

BMW Touring Club of NSW NEWSLETTER

THE NEW 2013 WATERCOOLED R1200GS



BMW Touring Club
of New South Wales



NOVEMBER 2013

Member of the International Council of BMW Clubs

Regional Coordinators

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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

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

EDITOR'S RAMBLINGS

G'day all.

This edition will look very different to what has been offered previously. I've found that while wishing to get some of the newsletter done a few days before deadline, I'm hampered by the fact that with Word, anything changed near the front affects the position of articles & pictures later on in the newsletter. So, I've decided to put the stuff that comes in later, at the back. Now I can construct the first half or so & not upset it by having to fit contributions/reports into a constrained space.

I've recently purchased a new computer. Pretty basic PC, with 4 Gig of RAM, which I hope will make things much quicker than the netbook I've used these last 3 years, with only 1 Gig RAM. The new one has Windows 8 installed, & I bought Office 2013 to go with it. Now, after starting to learn two updated programs, the Office 2013 is not working on Windows 8! So it's back to the netbook for this edition, & back to the supplier to get the new one sorted?/%#\$#!

Alan Pennykid's day ride to Berkelouws Book barn at Berrima was cancelled due to the fire emergency in the area, & Paul Evans' day ride into Megalong Valley on 27th Oct has suffered the same fate.

All our best wishes go to any members affected by the fires, both in the Blue Mountains & down south. Alan & Marie Pennykid, who were pretty close to the fire emergency, have come through OK. They'd moved stuff away in preparation but didn't have to evacuate.

We've had a couple of good rides lately. Campover at Ophir with the Ulysses Adventure SIG went well. Paul Evans, Dave Povey & I spent a great evening in a lovely spot, with 3 drops of rain in the night causing a scramble for tarps. Getting lost on the way home led to the discovery of some more great roads that need to be investigated in the future.

A campover at St Albans on Friday night 18th had great weather, camping under the stars, with Paul Evans, & Stan Kuchera. Dinner at the

pub was very expensive, but very filling, with a few more drinks & stories going on into the night. Ride home early in the morning was magic. Alone, in the fresh air, on a clear twisty road. Ian.

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 0490 011 184

Mick Moriarty P – 6332 1516 M – 0427 018 715

More details from Ramjet.

There will be 2 FA-18's there again this year. If same scenario as in 2009, 1 will be in the air (it flew within 500 metres and was playing games with a Hornet) while the other is in the hangar with access to inspection and questions answered by the crew.

And from Mick

This will be a great weekend. At the camp there will be running water available, two portaloos and the club trailer will be available for cooking, etc. BYO food and drink. I will be in my 4wd and will do a grog/food run into town if necessary. The campsite is just a kilometer or so from town.



Minutes of Club Meeting 25 Sept, 2013

Chairperson – Alan Peters

Meeting Opened – 7.58 PM

Apologies – John Visser, Alan & Warwick Lloyd, John Rayner, Dave Beers, Mal & Maryanne Catermole

Visitors – Mark Carty

Previous Minutes – Acc. – Ian Ramsay
Sec. – Ian Horsburgh

President's Report –

Tried to get the Longest Distance at FCR by going via Dargo the week before but still got trumped. Special mention to Cheryl Clarke who has been doing it a bit tough lately and couldn't get to the rally but still sent in a donation and a tray of rum balls via one of the leg breaking Huskies. (The rum balls were GOLD Cheryl!). The Prez thanked everyone who helped out making the rally a success.

Vice President's and Membership Report – Forty Nine members at the FCR that could be identified.

Secretary's Report –
See minutes

Treasurer's Report – FCR was a success. Final accounts yet to be reported.
Interst rates are so low that it isn't viable to shift funds in reserve account to a term deposit.

Editor –

Tested several print providers that have offered their services for quality and cost. The consensus was to stay with the current provider.

Membership Sec

New Members Ride – Nine bikes with several new members coming along. We had several new members in the last month.

Regalia –

Lots sold lately and there is lots left left 'cause we've stocked up.

Assets & Archives

Off digging up forests in the Nissan.

Clubs Australia

Thanks to CA for raffle donations.

The items put up are part of our PESP allocation.

Webmaster

Apologies.

