

# BMW Touring Club of NSW NEWSLETTER

BMW S1000RR



BMW Touring Club  
of New South Wales



MAY 2013

Member of the International Council of BMW Clubs

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#### Club Yahoo Email site

(members mailing list - voluntary):

<http://groups.yahoo.com/group/bmwtcnsw>



[www.bmwclubs.asn.au](http://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 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

Family stuff has kept me out of the loop since the last meeting, but things have been happening around the traps.

The Social Sip down south and the Bundarra Weekend up north at Newcastle. This was a magic weekend with approaches by dirt and tar topped off by a stay in an old fashioned small town pub with great food, cheap prices and excellent hospitality.

By the time you read this, the Port Macquarie group have had a weekend trip over the Anzac Day Long Weekend. They travelled to Queensland taking a Cook's tour of interesting spots on the way there and back.

Closer to home, the Sydney branch has had the Jaffle run and campout at St Albans which is pretty much a core event for the branch.

The lane filtering trial in the Sydney CBD has come to a close and there is a survey out which would be to our advantage to complete.

Here is the link;

[http://www.surveymonkey.com/s/ARRBGroup\\_motorcycle\\_riding](http://www.surveymonkey.com/s/ARRBGroup_motorcycle_riding)

Please complete this survey, it might assist with the legalisation of lane filtering, which would be a great result. It only takes a few minutes.

The big event of the month in May will be the country meeting will be held on 4/5<sup>th</sup> May at Taralga. The country meetings are always a good weekend.

See you there,  
Mick Moriarty 20<sup>th</sup> April 2013.

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## TREASURER'S REPORT

The Club finances are in a very healthy position and held \$21,700 in the investment account and \$8,400 in the trading account at the end of March 2013.

The fiscal year for the Club is from 1<sup>st</sup> April to 31<sup>st</sup> March. The financial reports and profit and loss for each of the cost

centres will be finalised for the AGM. There are only a few costs for invoices to be paid from these amounts.

The Karuah River Rally was very successful this year due to the enthusiasm of Rob Lovett and the KRR committee and the fine weather.

There were 210 members this year which resulted in membership income of \$9850.

The membership voted to subsidise a T-shirt with the membership fees for 2013/14.

There will be a section in the membership renewal form to take up this option.

Trevor Dean.

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## EDITOR'S RAMBLINGS

G'day folks.

Hope you're all well.

Saw our mate Bala again last week. Called in on him to borrow his satphone & a couple of maps for our trip into Queensland.

He's plugging along. Still his cheery self, doing a couple of days a week at work, but still gets tired quickly, & no doubt frustrated to be almost housebound, waiting for a transplant donor.

We all wish you well Bala.

You've probably heard about the cops' entrapment tricks on the Old Pacific Hwy.

That's where they have an unmarked vehicle pull out in front of riders & dawdle along, enticing riders to overtake on unbroken lines, but have a camera in the vehicle & radio ahead to highway patrol who pull riders over & try to charge them.

It's been repeated on Macquarie Pass about a month ago, now being tried on the Putty Rd.

I suppose Bell's Line will be next.

Just be very careful. Make sure you have carefully checked out the vehicle you're about to overtake if you're not following the letter of the law.

Even though I've seen the story, I haven't been thinking about it when I'm overtaking. Been lucky I guess.

I did a Motorcycle Specific First Aid Course last Saturday.

The MCC organised it, but had trouble getting enough takers, so released it to Ulysses & ourselves. I think they eventually filled the courses, but I'm amazed there weren't more riders keen to take a course like this.

For \$165.00 (less 50% club rebate) You get a course of Certificate II standard, with motorcycle components as well.

Instructor was Paul Riley. He was previously a Motorcycle Quick Response Paramedic for 19yrs, amongst other things, & is now a motorcycle Riding Instructor, as well as presenting these courses.

The course also attracted ex MCC President Christopher Burns.

I was interested to see what Paul had in his personal first-aid kit.

His was similar to my \$25.00 Trafalgar kit, with a few sensible extras. He just adds a fluoro vest, a pair of trauma shears, a thermal shock blanket, some pumice soap, alco wipes, a couple of wooden tongue depressors (finger splint), a clean handkerchief, a flashing marker about the size of a cat's eye line marker, a kid's glow stick, & a small torch.

Could almost fit all those things in the first aid kit as well. A most instructive & enjoyable day.

Ian.

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## WEBMASTER'S MUSINGS

May is now on us – if the year is gonna go this fast Christmas will be arriving next week sometime...!

The website is being continually improved in the background, not that you would know it – a fair bit of under-the-bonnet stuff going on. Two things notably – the For Sale and Wanted To Buy pages have now been amalgamated to improve exposure for those people looking for stuff to buy - the Wanted To Buy page was not getting very many hits. And I have cleaned up the old site files to improve search engine hits – up to this point internet searches have been pointing to redundant pages. This may take a bit of time to trickle through the system – have to wait for the next web-crawler to come visit...

The calendar not formatting correctly is still giving me untold grief – I reloaded, reset, rebooted, upgraded, downgraded, deleted, deactivated, reactivated just about anything and everything I could get my hands on and I still cannot get the calendar to format. I am going to give it a big effort in a weekend soon – I am certain it is a simple thing, but finding the problem is becoming quite a chore.

The downside to all this too is that with all the background work I have not been keeping the content up to date with the latest and greatest. This will change soon, if not in the short term then down the track a bit.

Rightly ho – onto the good stuff: riding my bike. Took two weeks off to ride up to and see the Blues Festival in Byron Bay and apart from seeing some truly great acts (Santana, Robert Plant (Led Zeppelin), Roger Hodgson (Supertramp), Paul Simon and heaps of others) the missus and I had a ball poking our noses in all the back roads up and down from Mullimbimby where we were staying. Some of the best GSA type roads are between Woodburn and Lismore, around Nimbin, (the road

from Nimbin to Mullumbimby went through Middle Earth, I swear!) and Alstonville. A maze of roads that seemed to go nowhere, anywhere and everywhere, including some single lane tar (though not real good for the undies to have a truck coming whistling around the corner at you); some pot-holed roads that had pot holes in the pot holes – all in all good fun, the bike just lapped it up. Some of those roads I did not get out of third gear, and some parts where even in first... Mind you I had a bit of luggage on the back (dunno if the missus likes being called "luggage") and was towing a little single-wheeled Unigo trailer which apart from a hiccup out of Sydney (broken bolt in the suspension) performed flawlessly and handled quite well too, if a bit heavy on the steering. First time I have used a trailer on a bike, did not know if I would like it or not. I think I will have a close look at what else is around – I like the idea of being able to pack a bit of stuff for comfort and go somewhere, drop the trailer at a camp and then explore the surrounds by bike. And at the Bluesfest the bike was a huge advantage – able to get out of the festival when all the cars were stuck in a queue for an hour or more...

