around-towner. The road surfaces varied from new hot-mix bitumen, the more usual potholed affairs that are now far too common and even older broken concrete roads with their gaps and uneven block surfaces. The GT was not at all fussed or upset, the chassis and 15-inch wheels made short work of it all.



The more rural and picturesque riding country soon expanded in front of the electrically adjustable 'screen. Tight twisting bends, flowing curves fast straight sections under a forest canopy and when rising to the hill tops with stunning ocean views. This was perfect motorcycle country and the C 650 GT was more than up to the task of providing a great days riding.

Shutting the throttle down and then hard back on the gas was seamless in transition, accelerate crisply to 100 km/h, and still more to go! The oil-bath chain-drive was snatch free and quiet. Forward momentum, at pace, was easily maintained, corners taken care of with a maximum of fun. Again the chassis and suspension worked perfectly over all terrains and road surfaces. Nothing knocked the GT off line to cause a moment of concern. The brakes, backed up by ABS, were strong and light to apply and matched the characteristics of the bike, or scooter, if you like.

Sitting against the small backrest with the 'bars curving back and the electric 'screen offering plenty of protection it was a more than comfortable tourer. Plenty of room to stretch the legs out or ride in a more traditional position giving even more choice. If a pillion passenger is part of your motorcycle life, the rear perch is spacious and comfortable.

Back into the urban jungle the GT easily slipped in and out of the traffic with stability and surefootedness. With 16 L of fuel in the tank and fantastic efficiency (4.50 Lt/100 Km was the common reading on the dash) the GT can tour with ease. There is under-seat storage, optional top-box and a nifty soft-pack that sits in the foot-well area.

Time to enjoy the sporting side of scooter life with the C 600 Sport. Same basic platform and motor but in a different package.

The seat is more streamlined, the reach to the 'bars shorter and the Sport has a lithe and engaging feel. The 'screen is easily adjusted manually via a knob on the dash and as on the GT there is a lot of storage space on the 'flight deck' and under the seat. At 249 kg (GT, 261 kg) it accelerates with a lot of zip and overtaking on the open road is, twist and go. Get the hang of no gears and the brake set up and it is a hoot. A heap of fun.

The decrease in weight gives a slightly quicker rate of acceleration but it is more in the ride position that changes the dynamics. Perhaps the more minimalist style gets the right hand moving in a more aggressive manner.

The Sport shares the same surefooted handling and ease of riding with the GT. Around town thanks to having less bulk the Sport is a delight to zip about on. Its narrow and predator style face gives it an athletic stance that attracted many comments when parked.

Both the C 600 Sport and C 650 GT are more than just "Scooters". They are both extremely competent motorcycles, in a unique package. With 16 L tanks they can both cover a lot of countryside or a week or more of city commuting between visits to the fuel pump.

The C 600 Sport and C 650 GT share the scooter platform but each has its own distinct character that will appeal to different riders. Some will be younger scooter riders looking for a premium set of wheels and there will be current BMW riders who are on the 'mature' side of life who still want to ride but without the bulk of a large motorcycle.



It is a tough market for BMW Motorrad to break into but like the S 1000 RR in the Sportsbike arena, the two Bavarian (via Berlin!) maxi-scooters should also make their mark.

From Damien Codognotto OAM
Independent Riders' Group
Melbourne

Please have a look at the blog and consider writing to the Herald Sun and/or the Press Council about the paper's blatant vilification of motorcycle & scooter riders in today's editorial.

www.damiencodognottooam.blogspot.com

www.heraldsun.com.au editor@heraldsun.com.au
info@presscouncil.org.au

72 Herald Sun, Friday, December 14, 2012

EDITORIAL FOR BREAKING NEWS heraldsun.com.au

Herald Sun

Licence for road chaos

CHANGING the law to allow motorbikes to weave their way through stationary traffic is an accident waiting to happen. Even more stupid is training riders to zigzag their way around cars, which is likely to add to Victoria's road rage. A report by the parliamentary road safety committee says it could cut travel time on Melbourne's often gridlocked roads. They must mean for motorbike riders who already push between cars. This is currently an offence. If it is legalised, it is likely to encourage riders to take it as a licence to weave between moving cars: "Not all the cars were moving, officer."

Motorbikes flashing between lines of cars are a road hazard. Riders trying to zigzag through traffic, preventing cars from moving when the lights do change, will feed driver frustration. Lane changers are likely to be hit by a zigzagging motorbike, with the rider in danger of being thrown under the wheels of other cars. This is a rush to disaster. Cars are sometimes scraped by motorbike riders who try to squeeze through gaps that are too small, revving their engines and adding to driver frustration. The worst offenders are often bikies on big bikes with "gorilla" handlebars. Drivers are intimidated and likely to make a bad situation worse by trying to get out of their way. The Victoria Motorcycle Council thinks it's a good idea, but members would be better off considering the likely consequences. Anyone who has seen a motorbike rider thrown into the air, or left sprawled unconscious on the road, will judge this as a disastrous idea and one likely to add to the state's road toll.

Victorian Parliamentary Enquiry into Motorcycle Safety

The 18-month Victorian parliamentary inquiry onto motorcycle safety has finally delivered its report, with the Australian Motorcycle Council lauding the document
BMWTCNSW Newsletter February 2013 15

as one which "will be a reference point across Australia in the coming years". And the report is also notable for what's not in it: **there's no support for hi-vis vests or front numberplates.**

- The 535-page report** makes 64 suggestions, including:
- That the motorcycle safety levy** be abolished;
 - That an independent office** of road safety data be created, which will be responsible for collecting, collating, interpreting, and publishing all data relevant to road safety, including motorcycle safety;
 - That an immediate program** to improve inter-agency data cooperation and collaboration on motorcycle crash data be instituted by government agencies;
 - That VicRoads and the Transport Accident Commission** treat off-road motorcycle safety no differently to that of on-road motorcycles;
 - That VicRoads includes motorcycle** specific questions in its licence testing regime and motorcycle safety content in its training syllabus for learner and probationary car licence students;
 - That the Transport Accident Commission** focuses its motorcycle safety advertising on redressing the attitude that responsibility for rider safety is solely attributable to the rider;
 - That a star rating system** for protective clothing, which includes boots, gloves, jackets, pants and armour, be established... and be fully functioning within 36 months of the tabling of this report;
 - That VicRoads and the Transport Accident Commission** investigate ways of improving motorcycle safety through behavioural change programs including changes to the car licence curriculum and road rules so that motorcyclists and the risks posed to them by other road users are highlighted; and
 - That the benefits and risks of filtering**, as distinct for lane splitting, be reviewed with the aim of introducing filtering in Victoria.
- "The 18-month inquiry had produced a report that will be a reference point across Australia in the coming years," said Shaun Lennard, the chairman of the Australian Motorcycle Council.

REAL MONOCYCLE

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15 – 17 February 13	HUA Adventure Travel Film Fest
1 – 3 March 2013	Tallangatta Rally
9 – 10 March 2013	Once Bitten Rally
16 March 2013	IRG Fair Go Run (Vic)
22 – 24 March 2013	Rescheduled Capital Rally
22 – 24 March 2013	Black Dog Ride
27 – 28 April 2013?	Autumn Leaf Rally