MCC

October is Motorcycle Awareness Week. (I know Oct is a month but MAW goes for a fortnight so it's in there somewhere, OK).

Past Events –

- There were five new members on the New Members Ride.
- Halfway House campout saw 15 members turn up mid-week. Not bad or a sign that the retirees or nearly retired are at least getting their bikes out. We're going back in early Nov to celebrate or commemorate Ned Kelly's hanging.
- Far Cairn Rally. Max loved the accommodation at Tottenham Multi Service Centre. Rumor has it his air bed was punctured and he bunged it on to get a bed a bed in hospital (I made that bit up).
- John Rayner now knows that his left thumb can't be used as a side stand for his K.
- Rob T staged his own endurance event by riding home with a broken leg.
- The rest of us had a sensational time.
- Numbers were boosted by staging a 30th birthday party for the K Series bikes. All award categories for this were voted by the punters present at the rally. Thanks to Al Pennykid for organising this for the K tragics. We hope to see them back next year. The one off banner Al had made was auctioned for \$80 and is currently on tour somewhere in Oz.
- Larry Grant, a member and Tottenham local provided a great spread of beverage and breakfast items as a goodwill gesture that was greatly appreciated by everyone there.

Coming Events –

See your calendar in this issue!

General Business -

- Subsidised T shirts to be removed from the membership form as some sizes are out of stock.
- Paul has copies of Arrows of Fire DVD for sale after the meeting. If you didn't go to the FCR you missed the world premiere.
- Paul Evans proposed the club spend \$500 to engage a graphic artist to design a new logo to replace the airhead logo to go on the back of shirts etc. The objective being to depict current day touring.
Proposal was seconded by Al Pennykid.
Several people spoke for and against the proposal.
The motion was put to a vote and lost.

Meeting Closed: 9:40PM

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'ENTRAPMENT' From the MCC

Police who deliberately baited motorcyclists to break the law then fined them have been exposed in a recent court case, leading to a magistrate describing the police as "reckless". The finding could pave the way for scores of other riders caught using similar tactics to reclaim demerit points and fines.

The operation featured in the case took place on September 16 and 23 last year in a section of the Old Pacific Highway between Mount White and Brooklyn. The Ku-ring-gai highway patrol issued 68 tickets, all to motorbike riders.

Brothers Rod and James Ward were booked for crossing the road's double dividing lines. They were each fined \$298 and lost three points. James said they had been on a casual ride when, "in a flurry of dust and gravel", a grey SUV pulled out in front of them, then sped up and slowed down several times. "People were moving around inside the vehicle and there was a commotion going on in there and we didn't really know what was going on," he said. "I thought initially it was some tourists who had been lost."

He said the vehicle moved to the left "as if to beckon us past" so they overtook the SUV - an unmarked police car - by crossing to the wrong side of the road.

From inside the SUV, officers filmed the riders then radioed a patrol car down the road with their licence plate details.

The brothers described the incident as a case of police "entrapment" and challenged the fines in court, along with three other riders booked for the same offence.

While the defence of "entrapment" does not exist in Australia, their barrister argued the police acted improperly and that any evidence against the riders was inadmissible. The riders told the court they felt safer overtaking the undercover vehicle than following it as it veered across the lane. The officers involved denied the undercover vehicle was driven unsafely.

Magistrate Eve Wynhausen disagreed, describing their driving as "erratic" and said it had caused each of the riders to break the law. "I am satisfied on the evidence that the driving had some influence on the actions of the defendants and that ... they would not have committed the offences were it not for the way the covert vehicle was being driven on both those days."

The case against the riders was dismissed. Ms Wynhausen criticised senior officers involved, saying their behaviour fell "far short" of the NSW Police Code of Conduct and Ethics.

A police statement said a standard review would be conducted into the failed court case and police would continue to target dangerous driver behaviour.

The brothers said they had been contacted by dozens of riders who had also been booked.

<http://www.smh.com.au/nsw/riders-claim-entrapment-20131005-2v0v4.html>

VIDEO: <http://media.smh.com.au/news/national-news/bikers-beat-fine-after-reckless-police-operation-4799616.html>

NED KELLY WEEKEND

9th & 10th 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 whats 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. Read Ned's story in the previous issue.



