

# BMW Touring Club of NSW NEWSLETTER

AS IT SHOULD BE



BMW Touring Club  
of New South Wales



OCTOBER 2013

Member of the International Council of BMW Clubs

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

#### Club Yahoo Email site

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



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

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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

El Presidente is away down in the South West of the state, on his roundabout way to the Far Cairn. Maybe he's going for longest distance?

## EDITOR'S RAMBLINGS

G'day all.

Last month you may have seen the little spot on the new VOZTEC helmet inside the last page.

I'm intrigued by the idea. You naturally ask 'why didn't I think of that?' 'How simple is that?' 'What a great idea.'

So easy to get on & off, no chin strap, put helmet on with glasses still on, much better coverage below the chin, emergency latch for paramedics to remove. Should be much quieter with the extended coverage under the chin.

Now for the negative side.

1. **Since the helmet** is retained by a 'chin cup', would you be able to open your mouth enough to use your bite valve on your Camel Back, or get something like a lolly or a chewy bar in your mouth & actually chew it?
2. **It doesn't look** to be possible to get your hydration hose under the chin of the helmet, so it looks like you'd need to fit the hose through the helmet shell somewhere, like enduro riders & racing drivers do.
3. **What about** your breath? How do you stop fogging with your visor down?

I emailed them these questions & below are the answers from Voztec MD Mark Bryant.

"Will be happy to let u review once certified which will be by years end, as to your questions,

- 1, the chin cup is flexible and allows both movement and the ability to adjust to suit individual jaw lengths
2. There is sufficient room to accept a hydration tube
3. The helmet has excellent ventilation due to larger than normal venting holes and will have a pin lock system for superior anti fog."

Ian.

## CREDIT WHERE DUE

George & Charis asked me to extend this message to club members.

"We were embarrassed by the prominent mention of our names on the cover of the last newsletter.

We see MARI VOLUNTEERS as the realised dream of Warren Buffett. He's been ably assisted by Glenda and Ken Lovegrove in activating this new phase of MARI since 2010.

Credit is theirs.

All George and I did was to start up something in our local hospital providing a model to follow and a base to start from. We are satisfied that MARI at St. Vincent's was conducted according to charter from April 2007-August 2011, when we had to hand over due to serious health problems. "

Later Charis explained a little further.

"Wanting to make a brief message out of a long history, didn't mention the star role of the BMWTCNSW.

Surely the members of our club know that they supported the concept from the word go, took up fund-raising, monitoring and expansion aspects of MARI on behalf of all motorcycle riders and still do?"

## WEBMASTER'S MUSINGS

Been away out of the scene for a coupla months dealing with family matters so have missed a couple of magazine editions. I am now back, sort of, re-immersing myself in the motorcycling world and also the scuba diving world, which I had not been doing for the past three years or so. I'm really looking forward to the Far Cairn Rally, which will be my first big ride since the country meeting in Taralga although I have managed a trip recently to Jamberoo via the Royal National Park – very nice, and very therapeutic.

The website is looking after itself, quietly humming along. Classifieds are up and down, mostly down at the moment but that could change at any time. The Calendar is kept up to date as much as possible – this last time with the help of Alan Pennykid (thanks Alan). When I cannot spend the time on the website a bit of outside help is valuable – the Calendar page is the second most popular after the Classifieds.

Back to the Far Cairn Ride – a mate from NZ is joining me on a Ducati Multistrada for the ride to Tottenham – might have a bit of a chance to try his bike out (and he mine), be interesting to do a comparo - let youz all know how that goes...