That's it for this month – for those that are going I guess that by the time most of you will read this I'll be seeing you at the country meeting in Taralga.

Stay safe

John Visser

Webmaster

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## VERSATILITY OF BMW



Met a bloke named Barney Solomon in Dee Why, who sharpens knives.

He rides an R1150R, & has a petrol engine & grinder on a platform on the back.

He gets more work than he can handle. Just while I was talking to him he handed out 3 business cards from enquiries off the street. \$4.00 a knife for business & \$6.00 for householders.

## REPORT FROM AMERICA

From our correspondent Erik Anderson in Portland, Oregon.

Gents,

The invasion has begun.

I am in Portland Oregon working on a case.

While at lunch I looked across the street at this vendor cart and was delighted to see someone with our passion for great food had set up a cart.

You should take a look at the menu for some great jaffle ideas for your next run.



Once they conquer the left coast, it should be just a matter of time before they move across the States!

Cheers

[www.jafflesandwraps.com](http://www.jafflesandwraps.com)

Erik

## COMMENTARY BY WARREN BUFFETT, in Sydney, Australia.

Love it!

It looks like someone is moonlighting with a KTM Club trailer.

You could send them this pic of a real Aussie Jaffle taken at Yerranderrie. The good one is mine.

The one that looks like it's been eaten before is a Paul Breeze attempt.

The pebbles between the plate and the jaffle iron are genuine Kangaroo Poo. You gotta luv camp food hygiene after a few beers.

Cheers  
Woz



# Ride Calendar

MAY	EVENT	ORGANISER	POINTS
Sarurday 4 <sup>th</sup>	<b>Country Meeting Taralga Hotel 6.00pm</b> be there or be square! See newsletter and website for details <b>rsvp for dinner required by 30<sup>th</sup> March</b>	Alan Peters 0414 660 890	
Sunday 5 <sup>th</sup>	<b>Port Macquarie Group</b> Gloucester/Walcha/Long Flat Leave Kew at 8.30am.	Aitch & Jo 0412 636564	4
Friday 10 <sup>th</sup>	South Coast Social Sip Great Southern Hotel 95 Queen Street, Berry (6.30 second Frday of the month)	Tony Schmidt 0407 494229	2
Sunday 12 <sup>th</sup>	<b>Port Macquarie Group</b> Social Sip (second Sunday / mth) Meet at the Beach House Pub from 4.30 onwards		2
Saturday 11 <sup>th</sup>	<b>Loaded Dog Rally</b> Tarago showground on the Goulburn to		6
Sunday 12 <sup>th</sup>	Braidwood road, easy ride, easy to find excellent company		
Sunday 19 <sup>th</sup>	<b>Port Macquarie Group</b> Rollands Plains/Redbank Meet at the Rivermark Café for breakfast at 8.30. Leave at 10.30am	Lin & Prue	4
Sunday 19 <sup>th</sup>	<b>Flyer Ride North</b> Day ride through Spencer to OPH taking in popular bike stops to distribute FCR flyers, call for details	Alan Peters 0414 660 890	4
Saturday 25 <sup>th</sup>	<b>Port Macquarie Group Monthly Breakfast at Sandbar Café,</b> North Haven at 8.30am (last Sat in Mth)		2
Wednesday 29 <sup>th</sup>	<b>Club Meeting 7.30 PM.</b> Please join us for dinner before the meeting. at Toongabbie Hotel from 6pm.	Mick Moriarty 0427 018715	4/6*
Friday 31 <sup>st</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461	2
JUNE	EVENT	ORGANISER	POINTS
Sunday 9 <sup>th</sup>	<b>Port Macquarie Group Social Sip BROUGHT FORWARD THIS MONTH</b> Meet at the Beach House Pub from 4.30 onwards		2
Sat, Sun, Mon 8 <sup>th</sup> to 10 <sup>th</sup>	<b>Alpine Rally:</b> Snowt Mtns Hwy, Yarangobilly Henning does it all again!	Alan Peters 0414 660 890	10
Sat, Sun, Mon 8 <sup>th</sup> to 10 <sup>th</sup>	Port Macquarie Group Brarraba Weekend details TBC	Gavin & Pam	10
Friday 14 <sup>th</sup>	South Coast Social Sip Great Southern Hotel 95 Queen Street, Berry (6.30 second Frday of the month)	Tony Schmidt 0407 494229	2
Sunday 23 <sup>rd</sup>	<b>Flyer Ride South.</b> Day ride taking in popular bike stops via Robbo Pie shop to distribute FCR flyers	Alan Peters 0414 660 890	4
Wednesday 26 <sup>th</sup>	<b>Club Meeting 7.30 pm and also AGM.</b> Election Time Again. dinner before in pub	Mick Moriarty 0427 018715	4/6*
Friday 28 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461	2
JULY	EVENT	ORGANISER	POINTS
Friday 12 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen Street, Berry (6.30 second Frday of the month)	Tony Schmidt 0407 494229	2
Saturday 13 <sup>th</sup> Sunday 14 <sup>th</sup>	<b>Winter Rally</b> Private property approx 4kms south of Nerriga on the Braidwood Nowra Road		
Sunday 14 <sup>th</sup>	<b>Port Macquarie Group Monthly Breakfast</b> at Sandbar Café, North Haven at 8.30am (last Sat in Mth)		
Sunday 21 <sup>st</sup>	<b>Newnes Recce</b> Day ride to have alook around the Newnes are. Some mild dirt work	Alan Peters 0414 660 890	4
Friday 26 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Friday of month)	Rob Tiedman 0427 777461	2
Wednesday 31 <sup>st</sup>	<b>Club Meeting 7.30 PM.</b> Please join us for dinner before the meeting. at Toongabbie Hotel from 6pm.	Mick Moriarty 0427 018715	4/6*

Start times and places for my day rides will be published on the E-group and Facebook pages closer to the day. Al Peters

**Keen to Ride? - organise one!!!!**

# FOOD FOR THOUGHT

Published by  
New Zealand Motorcycle Safety Consultants.  
Email address: [allan@megarider.com](mailto:allan@megarider.com)

## CHANGES

Today, there are many motorcyclists out there, happily riding around unaware that their recreation is greatly at risk. And it's all because of car technology. Technology is rapidly reducing the number of car crashes on the road. It's only a matter of time before that technology is extended to trucks. Indeed, it won't be long before autonomous (self-drive) vehicles make up the majority of the vehicles on our roads.

At this point, I can hear cries of dispute. Autonomous vehicles will take years to get here, it's said. For starters, it will be years before the technology matures. Then there will be several more years to sort out the regulatory complexities, including licensing and liability issues, plus more years to gain consumer confidence. Then, given the long life span of cars, add another decade or more before driverless cars make up a significant percentage of the cars on the road.