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

New Year's gathering at Micalong Creek

Tuesday 31 December 13 - Wednesday 1 January 14 - Micalong Creek campground is 8k from Wee Jasper beside a cool-running stream. There are toilets, washing facilities and an overnight camping fee applies. Nearest supplies are Yass or Canberra (so make sure you bring all you need) and rubbish bins are provided at the site. Note this is a public campground and we'll be sharing the area with lots of other campers - and you don't have to ride.

Contact Rob Lovett on 0417 267 425 (rob@gaslightbooks.com.au).



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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 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

FAR CAIRN FALLING LEAVES

No report from the Far Cairn yet, but here is a bit on the trip out there.

A tally of four riders down.

I led a group of 6 out on Bell's Line, through to Bathurst, then through Ophir, Larras Lee, Cumnock, Baldry, Trewilga, Yethera to Tottenham.

Dave Povey on his Honda NX, his mate Sam on a DR, Paul Evans on his 1200GS, Josh Evans on the new 2013 1200GS, & Woz on his 1150GS.

First down was Paul in a mud-hole on a farm track.

Next was Woz, on our infamous concrete causeway. Povey had christened it coming back from the FCR a couple of years back. He'd approached said causeway, (about 20m long, with water), at about 50kmh. Went down halfway through & ended up soaking wet, about 5m up the gravel road on the other side. Wish I'd seen that! Woz's turn this time. At walking pace.

(Woz's comment to Paul later on) *I remember seeing my reflection in the rear view mirror while lying half submerged in the causeway and I recognised me immediately as the rider who'd just fallen off. I seem to remember picking you up out there fifteen minutes earlier.*

The hole which claimed Paul, also claimed Rob Teideman. Painful this time. Several broken bones in his foot & leg.

Rob carried on to the rally, then rode home before seeking medical help. Now that's tough!

(some comment from Rob about 3 weeks later)

I am excited today I go back to the specialist today for a check up and if all is OK I will have a cast put on.

Than I hope I can get around, than it will be Re X Rayed in 4 weeks time to check the healing.

I have forgiven the Husky and have decided to keep so that I can get even.

I have passed the time by reading 137 pages of the Husqvarna Forma and found old heaps of stuff to worry about.

Do you know that I should change the Con Rod at 16,000 KM

but it can be stretched to 32,000 KM if not racing that should be a good weekends work.

Plus a couple of books and Bike magazines. The local group have been checking in on me from time to time.

Look forward to getting out and about.

Rob T

Last was John & Robyn Rayner on their K75. I believe they were at Coolah Tops & fell down at walking speed. John tried to protect the bike by putting his thumb between the handlebar end & the ground.

They stayed the night there & rode back to Mudgee (Tough too!), hired a car & drove on to Sydney before getting the thumb seen to.

(Here's some of his comments. Robyn was un-injured) *I had surgery on 25 September when the broken bits of my thumb got screwed and pinned back in place.*

The stiches were removed last Thursday and I currently have a K - wire (that's what you get when you have a K - bike injury ;-) down through my thumb to hold the knuckle joint in place, all protected by a glove like splint.

The wound seems to be healing according to plan.

The K - wire will be removed in just over 3 week's time and then follows a spell of Physio to get the joint moving and rehabilitate the associated muscles.

All very tedious as it is my left hand and I am left-handed.

So no riding until at least mid-November.

Luckily (as it turns out), I do not have any pressing work on at the moment so I am catching up with a bit of reading.

All very boring, but it'll teach me to respect my bike and it's mass a bit more!

I'd like to send a big thank you to everyone who responded to my request for help, especially to Dave Povey and Paul Evans who went to Mudgee yesterday to recover my bike. Thanks also to Al and Bob for offering their time and gear.

It is great to belong to a group that cares about it's members in this way.

Cheers

John

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**30 years of the
BMW K-series**

1983 - 2013

At the Far Cairn Rally
Tottenham, Australia

BMW Touring Club
of New South Wales

One part of this years Far Cairn rally was a 30th anniversary celebration of BMWs release of the K series in 1983. **That's the bit I'm going to report on, I'm sure there will be plenty reports on the rally itself.**

For the celebration, we arranged a few things; a display aimed at showing as many variations of the bike as possible, **a banner to advertise the anniversary at the rally, some trophies for the various classes and I've been out beating the drum to try and get people to take part.**

The participants:

There were many more K's at the rally than I've seen in years which was great to see. Many members of the K-100 web forum were invited and came along for the event (SA, VIC, NSW and QLD in attendance). They organised a range of group rides to get to the rally. Plus some of our regular attendees took part as well.