Stay safe

John Visser. Webmaster

# Ride Calendar

SEPTEMBER	EVENT	ORGANISER	POINTS
Friday 27 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Saturday 28 <sup>th</sup>	<b>Port Macquarie Group.</b> Monthly Breakfast at Sandbar Cafe, Camden Haven at 8:30am (ride arranged there for breakfast)		6
Sunday 29 <sup>th</sup>	<b>Hunter Group:</b> Italian motoring day (Bikes, Cars Food Coffee etc Tomago house 421 Tomago Rd Tomago NSW 2322 on the grounds of Tomago ago a National Trust listed property entry \$8.00. Open 9.00 AM	Rob 0425 777 461	6
OCTOBER	EVENT	ORGANISER	POINTS
Sat 5 <sup>th</sup> – Mon 7 <sup>th</sup>	<b>Camping at Cowra Holiday Park.</b> Contact the park to book for yourself, tell them you are with the BMW club. 0263422666.	Marie Pennykid 0428393093	12
Friday 11 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 12 <sup>th</sup> – Sun 13 <sup>th</sup>	<b>Kosciuszko Rally.</b> New site at Khancoban Caravan Park <a href="http://goo.gl/maps/jwNml">http://goo.gl/maps/jwNml</a>		10
Sunday 13 <sup>th</sup>	<b>Port Macquarie Group Social Sip</b> Boardwalk Restaurant & Bar, 75 Clarence St Port Macquarie. Starting at 4:30pm		2
Sunday 13 <sup>th</sup>	<b>Hunter Group:</b> Coffee and day ride meeting Patterson Road Bolwarra. 9.00 Am for coffee. This is an old house that is nice Coffee Shop.	Cheryl 0408074214	6
Sun 20 <sup>th</sup>	<b>DayRide:</b> Berkelouws Book Barn for lunch and a look around Berrima. Sydney Riders, meet at 9:30 for 10am departure from Caltex, Northern Rd Luddenham	Alan Pennykid 0427393093	6
Fri 25 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Sat 26 <sup>th</sup>	<b>Port Macquarie Group.</b> Monthly Breakfast at Sandbar Cafe, Camden Haven at 8:30am (ride arranged there for breakfast)		6
Sat 26 <sup>th</sup> – Sun 27 <sup>th</sup>	<b>Thunder Rally.</b> At Sheba Dams near Nundle <a href="http://goo.gl/maps/UKbWL">http://goo.gl/maps/UKbWL</a> . Hunter riders contact Rob if interested in a group ride.	Ducati Owners Club of NSW	10
Sun 27 <sup>th</sup>	<b>Day ride:</b> Megalong Valley picnic area (via Blackheath) Meet at the BP Kurmond, leave at 10am. BYO food and refreshments, BBQ facilities available.	Paul Evans 0411 738 267	6
Wed 30 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
NOVEMBER	EVENT	ORGANISER	POINTS
Fri 1 <sup>st</sup> - Sun 3 <sup>rd</sup>	<b>Trout Rally.</b> Hosted by Tumut Valley Riders at Three Mile Dam. BYO everything <a href="http://goo.gl/maps/AqxeG">http://goo.gl/maps/AqxeG</a>		10
Fri 1 <sup>st</sup> – Sun 3 <sup>rd</sup>	<b>Temora Airshow (Warbirds Downunder).</b> Camping at the end of the airstrip. \$15-\$20 for the weekend to cover the cost of 2 Portaloos	Mick Moriarty 0427 018 715	10
Fri 8 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 9 <sup>th</sup> – Sun 10 <sup>th</sup>	<b>Ned Kelly ride weekend.</b> Meet at the old Halfway Roadhouse on the Putty Rd anytime Saturday, Camping and food available. RSVP by Fri Nov 1 <sup>st</sup> for catering purposes.	Paul Evans 0411 738 267	10
Sunday 10 <sup>th</sup>	<b>Port Macquarie Group Social Sip</b> Boardwalk Restaurant & Bar, 75 Clarence St Port Macquarie. Starting at 4:30pm		2
Saturday 16 <sup>th</sup>	<b>Sydney Motorcycle and Scooter Show.</b> Darling Harbour		6
Sat 23 <sup>rd</sup> – Sun 31 <sup>st</sup>	<b>Hunter Group:</b> BMWTC Safari Tour. Follow the route of the BMW GS Safari. A nice weeks riding in the snowy mountains.	Rob 0425 777 461	16
Sunday 24 <sup>th</sup>	<b>Day Ride:</b> St Albans Pub for lunch, meet at Berowra 7-11 garage at 9:00am, leave at 9:30am	Alan Pennykid 0427393093	6
Wednesday 27 <sup>th</sup>	<b>Club Meeting</b> 7:30pm. Please join us for dinner before	Alan Peters	4/6*

	the meeting at Toongabbie Hotel from 6:00pm	0414 660 890	
Friday 29 <sup>th</sup>	<b>Hunter Social Sip:</b> Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
Saturday 30 <sup>th</sup>	<b>Port Macquarie Group.</b> Monthly Breakfast at Sandbar Cafe, Camden Haven at 8:30am (ride arranged there for breakfast)		6
<b>DECEMBER</b>	<b>EVENT</b>	<b>ORGANISER</b>	<b>POINTS</b>
Sat 7 <sup>th</sup> – Sun 8 <sup>th</sup>	<b>Club Christmas Party.</b> Watch this space		
Sunday 8 <sup>th</sup>	<b>Port Macquarie Group Social Sip</b> Boardwalk Restaurant & Bar, 75 Clarence St Port Macquarie. Starting at 4:30pm		2
Friday 13 <sup>th</sup>	<b>South Coast Social Sip</b> Great Southern Hotel 95 Queen St, Berry (6:30 2 <sup>nd</sup> Friday of the month)	Tony Schmidt 0407 494 229	2
Wednesday 25 <sup>th</sup>	<b>No club meeting in December.</b> Merry Christmas	Santa Claus	
Sat 28 <sup>th</sup> - Sun 29 <sup>th</sup>	<b>New Years Gathering</b> – Wee Jasper, a great place to celebrate the New Year. Great camping and swimming. Bike friendly and family friendly.	Rob Lovett	12

## Minutes of Club Meeting 28 Aug, 2013

**Chairperson** – Alan Peters

**Meeting Opened** – 7.55 PM

**Apologies** – John Visser, Alan & Warwick Lloyd, Mick Moriarty, Ian Berry, Dave Povey

**Visitors** – . Ross ?

**Previous Minutes** – Acc. – Wato  
Sec. – Ian Horsburgh

**President's Report** –

It has been a good month. The awards night at Kandos was well attended.