But technological advances have a way of sneaking up on you. In the 1980s, Kodak concluded through very sophisticated market research that it would not be threatened by digital photography for a decade or more. But it all snuck up on them. Unfortunately, they had done little to prepare for the inevitable disruptions. When the company did attempt to mobilise, the advantages that it once held had little relevance. A succession of CEOs could not stem Kodak's decline into bankruptcy.

The more tangible danger is that Google's driverless car program has started a technology arms race across the auto industry. If auto industry executives and boards of directors were not focused on this transition before, they are paying attention now. Most carmakers are racing to differentiate their premium models with intelligent driver-assist functions like smart cruise control, accident avoidance, and crash monitoring and reporting. These efforts will hasten consumer trust in driverless technology and accelerate the proliferation of the technology throughout all car models.

Audi, for example, is marketing cars that park themselves, something that gets all drivers used to self-drive cars and gets them hungry to buy a complete self-drive model.  
<http://www.youtube.com/watch?v=6SzaHgJE3MA>

And where there is demand..

Also, Volvo, a carmaker known for safety but relatively small in terms of global sales, predicts that it will be able to eliminate crashes altogether for anyone driving one of its cars by 2020.  
<http://www.youtube.com/watch?v=6SzaHgJE3MA>  
If tiny Volvo can aspire to this audacious goal, what might Big Auto be able to do?

But, what has this to do with motorcycling?

If the crash rate in cars drops dramatically, as it is already doing, the shocking crash rate for motorcycles will come into stark relief. Yes, the crashes at intersections, involving cars that fail to give way, will reduce to almost nil, but they make up only 50% of the crashes and when car crashes become almost nil, the remaining number of bike crashes will become a "Something must be done!" matter.

What will Governments do then? Already, the EU is requiring all motorcycles over 125cc to be fitted with anti-lock brakes. But anti-lock brakes won't prevent run-off-the-road crashes, one of the greatest claimers of motorcyclists after intersection collisions.

And there is little that can be technologically done to stop this sort of crash, other than changing the motorcycle so dramatically it is no longer a motorcycle, as we know it. For example, they could require motorcycle manufacturers to place the rider in a cabin on the bike, completely with air bags etc. Closed-in motorcycles have been produced in the past and could be attractive to authorities faced with virtually no car crash injury costs, but continuing very expensive motorcycle crash injury costs.

And, even if the authorities decide that it is impossible to "fix" the motorcycle, will they then try to "fix" the rider.

The first and most obvious "fix" will be the compulsory wearing of safety gear. And not just crash helmets but the whole range of safety gear. At present, militants in America scream that they have a right not to wear crash helmets. But, with autonomous cars reducing the car crash rate to almost zero, yet motorcycle crashes staying at their already-high level, no-helmet-use enthusiasts are likely to get short shrift at a time when the great unwashed public come face-to-face with statistics that show that hardly anything is being spent on car occupants, yet lots and lots of tax money is being spent fixing bent motorcyclists.

Somehow I suspect that the next decade is going to be an "interesting" one for motorcyclists.

I wonder if the motorcycle industry have thought this through?

## 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**

# Victorian High Country Ride

January 2013

By Mark Vane-Tempest

This was the second trip for me to the famous High Country following last year's awesome trip with Mick (Hopper). This time Mick said it wouldn't be as hard as the extreme three Klm Wombat Spur track we rode down last year.

Now there would be five of us on this adventure but only three would finish the planned trip. Three 800GS, one F650GS and Rob on his recently acquired Husky 610 which he bought for this trip, even though he also has an F800GS back home. We had all arranged five days off and were due to be back at work next Wednesday.

**Thursday:** Leaving from Newcastle and meeting at Marulan some 30klms north of Goulburn, we all arrived there on the Thursday evening staying at a very good motel.

**Friday:** This gave us a good head start in the morning for the five days ahead and we were soon on the dirt and enjoying perfect weather with good roads. Into Braidwood and we headed to the very popular and busy Bakery for the compulsory Apple turnover with cream and a Coffee. This was a recurring theme over the following days. We headed over the mountains and it was getting hotter. At the top of the ridge, Rob stopped the Husky with engine trouble. It was now 35 degrees and we thought it was a good time for a drink stop anyway. There was a bad vibration in the bike and after stripping it down and tightening every bolt we could find, draining all the fuel (thinking maybe a bad dose as Rob filled up at a different servo to the rest of us) we were nearly ready to restart the bike. During assembly, a plastic elbow on the fuel pump snapped off and now things looked grim. A few phone calls later, with assistance from the local road maintenance crew, Rob learned that a new fuel pump would have to be ordered in and would cost \$900.!! I think he was glad they didn't have one. As we were on the top of a ridge, Rob was able to coast four klms downhill where we towed him another 2 klms into the next town of Araluen and the hotel. After a couple of hours in the shed of a local handyman undertaking bush mechanic repairs, it seemed the fuel pump was repaired. We ended up staying the night at the pub in a grand old building with large rooms.

**Saturday:** The next day, Rob tried the repair and it worked only to find the vibration was still there. Sadly there was no choice but to withdraw from the ride and head to the nearest main town where he called the NRMA for assistance. Now we were one man down.

After waving farewell to Rob, we headed off into the mountains and wandered around various bush trails in thick cloud. The trails were fabulous but the cloud was a problem as it fogged up your glasses and the visor no matter what you did. We even tried visor up and no glasses just to be able to see where we were going. Not good for the eyes though and definitely not recommended. Once out of the clouds we enjoyed many K's of smooth dirt roads. As always, enjoying the countryside.

Now we were in an interesting little town of Nimmitabel where we of course stopped at the local Bakery for another pie, apple turnover with cream and a coffee. Mick was very happy now.

Later we reached Dalgety where we had stopped the previous year for the first night. We continued on into the rolling plains beyond and saw thick black clouds in the distance. These clouds knew which way we were going and a nasty hail storm stood in our way. We got hammered and soaked in a matter of minutes as we didn't bother to stop and put on the wet weather gear. Ten minutes later we were doing 100kph along hot and sunny winding roads and one hour later we were dry (almost). We'd made it to Jindabyne for fuel. From here it was the fabulous Barry Way road which winds through the Alpine region and along a beautiful valley where we crossed the border into Victoria. Further along we encountered more rain just as we arrived in Omeo Caravan Park. We quickly decided against putting up tents on the muddy grass paddock and stayed in some dry cabins instead. As luck would have it, a nice young couple camped nearby, offered to drive the four of us into town for dinner that night. It was a commodore sedan and that meant four of us in the back seat! It was only 500m into town so we managed ok.