The display:

We had K75s, K100s, K1100s a couple K1200s and a few sidecars (19 bikes in all), Ooms K1600 rolled into the rally **just as we were counting votes, that's a shame.** The bikes were on display from 2-4 and most of the people at the rally came over for a look/vote.

The awards:

Oldest K-series	8/1983 BMW K100 (naked)	Ray Stanfield
Best Sporting K-series (R, S, RS)	'87 K100RS	Craig Smith
Best Touring K-series (RT/LT/GT)	K1100LT	Garry McCarthy
Most Modified K (RAT)	'88 K100RT ???	Graeme Cramp
Best K-series Sidecar	'85 K100RT/HRD 1.5	Dave Mead
Best K-series overall	'87 K100RS	Craig Smith

All of the awards were by popular vote except for the oldest K-series which went by the date on the compliance date. **That K100 was probably in the first shipment, they don't get earlier than that.**

Other:

At the end of the event, the banner for the 30th anniversary event was auctioned off to raise more funds for MARI, the focus of this rally. One of the K-100 forum members that was there won the auction at \$80, the next morning he had all the forum members sign the back of it. It will now be going on a world tour to visit other K-100 forum members now, first stop Ireland. There were also some individuals selling some K-series regalia at the rally with cut going towards MARI.

Thanks go to Woz for helping with the trophies, Wato for supplying trophy components (K100 pistons) and general support, our members for taking part, Marie P, Hans Bielecek, Steve Treloar and Larry Grant for helping with the vote counting.

Al Pennykid

ANOTHER FAR CAIRN STORY

Most of you will know Paul Evans' son Josh does some photography & testing for Australian Motorcycle News.

He had the new R1200GS wasserboxer on test, & to get photos.

So here are some of his photos.

Our **front cover photo** was used on pp94 of

AMCN just issued, as part of Josh's evaluation. This pic was taken by Woz, under professional instruction, & it seems he has a hankering to get deeper



into photography. Judge for yourself how good the shot is. Even Josh was impressed.



Helmet? Dangerous work, this photography

We were also able to organise a local farmer, Tony Kelly, to take Josh up in his helicopter for photos & video for promotion of future Far Cairns Rallies.



Tony took the door off the 'copter so Josh could get better shots. We didn't tell Paul about the door till after.

What with all that & the world premiere of his & Duncan Menge's motorcycle epic 'Arrows Of Fire' on Saturday night Josh had a pretty hectic weekend.



Webmaster's Musings

November and nearly at the end of the of another year – a year that has been huge on the personal front and not so huge on the motorcycling front, which is the reason why I enjoyed the 1400km+ ride to Tottenham and back for the Far Cairn Rally – it was great to get back on a bike and do a big ride...

But first, the website and then the ride report. Nothing much at all happening on the IT front, the website is burbling on quite happily by itself with little [maintenance] input from me which is not a bad thing at all. It is stable and it works – as a volunteer webmaster with a busy day job I could not ask for anything more.

So back to riding – and the Far Cairn Trip. I had a long time friend from university come over from NZ to pick up a press bike from Ducati – a 1200 Multistrada Granturismo – not a bad gig at all if you can get it. We left a little later than planned and headed out on the Friday afternoon to get to Cowra, via Goulburn and Boorowa. Dave quickly settled into the bike and I did not have to worry too much about reducing my pace – plus I had the ~~handbrake~~ sorry missus on the back so could not peddle the bike too fast... Weather was not as forecast and very windy, with strong crosswinds knocking the Big Pig around and some rain. As darkness fell I picked up the pace a bit (no traffic and some serious LED lights up front, and no evidence of roadkill) but Dave on the Duke dropped back a bit even with some of the strongest standard headlights I have seen on any bike. I had to keep ahead of Dave a bit to keep his lights out of my mirrors (I'll stick to that excuse).