**Vice President's and Membership Report** – Tallying points and looking for rides and looking for future rides and events. Don't be shy in offering up what you want to do.

**Secretary's Report** –

- See minutes
- **Correspondence** – Rec'd

Lots of last minute renewals and FCR pre paid entries. The usual mags from other clubs.

**Treasurer's Report** – About \$10k in our trading acc. \$20k in reserve acc. Just spent \$2.2k on regalia. Investigating term deposit deals for the reserve.

**Editor** –

- Thanks for the contributions. Keep 'em coming.

**Membership Sec** – 'I'm busy'. 169 renewals so far.

**Regalia** –

- Dave is laid up with heartilage issues but has organised / delegated the postage of regalia items.

**Assets & Archives** – "Not much, I'm organised".

**Clubs Australia** – Still waiting on decision to incorporate.

**Webmaster** – Apologies.

**MCC** – CTP changes are dead.

**Past Events** –

- TTT About twelve members there. About a hundred at the rally. Foul weather on the run in on Friday. Sat & Sun were perfect. Great rally. Pencil it in for next year.
- Hat Rally. Nine club members attended. Windy but quite pleasant.
- Awards Night at Kandos. A great night had by all. The Editors Award and City Clubman and the Peter Dennis Award were belatedly presented to Warren Buffett and Trevor Dean respectively who couldn't be there on the night.

**Coming Events** –

Carcoar Pub Stay

Dargo High Plains Rally

New Member's Ride

Far Cairn Rally

Sidecar Rally

Temora Air Show on weekend of Nov 2<sup>nd</sup>. Details TBA.

**General Business** -

Paul Evans is organising impromptu mid-week rides because he can. Keep an eye on the calendar and especially the egroup for the at short notice rides.

Wato has offered to be the Sydney region classic registrar now that Graham has escaped to the south coast.

Josh Evans is screening his new film at the Far Cairn Rally. Make sure you are there for the world premier.

Woz to check availability of the hall at Wyong Creek for the Xmas Party.

Ian Ramsay has finally received the receipts from Pink Ribbon for Mick Furchert's charity trolley push. These will be forwarded to the secretary for distribution.

Ian Horsburgh advised he had obtained two raffle prizes for the FCR from businesses on the northern beaches namely APW M/C at Brookvale and Motorcycle Weaponry at Mona Vale. He also had articles run in the Dubbo Daily and the Condo Argus.

Paul Evans suggested more members avail themselves of the enewsletter to save trees and postage.

**Meeting Closed:** 8.55PM

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## NEW MEMBERS

Max Brettargh

David Scott

Mike and Michelle Hale

Kevin Irwin

Michael Christie

Ross Gallagher

Welcome to the BMW Touring club of NSW!



time to go clean the house. Suddenly I started to believe “I can do this”, so chanting in the garage like a warm up to a football game, I was chanting “I can do this I can do this”. If only I had looked up I would have seen a Gremlin smiling down on me chanting “you can do this you can do this”

## **Chapter 2 - The Pull down - The Journey of a pull down starts with the removal of the first nut –Chairman Mao**

So has anybody tried to remove the fairing panels of a RS, RT, GT. There is a German minefield right there. Sure after you have pulled the panels off a number of times it's easy, but the Germans like having that one pin or fastener just where nobody thinks to look. I had made arrangements for Evan to turn up one Saturday. We were going to have a Father Son bonding session as Evan is a fully trained and that bit more working motor mechanic, I figured that pulling down the R1100 to get to the gear box would be pretty easy. Yeah right. You need a few simple tools like heat guns, spanners, allen keys torque keys, rubber mallet, grease gun, flat head screw drivers, phillips head screw drivers, needle nose pliers and the most specialist tool a bike mechanic can have, a bloody big hammer!

Evan had a good hint. Whenever you are pulling down vehicle for the first time, have a camera ready so you can photograph things to remember what they looked like before you ever pulled it apart. The camera came in especially handy when I removed the fuel tank. You see I filled up the R1100 in Wyong before I parked it. So when I got to the removal of the fuel tank part, I suddenly remembered that I had a full tank of fuel. Now since this episode I have fitted quick release metal fuel clips. A lesson learned is a lesson earned, but back then I got a 10 litre Jerry can, the only one I have, pulled the rubber fuel line off and watched it drain into the jerry can. Then I had a thought. 10 litre jerry can 20 litre fuel tank. full tank of fuel oh Shit Me, I started running around furiously looking for another container. All I could find was my washing bucket, when the jerry can was full I drained the fuel into the bucket, the bucket fell over, fuel went over the garage floor Oh shit! Shit! Shit! Shit! Lucky Nurse Gail did not come out just then with her \$10 Cuban Cigar in her mouth shouting “how's it going honey”.