**Sunday:** It continued to rain all night and the next day. Things looked grim for a "challenging" mountain crossing ahead. With the terrible forest fires in this region, I thought they would be all out by now with all this rain. However, we met up with some locals from Mt Hotham who told us the road through there was closed so to avoid that area. We were heading further south and around so should be ok. The next morning we also made some phone calls ahead to find out that all was dry over the over the next range and down into Benambra, so off we went. More cloud covered mountains ahead but eventually, fantastic riding once down below. It had cleared up now and we were hot and dry again. After speaking with a local forestry worker and gaining interesting advice, the four of us headed into the mountains. The track soon became a little rougher, we were all fatigued by now and Jim was finding it tough going so he decided to pull the



pin and bail out. Returning to Benambra and back along the main roads, Jim spent the next two days enjoying his own tour north to Newcastle.

Now we were three and continued on up the mountain where the track was wet, muddy and rough. We reached the top ok and I was exhausted. Gladly, we rode 4klms on smooth dirt into Horse Yard Flat camp grounds. The weather was good but not hot enough for a swim in the beautiful creek next to camp. It was very quiet up here in the mountains and we seemed to be the only ones there.



**Monday:** We woke to a fine sunny day and headed up to the Pinnacles Fire Tower where the views can only be described as outstanding. We were well above the clouds and the mountain ranges were beautiful. A few photos were taken including a “selfie” of the three of us. The adventure continued along fabulous winding mountain roads with awesome scenery everywhere you looked and yet we still seemed to have it all to ourselves. At the next main intersection, I considered going left and down into town and going back via the main roads. I was tired and wasn’t keen on the “hard 4WD tracks” that lay ahead but I stuck with the boys. Another 27klms up the road and we stopped at a classic Victorian High Country Hut. These are great landmarks in the area and well worth a look. Some great photos here and we continued on down into the valley. We

were loaded up with about 50kgs of gear on board and on a 210kg bike it was a bit of a handful in the tougher going. At the creek we stopped for a rest before tackling the seven kilometre climb up the mountain. I went first and found it physically demanding wrestling the 260kgs under me as I bounced around up the steep climbs and tight switchbacks. I narrowly missed a large fallen tree that had been cut to clear the track, feeling only a bump as I went past. I was keeping the bike upright and only a fall was going to stop me before reaching the top. Finally, I made it to a smooth level area. Here I stopped for a rest, drink and wait for the others to catch up. The other two are younger and much fitter than me so I needed to time to rest. It was now that I realised the bump I felt was the edge of the cut tree which ripped open my soft pannier bag along the bottom edge. Yep, it was completely empty. All tools, tubes, first aid kit and other important bits were now all spread out of the track some one kilometre or so back down the steep mountain side. At least I still had my dirty clothes, food and some cooking gear.

The boys caught up and offered to sell me some tools, tubes and a first aid kit they found on the track below. What mates eh. After some trackside repairs and a re-pack of the gear, I was underway and yes, my thanks to Mick & John for stopping on a difficult climb and picking it all up.



Finally, we had reached to top of King Billy trail and I was glad it was all over. But was it? Mick said it was all relatively easy going downhill from here, but I haven’t figured out relative to what? It was about 10klms of rough, rutted and rocky track. About mid afternoon we reached another Hut and it was a good one too. Here we saw our first other people (4WDers) since the other side and also met up with two Park Rangers. We explained our enquiries and sources of information to which they said was unreliable and in fact the whole area was closed due to bush fire danger. They smiled, pointed us the way out back to civilisation. The plan was to camp back at Sheep Yard Flat which was a beautiful area and very popular. But I was now totally exhausted so continued on and by 4pm I had reached Mansfield and the Servo for fuel. Mick & John soon caught up and we

discussed our options.

It was fine and sunny and 4pm. The next day would be just over 900klms home up the Hume Highway. That would be too much for me so after some more discussion, we cruised north another two hours up the highway until we could physically go no further and in yet another heavy storm, we stopped at Holbrook. I took the first and very comfortable Motel with under cover parking as well. While the guys went up the road to the pub and stayed there.

**Tuesday:** After a very comfortable night's sleep in a big bed, I woke early as always. I packed up the bike, headed to the Roadhouse for fuel and rolled out of town at 6am. From here was a 630km trip up the Hume Highway. I don't know what difference a Cruiser bike makes, but I found it very boring and not much fun. Nearing home, I took an easy diversion through the Watagans and eventually rolled into my driveway mid afternoon.

**Summary:** There is fantastic scenery, trails, tracks to be enjoyed in the Victorian High Country and we saw a lot of variety along the way. The harder tracks would be great in a 4WD or on a lighter bike with no luggage but most was as an adventure ride should be – simply awesome and I look forward to seeing more next time.

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## MINUTES of Club Meeting 27 March, 2013

**Chairpersons** – Alan Peters and later Mick Moriarty arrived and took his place in the big chair.

**Meeting Opened** – 7.45 PM

**Apologies** – Marie & Al Pennykid, Rob Edgar, John Visser, Sandra Gluck, Alan Lloyd, Mal & Maryanne Cattermole, Wato

**Visitors** – Not really a visitor but George Scarfe was in Sydney on a secret mission and graced us with his presence.

**Previous Minutes** – Acc. – Chris Huddy  
Sec. – Brett Bastin

**Correspondence** –

Mar-13

Correspondence

Rec'd

Westpac Acc statements x 2

St George Acc statement

From AusPost re update of  
printpost number

Interesting saga!

Mags from UK & Ireland,  
New Zealand

29-Mar

Vic Newsletter

RFDS Invitation to renew  
Custodian Membership

Correspondence Sent

Email Print Post update of  
club details with request they  
list the club as contact - not a  
person!

**President's Report** – Gave a report on the camp out at Putty Halfway House where it was great to see Bala. Big wrap to Paul Evans for organising it.

**Vice President's Report** – Good ride calendar coming up. Far Cairn Rally is being organised.

**Secretary's Report** –

- See minutes

**Treasurer's Report** – Operating acc sitting at \$7.5k. Clubs Aust levy at \$1 / member is \$210. FY ends 30 March. Looks like we will break even for the year.

**Membership Secretary** –

- Three new members this month

**Editor** –

- All going well. Keep those cards and letters coming in but most importantly send in those ride reports. They are what we love to read.

**Regalia** –

- Jackets, beanies and stubby holders for sale at the meeting.

**Assets & Archives** – Apologies..

**Clubs Australia** – AGM is 28 April. K Series 30<sup>th</sup> to be on the agenda.

**Webmaster** – Apologies

**MCC** – As posted to the e-group. MCC newsletter is available via MCC website.

**Spare Parts** – Apologies

**Past Events** – Capital Rally. Less than 100 attended. It was at a new site that was a farm stay sort of place. Hot day but dropped to 6 degrees overnight.

**Coming Events** – See ride calendar

**General Business** -

- Agreement from all present that there is no objection to using some accumulated club funds to supplement or improve the club tool collection..
- It was voted and carried to renew the clubs custodian membership of RFDS.
- Reminder that the George Schwarz photographic exhibition is on until 13 April.