We came across the first problem on the Duke – limited range. Dave needed to get an infusion of the Arabian firewater twice for every one of my fills – my range 600+, his under 300 km. This might be OK in the EU, UK or even NZ, but in Oz you need range on a big tourer like this; stir the possum a bit the range is reduced even more. We got to Boorowa to refill (our first fill was at The Oaks) and then headed out to Cowra to camp for the night. I love riding at night, but there are risks and even with fur-burning laser beams up front I am always on the watch for bouncy beef and their close cousins the wandering speed hump. So I kept the speed down, a bit...

At Cowra we set up camp and wandered over to the Imperial Hotel for a meal at their restaurant I can honestly say that I had there one of the best pub meals I can remember – if not the best then in the top three. Third time I have been there and it does not disappoint - definitely should be in the SMH good food guide.

Next day up with the birds and back on the bike for the run to Albert and the Rabbit Trap Hotel – long, long roads with the temptation to twist the throttle and go at the bike's natural pace. Had no arguments from the back seat as the missus settled in for a steady cruise, the Duke well behind in the mirrors. Or so I thought. A black blur overtook me as when I was well into three digits – so quick was the Duke I thought I had been overtaken by a Hayabusa. Dave was having a go – and proving that the Duke had some awesome reserve power - around 50% more than Ms Piggy... What a beast!

Arriving at the Rabbit Trap at about 2:30pm we met up with other club members and other riders, and tried to meet up with the famous Rabbit Trap burger but we were told that they had run out... bummer and damn! However the beer was cold and went down real well.

Onto Tottenham racecourse for another gallah dodging run we arrived to see heaps of other riders already there, including a whole bunch of bricks (early K series), some of who had taken up residence in our favourite spot. Oh well, set up camp elsewhere. The next item in the agenda, apart from dinner, beer etc was to find a good spot in front of the movie screen for the premier of *Arrows Of Fire* – it seems traditional now to show a bike movie at the Far Cairn and certainly this year did not disappoint. It was a great night, with some good people there. My mate Dave from NZ certainly did enjoy himself.

Next day up again, breakfast, break camp and back on the road back to Sydney. But first we do a run on the gravel road to the Far Cairn and there we find another Multistrada weakness – the 17" front wheel. Even with dropping the tyre pressure to 25psi the Multistrada was not comfortable on the gravel and the Pig cleans up big time, even with me having Ms Nervous Nelly on the back (she does not like gravel roads when on the bike – it wiggles too much)

On the way back we try and chose some roads that are away from the main arterials with traffic and associated predators, heading over to Narromine, Dubbo, and then the back roads through to Bathurst. On some back roads, Dave decides to try out the handling and legs on the Duke, and sets up a brisk pace. Now I am no Agostini (or Adrian SS) but the GSA on those rough back roads with modified Wilbers suspension easily stays with the Duke even though I had to operate in the upper rev range. This does get me thinking a bit – I wont be selling the BMW real soon...

At Bathurst it was a slow tour around Mount Panorama with the sun going down and I am always gobsmacked on how fast the V8s go around that circuit – they get my respect, that's fer sure!!

Dave I think is starting to get some real bum burn, even though he insists that the Duke's seat "is comfortable". We have about 2 ¼ hours to get back home, at night and Dave's night vision is not the best so it is not a fast trip back. We take it easy for a change – no reason to push it, and it is a quiet trip back into town...

Next day I take the big Duke back to Fraser's and in the small distance that I ride it I get an appreciation for the grunt of that motor – it's way more than what I need or am used to. The bike handles well with quick turn-in, and lighter on its feet than the BMW. But the suspension, while fully "active" seems rougher and definitely noisier, and the brakes give much less feedback than what I am used to, especially in corners. In the hands of a competent rider (Adrian??) this bike would be impressive, but with me hmmm maybe not.

I don't think I'll be selling my bike soon...
Ride safe!
John Visser
Webmaster

WOZ TO RESIGN FROM MCC DELEGATE ROLE

The MCC AGM is in early Dec and although my tenure as delegate for the club goes until our AGM mid next year I will not be putting my hand up again. The main reason is that I will be leaving Sydney but after filling the role since 2002 it's time for someone else to have a go.