With hind sight I should have thrown a match in the garage then and shouted “Ooopps Silly me” No I got the hose out instead and hosed down the garage to wash all the fuel out. A Fireman friend of mine told me later you should never hose fuel because it floats on top of the water and travels further, so not only burning your house down but the neighbour's house down as well. Apparently I was supposed to call the local Hazmat team to come and deal with it. Frankly I did not feel like ringing Wyong Bush fire Brigade to bring out their Blitz fire trucks and tell me that I'm an Idiot.

Still it wasn't all bad. At least I got 9.8 litres of fuel out of it. Another trick I learned pulling down the bike was using resealable lunch bags to keep all the bolts together for each unit you pull apart, mark the bags accordingly. Apparently throwing all the bolts into a big bucket and playing Secret Santa on the rebuild is not the way to do it. Or so Evan tells me any way.

A big thanks has to go out the Dave Blunn who mailed me a clutch centre tool and gear box sliders, which made the job at hand so much easier, Dave also offered a fair bit of advice as well which was all a big help. After 5 hours we had the gear box out and a big box of bits parked in the corner of the garage. The pull down times got quicker, Oh yes they got quicker! Sob, Bar Keep another double shot of Jack please.

## **Chapter 3 – The repair begins.**

**Poofter no good this one. - My Yugoslav mate down the road.**

I took the gear box to Tony at Motahunsa. As soon as I told him it was out of a R1100, Tony said great, “I hope you bought your money with you”. I swear I could hear that Gremlin giggling. It was a few weeks before I heard from Motahansa again. They told me that a cir clip broke between 1<sup>st</sup> and 2<sup>nd</sup> gear and the grinding noise I heard was actually 1<sup>st</sup> gear grinding against the selector bar, I had a gear box full of iron filings, also a few teeth on the cogs were chipped thanks to the cir clip floating in the box. Also to cheer me up more Tony told me they have no more R1100 gear boxes to strip down. They were going to have to either try and replace the broken bits with new parts from Germany or try and source 2<sup>nd</sup> hand parts from other BMW shops around the country or I could try and locate another R1100 box to use as a spare parts bin. As I had a so called gen 3 R1100 gear box,

the supposedly last updated one before they went to the R1150 gear boxes, I wanted to try and keep that one alive.

Gail and I had a trip to Canada planned and we were due to leave in a few weeks. I felt sick to the core to have to fess up that the gear box was stuffed and it was going to cost up to \$3,000 to fix, I figured the best thing to do is just blurt it out. All Nurse Gail said was “yeah and I thought it would be about that” and walked off. Man I gave myself ulcers worrying about what Gail would say and all she said was “yeah and”. I guess Nurse Gail has been with me long enough to know anything involving BMW isn't cheap.

As we were down to the guts of the bike, the idea was to put a new clutch plate kit in plus Evan was adamant we replace the rear main seal as well. As Evan said I don't want to be pulling down this bike again. Shhhhh! There did you hear the Gremlin laugh. Yeah me neither. A week before we were due to fly out to Canada hey, Tony rang me, they had figured out a plan, they were going to re-mill the gears and bevel them, something BMW should have done when they first made them up, they had to get a new selector bar and bearings and the whole job would cost me \$2,700 and I would have a new gear box. I had about that saved up in my secret squirrel jar that all married men have, but it would leave me destitute again.

It would be six weeks before this story started again.

#### **Chapter 4 -The rebuild begins**

**German Engineering absolute brilliance with a handful of stupidity right in the middle that takes hours to get to - My Dad, God rest his soul.**

Nurse Gail and I got back from Canada, British Columbia, I was all fired up to sell everything we owned and move over there to live for a few years, I was pretty much the same when we got back from New Zealand a few years ago. I'm still here though. I rang Motahunsa, good news the gear box was ready. All I had to do was pick it up. They were spot on with their quoted price, builders could take note on how Motahunsa quote prices, instead of worrying about the price of wood going up in Kurdministan that was really going to push up the price of pine in Australia.

Evan had an issue with the new rear main seal that BMW have decided to use. They basically look like a jar lid instead of the normal U shaped seal us old people are used to. I since learned that they are the same type of seal Land Rover use, but it does not explain why some Engineer in Germany thought “Das is gut ya”. A German thinking a Land Rover is good, I worry about Germans some times, especially since the British love building things that leave oil on the ground, when they are parked for any length of time.