**Meeting Closed:** 8.58 PM

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## BMWTCNSW Club Annual General Meeting and Election of Office Bearers. 27<sup>th</sup> June 2012

**Meeting opened** by Mick Moriarty.

**Apologies:** Ian Horsburgh, Chris Huddy

**Minutes of previous AGM** read, accepted by Mick Moriarty, seconded by John Visser.

**Committee stood down, Adrian Selwyn Smith returning officer.**

**President:**

Mick Moriarty was nominated by Warren Buffet, seconded by D Povey.

No other nominations received, accepted.

**Vice President**, No nominations received, Al Peters volunteered, accepted.

**General Secretary**, no nominations. Position vacant.

**Membership Secretary**, No nominations received, Al Peters volunteered, accepted.

**Treasurer**, No nominations received, Trevor Dean volunteered, accepted.

**BMW Clubs Australia**, No nominations received, Trevor Dean volunteered, accepted.

**Editor**, Warren Buffet reported that Ian Horsburgh was prepared to stay in the position, no other nominations, accepted.

**Regalia**, Mick Moriarty reported that Sandra Gluck had stated to him that she was happy to continue in the position, (but was unable to stay for the elections). No other nominations received, accepted.

**Assets and Archives**, No nominations received, Mal Cattermole volunteered, accepted.

**Public Officer**, Dave Povey nominated by Trevor Dean, seconded by Warren Buffett. No other nominations received, accepted.

**Spare Parts/Club Tools**, No nominations received, Rob Edgar volunteered, accepted.

**MCC NSW Delegates**, No nominations received, Warren Buffett volunteered, accepted.

**Newsletter Distribution**, No nominations received, Tony Concliffe volunteered, accepted.

**Webmaster**, No nominations received, John Visser volunteered, accepted.

The new committee commenced duties. A vote of thanks was given to the Returning Officer, Adrian Selwyn Smith. Moved, Ian Ramsay, seconded Mick Moriarty.

## General Business:

### Committee handover meeting:

After some discussion, it was decided that the committee handover meeting is to be held at 6.30pm on the 25<sup>th</sup> July, prior to the July meeting. Please bring all documentation, etc to this meeting to ensure a proper handover is made.

Paul requested that the Awards Night flyer be inserted into the newsletter.

**Meeting closed** 2120hrs.

**Minutes taken by Mick Moriarty.**

## Wisemans Ferry Ride By Mark Vane Tempest 24.11.12

On a warm Sunday morning Mick & I headed south to the Watagans. Our plan was to do a loop around Finchley's Lookout and back via any dirt we could find.

Part way through the Watagans we stopped at an intersection where we met up with two guys, one on a BMW 650 Dakar and the other on a Yamaha 1200 Tenere. They said they were off to Wisemans Ferry, but at that stage we were going a different direction, so the 1200 Tenere thundered off into the dust.

Unfortunately, it's been quite a few years since I last ventured that way and back then it was in a 4WD. So what met us was the dreaded locked gate. Time for plan B, I figure that stands for "bugger" when plan A fails. So from there, we just headed down to Wisemans Ferry via St Albans. This is one of my all time favourite rides and offers a good quality dirt road and fabulous scenery.

Just as we started on Wollombi Road I spotted two bikes parked on the side of the road. One a Honda Transalp and the other a BMW F800GS 30 yr anniversary model. I pulled up next to him and said "what a nice bike" where you guys headed? They had just come up from Wisemans and were doing a loop back to the central coast. After a quick chat, we then made our way south to St Albans and through to the ferry. Once there, we tried to find a parking spot amongst a few other BMW's there, mostly GS's. It seems more and more people are going BMW or do I just notice them?

Following lunch we headed back the way we came but this time stopped at the St Albans Cemetery. Why? You ask. Well, I'd been past a number of times and it somehow looked interesting. I found the oldest headstone where the person was born in 1827. Some people had short lives, dying at age 27 & 32 or even just infants. I wonder what they died of? Lucky for us we have modern medicine.

Back to the Watagans and onto home. What a great easy off road ride for those wishing to be just a little adventurous and still enjoy the scenery.

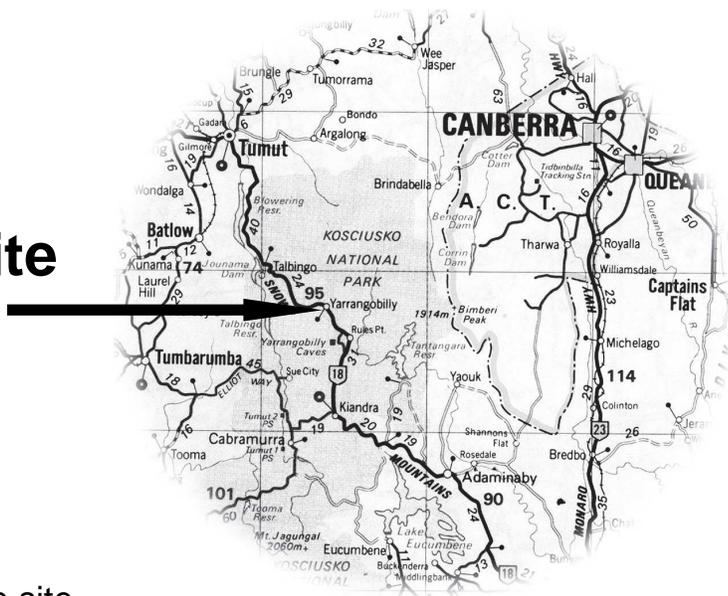


# Alpine Motorcycle Rally no 44

*Australia's longest running rally • Since 1969*  
**Queen's birthday — June long weekend**  
**8–10 June 2013**

- All motorcyclists (no cars please) are invited to be a part of this rally on the banks of the Yarrangobilly River next to the Snowy Mountains Highway.
- Ride to Yarrangobilly Caves thermal pool on Sunday for a bath.
- Please don't forget to bring some olde memorabilia to share with us all.
- This year's presentation will be 9 am Sunday.
- The usual activities will be experienced.
- Also let's try & encourage our younger generation to attend this & other rallies so we don't lose our tradition, therefore the three youngest riders under 22 years of age will have their entry fee refunded (or free on the day).
- **Rally cost:** \$16 prepaid and \$20 on site.