As a delegate you can be as involved as you are able. Obviously the more involved the more you get out of helping bring about change for the betterment of all riders. You can also just take an observing role if that's all you can commit but at least the club is kept in the loop.

I did a stint as vice chair for a year and a half and was in boots and all for a while. I dips me lid to the folk on the MCC Committee. They have kicked some serious arse for a volunteer organisation and have a foot in a lot of doors.

I'd like to think some else in the club apart from Bruce Campbell, who continues to work in the background on major issues, will continue our association with MCCNSW.

Happy to discuss and buddy up at a meeting if you're interested. Meetings are first Monday of each month except Oct is next Monday and no meeting in Jan.

Woz
BMWTCNSW
MCC Delegate.

BMWTCNSW Newsletter October 2013 12

Our heartfelt thanks & admiration must go to Woz for all the work he's put in for this club, & motorcycling in general. Above is just a part of what he has done for not only the MCC, but our club, & MARI.

I hope he will continue to be a member of this club, & remain strongly involved in the motorcycling scene as he moves to a new area.

PRESIDENT'S REPORT

I'd better make a public apology for bugging off on the road last month and not providing a President's report for the newsletter. But Ian...as if I'd be a bounder and a cad for trying to get the longest distance at our own rally!

It was a ripper of a trip. The conditions ranged from sleet, snow and mud in the Alpine country, drought breaking rain on the Hay Plains and a seasoning of sand and bulldust out west to approach Tottenham from the west. I managed to attend Paul and Wayne's Ned Kelly do at the halfway house mid-week before I left and discovered a defining moment of quality leisure time was getting home, unpacking one bike and immediately proceed to pack the other...bliss!

The Far Cairn was a great rally with a strong attendance again this year. Truly a credit to the organising committee and I thank them for all their hard work. A special thanks goes to Larry Grant of Tottenham for all the provisions, reading material and videos he brought along. A couple of mentioned in despatches to Rob Tiedman who busted an ankle and John Rayner who busted a thumb, that weekend. Both have undergone surgery for their respective knocks and we wish them a speedy and complete recovery.

One of top features of the FCR are the video presentations from Josh Evans and Duncan Menge. Their work is a big feature of the rally, being one of the drawcards. I'm sure the FCR has set some kin of world record in being the only rally to feature 2 movie world premiers! Many thanks for to them for their support, so I ask members to please support them. Help them by liking Eye of the Rider on Facebook and mention them to as many people as you can. These guys could use, and deserve a few sales.

As I write NSW is going through a bad spell of bushfires. I hope

everyone is safe and well and I'll say a big good on ya and thanks to the RFS.