Anyway with advice from Dave Blunn and Motahunsa, Evan put the seal in and hoped it was right. Once again I should have heard the Gremlin laughing. The bike went together smoothly if not slowly as were retracing our steps for the first time, amazingly we had no bolts left over. It still looked like a R1100RS when we had finished. That in itself is a fantastic achievement for me, because if I had done the job on my own it would have looked like next Wednesday night's garbage collection.

Test ride time. Now you see those movies where Father and Son are in a predicament. The Father says, “I will die for you son”, or “take me I've had lived my life, let my son live”. Yeah well that's bullshit. Evan you rebuilt it you ride it. I don't want to die yet, someone has to look after your mother. Evan came back. There was no blood on him so it was all O.K pretty much same as how anybody that is older than 50 got their first bike licence as well. You ride around the block, you come back with no blood on you, and you passed your test. The clutch needed adjustment but all was good.

As it was pretty late Saturday night when we finished, we locked up. Evan went home and it was a week later before I got a chance to ride the bike again. I thought I will take it around the block which is about a five kilometre ride, I was coming along the home stretch, the bike was running pretty good, when it coughed once and died. It gave me a scary jolt as I grabbed for the clutch as the torque reaction was about to kick in and throw me over the bars, I managed to let it roll to the side of the road, where I pulled up, there is no curb and guttering and you end up sitting in a drainage ditch, trying to stay away from speeding mothers who dropped their kiddies off to school and are racing home to watch the last ten mins of Morning with Bert Newton, they might miss some important health and beauty tip or an advertorial on how to remove soap scum of the bath room wall.

So here I am sitting on the side of the road a dead bike, then I notice oil all over the casings and dripping onto the ground. The look alike Land Rover seal is working excellently, although its losing a bit more oil than German engineering tolerances will allow. It seems the bike cut out when the oil

level got too low, thank God, saving me from a blown motor. I still had to get the bike home, so I figured I was only a mile from home I can push it from here.....Yeah sure Dad.

Fuck me this was much easier when I was twenty. I used to push my old Suzuki GT 380 for miles, shit I saved some money on fuel with that old Suzuki. Anyway a few guys pulled over and offered to help, but I refused. There was not much they could do and mothers racing home to Bert provided a cool breeze as they whipped past me by microns. When I got home I rang Evan and told him the good news.

I rang Motahansa and told them. They said “yeah seals will do that if they are not inserted right”, now there is some great advice right there, but over the phone Tony advised me on how it must be fitted, I took a drive to Brisans, as they were much closer to get to. They had a seal and their head mechanic showed me how it must be inserted. Apparently you have knead the flap of the seal inwards, carefully slip it over the shaft. Then use a feeler gauge to make sure the flap that is pointing inwards seats right. It's simple in theory, when shown how to do it.

Once again, Evan was back to strip out the gear box. At least for some reason I had the foresight to order an oil proof clutch plate and kiddies they do work. Oh boy yes they do. The strip down only took three and a half hours this time and the rebuild much the same. We were getting better with our times and the job went very smoothly.

Another instalment next month

---

## Temora Warbirds Downunder.

Sat 2nd Nov 2013

From Ian Ramsay

Mick Moriarty has agreed to us both being contact points for this ride.



### Meeting points

Depart 7.00am at Servo Pheasants Nest Sth. 6k's south of Picton Rd exit on Hume

Depart 9.00am Gunning

Depart 8.00am Bathurst

Sat night dinner, bonfire and camping (for small fee) close to airport at Gavins (Micks nephews) place.

### Contact details –

Ian Ramsay [ianstranni@yahoo.com.au](mailto:ianstranni@yahoo.com.au) 0490 011 184

Mick Moriarty P – 6332 1516 M – 0427 018 715



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The first is a thirty piece MULTIRATCHET with Phillips & Torx bits as well as Hex & ETorx sockets. Sell for \$55.00



The second is a power handle that carries ball end, long series Hex keys. Sell for \$25.00



The third tool is a power handle that carries ball end, long series Torx keys. Sell for \$35.00



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MOTORCYCLES



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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 Pennykid to have it included.

**Alan also collates** club pointscores, so make sure he knows of your club activities, to get your points for the end of year presentation.

He can be contacted on 0427 393 093 0247 393 093 or [vicepresident@bmwtcnsw.org](mailto:vicepresident@bmwtcnsw.org)

# NED KELLY WEEKEND

9<sup>th</sup> & 10<sup>th</sup> November 2013

Our favourite camping spot at the Putty Road Halfway Road House is on again on 9/10th November to commemorate Ned Kelly's Hanging on 11/11/1880. Yes we are a day early but some hearty soles who don't have to work will stay over another night for a hearty breakfast before the shutters came down on poor Ned at 10am.