## Rally site



### Prepaid entries close Monday 27 May 2013

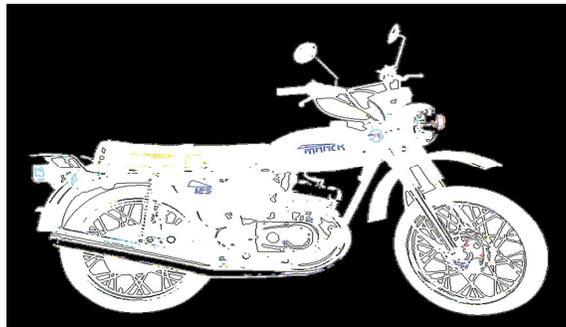
Please send details to:

Henning Jorgensen  
4 Stephan Ct  
Sommerville 3912

For more details, please phone —

**Phil p: 03 5765 2204 or m: 0406 381 247**

**or Henning m: 0457 034 488 or e:hpj333@gmail.com**



**No responsibility** will be accepted by the organisers or land owners for any loss or damage to persons or equipment

## 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](mailto:vicepresident@bmwtcnsw.org)

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## ST ALBANS JAFFLE CAMPOVER

12<sup>TH</sup> April. Report by Warren Buffett.

What a magic start to a mild autumn weekend it was to pack a few things on the bike and take a short run to St Albans for another jaffle run organised by Paul Evans. By the time I arrived it was dark and no skippys had hopped out, the boys had already gathered firewood, sussed out the pub and it's menu and already had beers in hand. I chose to eat at the pub with Ian Ramsay, Dr Bruce and New Bruce who followed me in from the ferry. Not sure if new Bruce is a member as yet and apologies if he is, but any man with a 1200GS and his food pyramid sorted into beer, fat and tobacco should be. Meals were good but a tad expensive, as was the beer. The company at this gathering was fantastic and we had a lot of laughs.

I had a great night's sleep in the swag until some bloody Kiwi started drumming on it at about 7.30 complaining about the snoring. Peeling back the cover revealed the valley shrouded in mist. The fire was going and I soon had a coffee in hand and settled in to clear the head while the rising sun cleared the mist. A magic late morning ride home and I still had most of the week end left. It doesn't get much better!

A motley collection of piss wrecks gathered at St Albans Common to inadvertently launch the sub group known as the Tea Club. A commemorative flag was hastily embroidered to mark the occasion. It is anticipated that at some future time the flag or remnants of it will be revered in much the same way as the Eureka flag is today. Pic by Bruce Cambell.

Woz

BMWTCNSW Newsletter May 2013 13



P.S. Inspired by the great ride both ways I decided to do the valve clearances on the 1150 on Sunday arvo. I knew these engines responded well to a bit of TLC but it had been a while. I was rewarded for my efforts with a quiet smoother running engine and better throttle response. If you have an Oilhead show it some love and it will repay you in spades.

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Exclusive from [www.gearheadgrrrl.com](http://www.gearheadgrrrl.com) :

"In a surprise move, BMW has sold their motorcycle operations to Harley-Davidson, effective April 1st. As a BMW exec explained "Pardon please, my english not the best. We and HOG's board were coincidentally having strategic planning retreats at adjoining mountain chalets in the Alps over New Years. Snowed in for several days by this year's brutal winter, we spent considerable time comparing our motorcycle marketing. After a while we realized that we were selling different motorcycles to similar aged poseurs with different fantasies. Like the Harley buyers that bought a lifestyle but rarely rode, we have a well off demographic that buys a Dakar replica bike then cruises the Interstates and road racer wannabes that buy an SS1000 then park it in front of trendy cafes. We should have seen the trend years ago, when we saw that we could put the BMW name on mediocre automobiles and Americans would suck them up as status symbols. Looking at HOG's success in meeting the low expectations of the poseur markets, we thought it best to sell our motorcycle operations to HOG and concentrate our efforts on better marketing our SUVs and activewear collection." In a related move, the obsolete BMW "airhead" parts inventory and tooling will be donated to the Airheads motorcycle club and a tax writeoff taken.  
**(this article DID NOT come from BMW or HD)**

# COMMITTEE NOMINATIONS

## BMW Touring Club of New South Wales Incorporated

(Incorporated under the Associations Incorporation Act, 1984)

At the AGM in June, all positions are declared vacant and all nominations will be voted on by the membership present. It is not essential for all committee positions that you attend meetings regularly.

### **President:**

Responsibilities include chairing meetings and representing the club. Currently held by Mick Moriarty.

### **Vice President:**

Responsibilities include keeping track of the club members' points score and looking after the presidents' responsibilities when the president is not available. Currently held by Alan Peters.

### **Secretary:**

Responsibilities include looking after incoming/outgoing communications with the club, keeping the minutes of meetings. Currently performed by Warren Buffett. **(Unlected)**

### **Treasurer:**

Responsibilities include keeping all financial records of the clubs operations. Currently held by Trevor Dean.

### **Membership Secretary:**

Responsibilities include keeping records of the club membership. Currently held by Alan Peters.

### **Editor:**

Responsibilities include preparing and publishing the clubs monthly newsletter. Currently held by Ian Horsburgh.

### **Assets and Archives Officer:**

Responsibilities include managing the security of; and access to club assets. Currently held by Malcolm Cattermole.

### **Regalia:**

Responsibilities include selecting, sourcing and selling Club regalia items. Currently held by Sandra Gluck.

### **Public Officer:**

Responsibilities include preparing and filing the clubs documents with the Department of Fair Trading. Currently held by Trevor Dean.

### **Editorial Assistants (not fixed):**

Responsibilities are various and negotiable. Currently held by Tony Conliffe, (Distribution), Vacant (Magazine and Web Advertising).

### **BMW Clubs Australia Representative:**

Responsibilities include liaising with the BMW Club umbrella body. Currently position Trevor Dean.

### **NSW Motorcycle Council Representative/s (up to 2):**

Responsibilities include representing our club within the NSW MCC and reporting NSW MCC activities back to our club. Currently represented by Warren Buffett.

### **Regional Ride Co-ordinator role:**

These roles are not elected committee positions. The role is voluntary and filled by a person interested in organising rides for club members in their region.. It is the channel that local members can propose rides via the co-ordinator, so that they arrive in the calendar via the VP and with minimal or nil conflict with other club events.

All nominations must be accepted by the nominated person.

BMW Touring Club of NSW Inc NOMINATION FORM	
Your Name :	
Your Signature :	
Your Membership Number :	
<i>Position Nominated</i>	1. Nominated Member 2. Nominated Member's Signature 3. Nominated Member's Phone No
<b>President</b>	1. 2. 3.
<b>Vice President</b>	1. 2. 3.
<b>Secretary</b>	1. 2. 3.
<b>Treasurer</b>	1. 2. 3.
<b>Membership Secretary</b>	1. 2. 3.
<b>Editor</b>	1. 2. 3.
<b>Assets &amp; Archives</b>	1. 2. 3.
<b>Public Officer</b>	1. 2. 3.
<b>Regalia</b>	1. 2. 3.
<b>Editorial Assistants</b>	1. 2. 3.
<b>BMW CA Representative</b>	1. 2. 3.
<b>NSWMCC Representative/s</b>	1. 2. 3.

Nominations must be received by **23rd May 2012**.