Safe riding folks
Alan Peters



BMWTCNSW HOSPITALITY LISTING

Name	Phone	Locality	Social	Accom.	Mechanic Assistance	Travel Distance (to assist/pickup)	
John and Jenny	04 0802 9930	Albion Park NSW	✓	✓	✓	50 kms	
Michael	04 1916 9300	Annandale NSW	✓			50 kms	
Tony	04 1978 7872	Armidale NSW	✓			40 kms	Trailer available
Ken	04 1840 2438	Artarmon NSW	✓			50 kms	Trailer?
Mick & Jianping	04 2701 8715	Bathurst NSW	✓	✓	✓	150 kms	
Pezz	04 1897 8781	Baulkham Hills NSW	✓		✓	30 kms	Trailer available
Ian	04 1474 6992	Blacktown NSW	✓	✓	✓	100 kms	
Bala	04 3435 0817	Brighton Le Sands NSW	✓	✓		kms	
Danny (Dagger)	07 3351 0807	Brisbane QLD	✓	✓		100 kms	
Gerry & Mara	04 0944 7702	Bulli NSW	✓	✓	✓	25 kms	home ph. 0242674983
John & Ernestine	04 1210 5300	Canada Bay NSW		✓	✓	150 kms	Van available
Ross	04 1106 1489	Castle Hill NSW	✓	✓	✓	100 kms	
Ian	04 1446 7789	Concord NSW	✓	✓		50 kms	
Andrew	04 1925 5290	Constitution Hill NSW	✓	✓	✓	100 kms	
Jock & Sue	04 1610 000	Dee Why NSW	✓	✓	✓	50 kms	
Mick	04 0918 3861	Douglas/Townsville QLD	✓		✓	50 kms	
Henning	03 5225 2864	Dromana (Melbourne) VIC	✓	✓	✓	200 kms	
Denis	04 5753 9358	Dubbo NSW	✓			0 kms	
Mark	04 0906 4328	Fletcher NSW	✓	✓		kms	
Ian & Christine	04 2869 3151	Frenchs Forest NSW	✓		✓	50 kms	
Paul	04 1173 8267	Galston NSW	✓	✓	✓	50 kms	Small trailer
Al	02 4234 2500	Gerringong NSW			✓	50 kms	
Peter	04 0967 9747	Gladstone SA	✓	✓	✓	100 kms	
Bruce	02 9629 7624	Glenwood NSW	✓	✓		kms	
Bruce	04 5002 6820	Gordon NSW	✓	✓	✓	20 kms	
Richard	04 2839 3093	Goulburn	✓	✓	✓	50 kms	
Andrew Borg	04 0944 2302	Horsley Pk				100 kms	trailer
Ray	02 4392 3101	Kanwal NSW	✓				
Adrian & Colleen	04 1922 9621	Kiama Downs NSW				40 kms	trailer & ute
Merrily & Tony	04 0341 5070	Koolewong NSW	✓	✓	✓	50 kms	mtb trailer covered
Alan	04 1466 0890	Macquarie Fields NSW	✓	✓		100 kms	Ute available
Peter	04 0976 5527	Matcham (Gosford) NSW			✓	20 kms	
Wayne and Jennie	04 2852 9827	Medowie NSW	✓		✓	100 kms	trailer for pickup
Robert & Angela	04 2577 7461	Merewether NSW	✓		✓	0 kms	
Steve & Therese	04 3973 9876	Merimbula NSW			✓	100 kms	Trailer - 02 6495 0636
Andris	04 2240 1349	Mona Vale NSW	✓			50 kms	
Cheryl	04 5813 1242	Morpeth NSW	✓	✓		50 kms	
Ross	04 1811 3030	Mosman			✓	30 kms	
Brett	04 3730 0879	Moss Vale NSW			✓	50 kms	
Marie & Alan	04 2839 3093	Mount Riverview NSW	✓	✓	✓	100 kms	Lower Blue Mountains - 7'x5' Trailer
Ally	04 1086 6154	Nambucca Heads NSW	✓				
James	04 0868 2676	Newcastle NSW	✓		✓	40 kms	Hiace van
Mark & Alison	04 1110 3295	Normanhurst NSW	✓			200 kms	
Tony & Cheryl	04 1290 1811	Nowra North NSW	✓	✓		100 kms	
Malcome and Valerie	02 6833 9995	Nyngan NSW	✓	✓	✓	80 kms	Utility with crane available
David	04 3861 2874	Orange NSW	✓				
Margaret and David	02 6362 8023	Orange NSW	✓	✓		100 kms	
Gary	04 3784 3873	Pendle Hill NSW			✓	100 kms	Have general hand tools
Lin & Prue	02 6582 5931	Port Macquarie NSW	✓			0 kms	
Ray & Liz	04 1729 6561	Regents Park QLD	✓	✓		80 kms	Have truck with power tailgate lift
Terry	04 1399 0051	Ryde NSW				200 kms	Have trailer

Dave & Louise	02 6278 3895	Scullin ACT			✓	30 kms	
Matt & Jeanine	02 4683 0545	Thirlmere NSW	✓			50 kms	
Max	04 3218 1049	Wahroonga NSW	✓			kms	
John	02 9489 6680	Wahroonga NSW	✓	✓	✓	100 kms	04 1510 4830 - Trailer
Jeff & Vicki	04 0773 9248	Wallacia NSW	✓			20 kms	
Rob	04 1726 7425	Wanniassa (Canberra) ACT				100 kms	02 6296 1949 - Have Utility
Dave	04 0144 4567	Werombi NSW				kms	
Bob & Clare	04 1045 7039	Wickham NSW	✓	✓	✓	50 kms	Newcastle
Neville & Sylvia	04 2340 5086	Wombarra NSW	✓	✓	✓	50 kms	Access to trailer
Jack & Kathleen	04 0713 1114	Woodrising (Newcastle) NSW			✓	50 kms	
Craig & Nat	04 1955 7014	Woy Woy NSW	✓	✓	✓	25 kms	Mob 04 1955 7014
Mick & Gail	02 4393 3142	Wyongah (Central Coast) NSW	✓	✓	✓	50 kms	
Duane & Fiona	04 2296 6065	Yarramundi NSW	✓			100 kms	Trailer