As you may know Dave Thurston the owner and sculptor of many Ned Kelly artefacts spread out all over his property decided we should have a weekend there to commemorate Ned's untimely death. Love him or hate him, here are some facts about his life. I reckon the story smells of Police entrapment not unlike what's happening on some of our roads of late.

We need some tomfoolery to happen on the weekend so thinking caps on and don't forget to RSVP to me before 1st November.

## **Ned Kelly:**

- was born in June 1855, in Beveridge, Victoria
- died at the gallows in Melbourne Gaol, on 11 November 1880
- was the eldest son of eight children to John 'Red' Kelly and Ellen Quinn
- as a child, saved another boy from drowning – the boy's family awarded him a green silk sash in recognition of his bravery
- was in love with his cousin, Kate Lloyd, whom he visited just days before the siege in Glenrowan
- uttered the famous last words 'Ah well, I suppose it has come to this' or 'Such is life', depending on which version of the story you hear.

## **HOW IT ALL BEGAN**

Ned's criminal life started early. In 1869, when he was 14, he was arrested for allegedly assaulting a Chinese man. The year after, he was arrested again, this time for being a suspected accomplice of bushranger Harry Power. Both these charges were dismissed, but it was too late: Ned had caught the attention of the police.

Some years later, in April 1878, a police officer named Fitzpatrick went to the Kelly home, hoping to arrest Ned's brother Dan for stealing horses. Fitzpatrick claimed that while he was there, Ned shot him in the wrist, although it's unclear whether Ned was even present at the time. Regardless, Ned's mother Ellen was arrested for aiding and abetting an attempted murder.

## **STRINGYBARK CREEK**

She was sentenced to three years imprisonment by Judge Redmond Barry (who, two years later, also sentenced Ned to death by hanging). Ned and Dan went into hiding, and were later joined by Ned's friend Joe Byrne, and Dan's friend Steve Hart.

After Ellen's arrest, in October 1878, Ned, Dan, Joe and Steve headed for Bullock Creek, where they hoped to earn enough money to appeal Ellen's sentence by running a whiskey distillery.

However, shortly after their arrival, they received a warning that four policemen were planning to track them down. Ned rode around the surrounding areas and found sets of horse tracks leading to Stringybark Creek, close to where the gang was camped.

The gang ambushed the police camp at Stringybark Creek and found two of the four policemen – Constables Lonigan and McIntyre – around a fire. The gang drew their guns and Ned shot Lonigan. McIntyre surrendered.

Ned Kelly's suit of armour

When the other two policemen (Sergeant Kennedy and Constable Scanlon) returned, they refused to surrender to the gang. In the exchange of shots that followed, Ned killed Scanlon and, later, Kennedy. From this moment on these four men were officially outlaws: the notorious Kelly gang.

The 'letterbox'-style headpiece and matching body armour worn by Ned Kelly and his gang are recognisable icons that feature prominently in the work of artists such as Sidney Nolan and Albert Tucker.

In 1879 – the year before the Glenrowan siege and Ned's ultimate capture – the Kelly gang began constructing the suits of armour from mouldboards, the thick metal parts of a farmer's plough. They acquired these materials in various ways – some were bought; others were offered to them by sympathetic farmers; a few were stolen.

The suits allowed the gang to walk away unharmed from close-range shooting, but they also served a less practical function: they made the gang members – Ned in particular – seem larger, more intimidating; even ghostly. The shock factor of the



metal-clad Kelly would have been much to Ned's advantage during the Glenrowan siege. After the gang was killed and Ned captured, the police officers involved in the capture wanted to keep parts of the suits as souvenirs. Various pieces of the suits were separated, some making their way into private ownership. But after years of research to determine which pieces belonged to which gang member, Ned Kelly's complete armour is now in the Library's collection.

The Library has also created a video featuring a virtual reconstruction of the armour and background to its creation.

### THE JERILDERIE LETTER

There's no denying that Ned Kelly was a notorious criminal, feared around Victoria and beyond as a robber and murderer. Despite this, he had many sympathisers who believed that he was a symbol of the Australian spirit – an enduring underdog with the courage to challenge the authorities.

This perception was no doubt fuelled by Kelly's 'Jerilderie Letter', an 8000-word manifesto in which he justifies his crimes and exposes what he viewed as unfair police persecution of himself and his family. Ned dictated the letter to Joe Byrne, who rewrote it in neater handwriting.

The letter was written in 1879, around the time the gang robbed the Jerilderie Bank. Ned gave the letter to the bank's accountant, Edward Living, and told him to have it published. Living, however, hopped on a train to Melbourne and passed the letter on to the police. The letter was eventually uncovered and presented at Kelly's trial in 1880.

Although it uses somewhat rough language and contains little grammar or punctuation, the Jerilderie Letter offers a valuable insight into Ned Kelly's personality. It tells the story of a young man forced into crime by situations beyond his control.