Please post without delay to:

**PO Box 549, Ermington, NSW 1700**



# APPLICATION FOR NEW MEMBERSHIP / RENEWAL OF MEMBERSHIP

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

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

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

## NEW and PRESENT members

Current Membership Number: \_\_\_\_\_

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

of \_\_\_\_\_ Postcode: \_\_\_\_\_

Preferred Phone No's: 1) \_\_\_\_\_ 2) \_\_\_\_\_

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

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

\_\_\_\_\_  
(signature of applicant) (date)

**NEW MEMBERS ONLY:** If an existing member introduced you: Introduced by: \_\_\_\_\_

### **New Application / Renewal and/or Joint Application** (please circle one)

**New member joining fee** \$ 10.00 (+ Annual Membership Fee)

**Annual Membership fee** \$ 50.00 per year (city or country membership)

Subsidised 'T' shirt \$ 10.00 SINGLE MEMBERSHIP SIZE \_\_\_\_\_  
\$ 10.00 JOINT MEMBERSHIP SIZE \_\_\_\_\_

**MAIL TO:**  
**BMW TOURING CLUB  
of NSW  
PO Box 549  
ERMINGTON  
NSW 1700**

*Total amount payable* \$ \_\_\_\_\_

**Make all cheques and money orders payable to **BMW TOURING CLUB OF NSW****

FOR DIRECT DEPOSIT... **BSB# 032 173 ACCOUNT# 40-6259**

Please quote '**MEMBERSHIP**' and & **YOUR NAME** when making your transfer.

Please **POST**, or **SCAN & EMAIL THIS FORM** to the **MEMBERSHIP SEC**, so your **DEPOSIT** can be **RECONCILED**, your '**T SHIRT ORDER NOTED**, and your **DETAILS UPDATED**

NOTE 1. All membership fees are due by 1st July each year.

NOTE 2. Membership not renewed by 1st August will be considered as a resignation of membership

**OPTIONAL :**

Do you wish to download the **magazine from the Club web-site?**..... Yes/No

Do you wish to receive the **magazine hard copy by Mail?**.....Yes/No

Do you have a **First Aid Certificate** .....Yes/No

If **NO** are you interested in attending a **First Aid Certificate Course** for Bike Riders.....Yes/No

Would you like to be on the Club **Hospitality List** .....Yes/No

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

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

# California & Sheepskin Huts –Wollemi National Park Ride

By Mark Vane Tempest 15<sup>th</sup> December 2012

This was meant to be a repeat of a ride done earlier in the year, but as things go, it didn't turn out that way. This ride saw Mick, Kevin and me on our 800GS's heading to Jerry's Plains for a fuel top up. Then down to the Commission trail and the gate. Only this time I found a locked chain (again) around the gate and post. Time for plan B (bugger). We headed up to another track on the map going through the remote village of Martindale. At the end of the road (*read with a Tom Tom voice*) we came to a property gate and continued through until I came across the property owner working on some farm equipment. He was a friendly and obliging fellow who offered directions across the creek but suggested there might be a locked gate ahead. After a nice ride through the paddocks and into the National Park we found the locked gate he was talking about. It was indeed a VERY locked gate! With four NPWS padlocks. We went back the way we came and stopped for another quick courtesy chat with the owner. He was up on the tractor with spanners in hand and told up he was a mere 75 yrs of age! Must be the clean country air and free range eggs or something?

Back the long way, we ended up at Bulga National Parks office where we had a chat with a friendly NPWS officer who put our map on a table and told where to go! He also told us that the chain I found, could be just lifted over the post so wasn't really locked !! He gave us other invaluable advice as otherwise we would never have found the entrance to the trail. Off we went and soon were blasting our way up a freshly graded trail. Only this meant lots of soft dirt and thick dust. However, a great trail just the same. After about 10klms we came across the California Hut, which is an old mustering hut from the 50s or 60s I believe. Only small but you can camp in it if you wish. Going uphill from here provides 5 Klms of the some of the best fast dirt trail I've ever done. Its smooth clean surface offers good water bar jumps – if you're so inclined. I loved it.

Back on the main trail, we found the next turn off to the Sheepskin



Hut. This one is bigger and better with extra shelter

and a water tank, a fire pit stocked with wood, plus a toilet block as well. There is a very small creek about 100 metres down the track below. This is good campsite and would cater for about 6 to 10 bike riders perhaps. We had a lengthy stop here, reading the information visitor book and signing in. We also topped up the drinking water and pictured ourselves sitting around the campfire on a starry night.

The access track in was quite rocky and included some sandy patches, which Mick was particularly unhappy about. Not that any of us like deep sand on a 200kg plus bike either. With time getting away we decided to go back the way we came (yes through the rocky and sandy track) back to the main trail. We still had quite a way to go and it was now nearly 5pm. Eventually we arrived at the Pokolbin Village Cafe for a Pizza and coffee for dinner.

I arrived home at about 7.30pm so it was a long day, but I'd do it again anytime only next time without the detours and locked gates.



# Back to Thailand.

By Ian RAMJET Ramsay January 2013

After spending 2 months island hopping the Philippines from as far north as Tarlac, in Luzon, to Liloy, in Mindanao, and watching Cyclone Pablo tear up the beach in Dipolog I spent a few weeks in Malaysia. Arriving in Don Mueang airport, it was cheaper to get a taxi the 340km north to Thips place at Sak Lek than it was to manoeuvre Bangkok that evening and catch a bus the following day.

The next few days were spent relaxing and organising my next ride with Gary (who I met last trip in Udon Thani).

My ride was to be a Kwaka 650 Versys which I hired from Pops, in Chiang Mai.

Thip and I travelled by bus to Chiang Mai and stayed at the Boonthavon for 2 nights before heading out with Gary and Lukkana.

The first day on the road was fairly boring riding wise for most was straight up the #107. We stopped for brunch just a few k's east of Mae Rim – a lovely place called Sala Cafe, had lunch at Wat Taton and after lunch visited a lovely temple from where we had a wonderful view of the countryside. As time was getting on, we travelled eastbound on the #1089 till we hit highway #1 and 65k later we were at our overnight destination – Mae Sai – the most northern part of Thailand, staying at the Navy Hotel.

The following morning they all went over the border in Myanmar and looked in a few shops. It was Thips first trip outside of Thailand and she was thrilled. She brought me back a litre bottle of Teachers which cost \$12. Gary mentioned he would re-visit for his next border run as there were bargains galore on motorcycle riding gear to be had. We headed east and stopped at the GT – where Laos, Myanmar and Thailand are separated by where the rivers meet...

We then headed a few k's south out of town and visited the "Hall of Opium" where we happily spent 3 hours indulging ourselves with the history of the trade spanning back 8000 years commencing with the Greeks. We then followed the river east staying at Chiang Khong that evening. Since it was quite warm, Gary and I sat in the shade sucking on a few cold ones whilst the girls went for a swim in the hotel pool.