The events the letter describes also provided inspiration for Peter Carey's prize-winning novel, *The true history of the Kelly Gang*.

Read the original letter online go to:-

[http://search.slv.vic.gov.au/primo\\_library/libweb/action/diDisplay.do?vid=MAIN&reset\\_config=true&docId=SLV\\_VOYAGE\\_R1636991](http://search.slv.vic.gov.au/primo_library/libweb/action/diDisplay.do?vid=MAIN&reset_config=true&docId=SLV_VOYAGE_R1636991) Then click on transcript of MS13361

### KELLY'S DEATH MASK

In the 19th century, it was common for plaster 'death masks' to be made of the face and skull of executed criminals. At the time, these masks served several purposes.

Firstly, death masks were used for phrenological analysis, whereby the shape of a person's head is studied to determine their character traits. Secondly, they were often put on display in public places to serve as a reminder of the power of the police force.

If ever the police wanted to show off its ability to capture a notorious criminal, it was after the execution of Ned Kelly, who – with his gang – had eluded police for years. So when Ned was hanged, several death masks were made of his skull.

One was put on display in Bourke Street and was no doubt a source of fascination for the Victorian public. Another is now in the Library's collection.

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# DRAWING THE (INVISIBLE) LINE

From Megarider newsletter

And interesting article on intersection survival can be found at <http://www.atlasrider.com/left-turners-and-the-decision-line/>

**It sounds good** at first read ... but unless you think about what's written, the advice given in it could kill you!

**In the article**, the writer says, at an intersection you should mentally draw a line on the pavement indicating the point from which you can stop before you hit the car likely to drive across your path at the intersection. Once beyond that, you are going to hit the car no matter how hard you brake.

**So, the man says**, if a car pulls across your path at an intersection and you have crossed that line, you should accelerate - hard!

**Around about then** I started re-reading. Then I decided that that writer was going to kill someone with his advice.

**You may not be able** to stop before you reach that car, but you may well be able to scrub off enough speed to make the crunch minor (especially if you have ABS fitted to the bike which means you can get maximum or close to maximum braking from the front tyre).

**But if you** accelerate and hit the car...

**There is a point** at which it probably pays to accelerate and that's at a location close to the offending vehicle where a change of direction and a squirt is either the only option you have left or the best option in the circumstances.

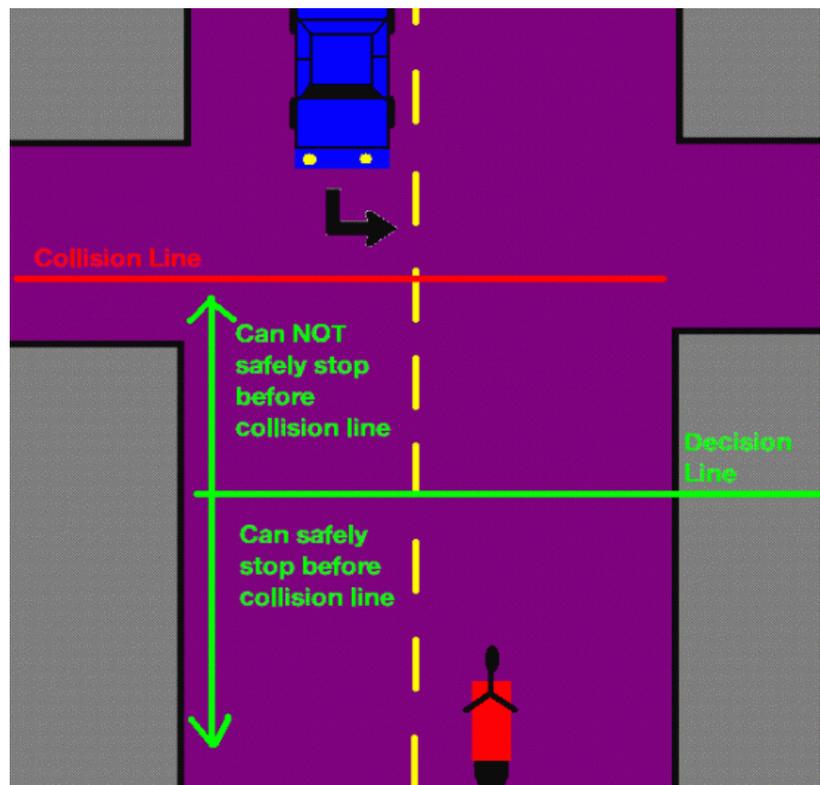
**But notice I said** "probably pays to accelerate"? That's because each and every crisis situation is different.

**However, if you have**, as we suggest, started planning how to crash (and in the process looked at the various options in crash situations, just as we are doing here) then you will have a variety of options packaged away in your brain for various crisis situations and you can grab the right one and put it to work.

**Above all, remember** that sometimes you may simply get it wrong and not see the crisis developing early enough to avoid it. You'll have crossed that imaginary line.

**If it's unavoidable**, then it is far better to try to reduce the force of the impact to an annoying \*thud\* than take any action that sets you up for a fatal \*crash\*.

**But that's a decision** you must take at the time in the circumstances as they are.



# KARUAH RIVER

# RALLY

**WHEN**            **7 - 8- 9 February 2014**

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

The BMW TC NSW invites you to its 37th KRR situated in a very beautiful country setting with some of NSW 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 about 14 k of dirt). Check the Bank Hotel Dungog for a map.

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 are for sale on Saturday afternoon - all other supplies are available in Dungog. A number of rally awards (including best BMW) and raffle prizes will be 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](mailto:rob@gaslightbooks.com.au) and please put Karuah in subject line. See also the BMWTC NSW Website.

**RUBBISH - HELP PLEASE!!** - this year we must pay for rubbish removal - please help by taking out as much as you can - most appreciated!

**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*



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**Owner:** Bala Padmanabhan.

**Seller:** Paul Evans (on behalf of Bala)

**Condition:** Apart from some scratches on the lower part of the tank its in really good condition. Tires are about half worn.

**Extras:** K&N air filter, Safari Tank, new chain and sprockets just fitted, just had a service less a tappet adjustment., rear rack (small), a Touratek spot light is wired up but requires a new bracket to move it out of the way from touching the Safari tank, stain tune muffler, mud beak on front guard, wiring for GPS to handle bars, 12 volt accessory socket, BMW water proof bag for rack, bark busters. The OEM muffler and tank panels are included.

**\$9000.00**



## Motorcycle Awareness Week 16-27th October

**16th October** - Motorcycle Awareness Week Launch - Martin Place, Sydney

**19th October** - Mountain Torque - presented by the Motorcycle Council of NSW, Lithgow City Council and Blue Mountains City Contact: Lithgow Visitor Information Center on 1300 760 276

**25-27th October** - Harleys 4 Humanity Turkey Run - Gloucester, NSW - Departing from McDonalds at Hexham at 10.00am for a Poker Run with \$1000.00 in prize money - The ride will reach Gloucester at about 3.30pm.

[www.h4hnsw.com](http://www.h4hnsw.com)

**25-27th October** - 32nd Thunder Rally - Sheba Dams Recreation Area, Nundle (40k south of Tamworth) - Raising Funds for Royal Rehabilitation Centre Spinal Unit (formerly Moorong) - Hosted by Ducati Owners Club of NSW - All bikes & riders welcome!

[www.groupspaces.com/thunderrally](http://www.groupspaces.com/thunderrally)

Contact Aunty Mal 0404 002 427

**26th October** - One Tree Poker Run - Raising money for Tuross Head Marine Rescue  
<http://www.turossheadcountryclub.com.au/pokerrun.html>

For more info contact [louise.staunton@bigpond.com](mailto:louise.staunton@bigpond.com) or phone 02 4473 8186

**27th October** - Compression V Depression Social Ride - Lismore - Phone 0400 999 966

**27th October** - 2 Wheels to Wellington - Cameron Park, Wellington - Phone 0407 883 978

**27th October** - Border Bike Fest - Motorcycle Show & Shine and Swap Meet - Gateway Lakes, Lincoln Causeway, Wodonga

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

Contact Leon Briggs (Ulysses) 0438 591692 or Paul Hare (Swap Meet) 0438 265433

[motorbikeshowandshine@bigpond.com](mailto:motorbikeshowandshine@bigpond.com)

**27th October** - 10th Annual Breakfast Torque - Loftus Park, Princes Hwy, Loftus - Show and Shine, Stands, Demonstrations, Presentations and more.

[Breakfast Torque link](#)

[Breakfast Torque on Facebook](#)

Mark Stuart, Road Safety Officer 9710  
0341 [mstuart@ssc.nsw.gov.au](mailto:mstuart@ssc.nsw.gov.au)

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***Watch out for***

<b>11 – 12 – 13 October</b>	<b>Kosciuszco Rally</b>
<b>13 October</b>	<b>Pink Ribbon Ride</b>
<b>26 – 27 October</b>	<b>Thunder Rally</b>
<b>1 – 2 – 3 November</b>	<b>Trout Rally</b>
<b>2 November</b>	<b>Snowy Ride</b>
<b>15 – 17 November</b>	<b>Sydney M/cycle &amp; Scooter Show</b>
<b>30<sup>th</sup> Nov – 1<sup>st</sup> Dec</b>	<b>Christmas Rally</b>
<b>8<sup>th</sup> – 9<sup>th</sup> February</b>	<b>Karuah River Rally</b>
<b>21<sup>st</sup> – 23<sup>rd</sup> March 2014</b>	<b>Capital Rally</b>