Over breakfast the following morning, it was decided to stay in the mountains so we pretty much followed the border and eventually got to Phu Chi Fa mid afternoon. A walk up to the lookout (1628 metres) for a great view. We decided to stay the night, got a lovely cabin overlooking the village and were entertained by a couple of hill tribe dancers after dinner.

The following morning saw us head towards Chiang Kham which is where the #1148 starts.



Approx 20k before arriving in Chiang Kham we were overtaken by a stream of bikes. 2 minutes down the road, we stopped at Phu Sang waterfall and there they were – 12 Dukes, 4 BM's and 3 Versys's. These guys were from Bangkok, had their bikes road freighted to Chiang Mai, they flew in and were on a 4 day ride – along with a ute carrying all their gear.

The #1148 ends at Tha Wang Pa and is voted by [www.gt-rider.com](http://www.gt-rider.com) as the best ride in northern Thailand. 155 k's of basically racetrack – and being Australia day there were no double demerit points in Thailand. The Versys lapped it up spending most of the time in 3<sup>rd</sup> and 4<sup>th</sup> gear.

We stopped for lunch and then took the long way travelling 100k in a clockwise loop to end up in Nan – (our next overnight spot) staying at the 4 star Dhevoraj Hotel at the ridiculous price of \$28, which included a full buffet breakfast.

Gary and Lukkana headed back to Chiang Mai leaving Thip and I to our devices. We travelled north and looped around the north east tip enjoying the magic riding this countryside has to offer – up and down and around and around.

We stopped for lunch at Huai Kon - a Laos border crossing where we saw approx 20 very dirty KTM's and BM's who were doing a Nan-Sapa ride.

We spent a lovely overnight stay at Pua in a timber cabin which we didn't want to leave.

We then went south keeping off the main roads and stayed at Na Noi the following night. The following day was another great loop heading west on the #1216 and back into Wiang Sa, then north to Nan before heading west on the #1091 into Phayao where we stayed in the dearest place on the trip - \$50.

Our last day saw us head west via the #120 and the # 118 back into Chiang Mai.

We had a few more days in Chiang Mai so checked out the big bike shops and the local shopping this city has to offer. We came across an aftermarket rear rack and look-a-like GIVI top box to fit the Wave so for less than \$50 thought it was a good purchase.

We bussed it back home to Sak Lek, took the Wave in for its 4000k service and got the local Honda to fit the rack. Thip and I did a few day trips visiting caves and waterfalls and then it was time for me to fly out and check out Vietnam and Cambodia.

Now planning my next big ride in Thailand – called the Mae Hong Son loop which has 1864 curves.

## Regalia

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**Omg,  
u & josh just don't know how it's done!!!!**



This is a pic from Graham Rossiter of a bloke at a servo at Prospect. He sure can pack a postie. Apparently he picks up junk off the side of the road and just straps it on to see how high he can get it. Unlike Wozza who actually makes something from his roadside junk pick ups.  
From Paul Evans  
Ahhhhh I miss my postie.

A recent article that may be of interest. Viet Nam is heading for 40 million motorcycles, imagine having half that here! There is also an article I read about a crackdown on fake helmets, there is a standard for helmets apparently. Up to 80% of helmets in use don't meet the standard. More for fashion than safety. From Rob Lovett

# Motorbike ownership rule sparks debate

Motorbike is the king of the road here in Viet Nam. Many foreigners visiting for the first time are overwhelmed by the sheer number of motorbikes. One expat referred to the traffic situation as "motorbike madness" and claimed the swarming vehicles rivaled the insects on any beehive.

While the number of cars has been increasing rapidly in Viet Nam due to the growing middle class, experts say the motorbike will continue to be the dominant mode of transport for the foreseeable future. A 2011 study by the Ministry of Transport estimated that by 2020, Viet Nam would have between 38.8 and 40.5 million motorbikes - one for every 2.5 people.

Given the importance of the motorbike in Vietnamese people's daily lives, it comes as no surprise that any policy concerning motorbikes will come under heavy public scrutiny. The latest proposed decree by the transport ministry, which seeks to fine those who drive motorbikes without legitimate proof of ownership, is no exception.

Under the proposal, which if approved by the Government will come into effect in July, this type of violation will incur a fine up to VND200,000 (about \$10). Worth noting here is the fact that the decree that the proposed law will replace came into effect just five months ago!

Apparently, the ministry has listened to the public, as it has lowered the fine from the initial ridiculously high level of up to

## TALK AROUND TOWN

Lê Quỳnh Anh

VND1.2 million (\$60). However, officials are still ignoring the root cause of the public outcry.

Conceptually speaking, the ministry's policy is not wrong. Actually, this practice generally assures better management and has proven its worth in many other countries. But now is definitely not the right time, as the current registration system in Viet Nam is far from ready.

What makes this policy so mind-blowingly difficult to implement is that Vietnamese in general never take the ownership of the vehicles they drive very seriously. Ironically, this is in part due to the loose management of relevant agencies. So it just does not make sense to suddenly adopt strict ownership requirements and expect everything to immediately work out.

"We need a transition phase before actually enforcing this, because the number of motorbikes is too high and the administrative procedures for ownership clarification are still cumbersome," said Đinh Thị Thanh Bình, director of the Institute of Transport Planning and Management.

Nguyễn Mạnh Hùng, chairman of the Viet Nam Automobile Transport Association, agreed that now was just too soon.

"Only when relevant agencies remove all the current impediments that face drivers when they apply for a transfer of vehicle ownership - particularly reducing the registration fees and simplifying the procedures - should we start talking about punishing this type of violation," he said.

From a social perspective, Binh said this policy was not sound because the practice of sharing motorbikes among family members or friends is quite popular in Viet Nam. The new rule would mean a lot of drivers would be regularly violating the law, unless there was a mechanism in place to allow them to prove that they had borrowed the vehicle from family members or friends by bringing along marriage certificates or residence registration books.

"If this is not handled well, it will create unnecessary burdens for a lot of people," she said.

Lưu Song Nam, a researcher for a Hà Nội-based institute who is currently driving a motorbike that he bought from another person, said that he had applied for a transfer of ownership once, but gave up along the way because the procedure was time-consuming and frustrating.

"The bottom line here is we just can't



drive our vehicles all the time. The new rule simply does not address that important fact," Nam said.

But he pointed out that at least he knew about his vehicle's previous owner: "Many other people may not be that lucky. Tracking down the previous owners is not easy, and in some cases it's impossible. For example, the previous owner may already be dead. The rule is invalid in that case. I can't stop myself from thinking that this policy was created merely to collect revenue for the Government, rather than increase road safety."

Meanwhile, local newspapers continue to receive many comments from readers pointing out this policy's many errors.

Given all the reaction - and the way policies are usually formulated in Viet Nam - it would not come as a surprise to anyone if the ministry ends up revising this policy again! — VNS

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