Ride Calendar

NOVEMBER	EVENT	ORGANISER	POINTS
Fri 1 st - Sun 3 rd	Trout Rally. Hosted by Tumut Valley Riders at Three Mile Dam. BYO everything http://goo.gl/maps/AqxeG		10
Fri 1 st - Sun 3 rd	Temora Airshow (Warbirds Downunder). 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 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 9 th - Sun 10 th	Ned Kelly ride weekend. Meet at the old Halfway Roadhouse on the Putty Rd anytime Saturday, Camping and food available. RSVP by Fri Nov 1 st for catering purposes.	Paul Evans 0411 738 267	10
Saturday 16 th	Sydney Motorcycle and Scooter Show. Darling Harbour		6
Sat 23 rd - Sun 31 st	Hunter Group: 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 th	Day Ride: St Albans Pub for lunch, meet at Berowra 7-11 garage at 9:00am, leave at 9:30am	Alan Pennykid 0427393093	6
Wednesday 27 th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Friday 29 th	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2
DECEMBER	EVENT	ORGANISER	POINTS
Friday 13 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2 nd Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 14 th - Sun 15 th	Club Christmas Party. This year the Christmas Party it will be held at Glen Davis. This is free to all members and their families. Includes Saturday evening Xmas meal and Sunday brekky; bring your own grog. There is a lovely camping area (free) with plenty of shade along side the Glen Davis community centre which we will be using for our catering. Accommodation is evidently available in the village for those scared of canvas. Please email Roger at teammartyn@optusnet.com.au if you're intending to go with intended numbers otherwise you might go hungry.	Roger Martyn 0431 879 196	10
Sun 22 nd	Spencer Christmas Breakfast Ride. Leave from Macquarie Park, Windsor at 8am (please arrive with a full tank) or meet at Spencer Café at 9:30am.	Alan or Marie Pennykid 0427 393 093 0428 393 093	6

Wednesday 25 th	No club meeting in December. Merry Christmas	Santa Claus	
Tues 31 st – Wed 1 st	New Years Gathering – Wee Jasper, a great place to celebrate the New Year. Great camping and swimming. Bike friendly and family friendly.	Rob Lovett	12
JANUARY	EVENT	ORGANISER	POINTS
Friday 10 th	South Coast Social Sip Great Southern Hotel 95 Queen St, Berry (6:30 2nd Friday of the month)	Tony Schmidt 0407 494 229	2
Sat 18 th - Sun 19 th	Karuah River Recon Run Dungog - accommodation at the Bank Hotel (02 4992 1701), Royal Hotel (02 4992 3070) and Tall Timbers Motel (02 4992 1547) - this run is always a lot of fun and a swim in the Williams River on Saturday afternoon is a great way to veg out before dinner at the Bank Hotel on Saturday night.	Rob Lovett 0417 267 425	10
Sat 25 th - Mon 27 th	Australia Day Camping weekend. Blackgates Reserve on the Bridle Track, north of Bathurst (Track blocked coming south from Hill End). Swimming, shady site.	Alan Pennykid 0427 393 093	10
Wed 29 th	Club Meeting 7:30pm. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm	Alan Peters 0414 660 890	4/6*
Friday 31 st	Hunter Social Sip: Meet at the Mozzie Club (Hexham Bowling Club) from around 6pm (last Fri of the month)	Rob Tiedeman 0427 777 461	2

FOR SALE

BMW Cross Challenge Model G650

KMs : 20,000

First sold: 2008

Registered till: Not registered (expired)

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.

\$8000.00



SPATE OF MOTORCYCLE DEATHS

Expect fallout from 8 fatal motorcycle accidents in 10 days in October.

All single vehicle crashes.

Word from NSW Police yesterday was, the recent spate of crashes and fatalities has brought motorcyclists and their behaviour to the forefront of everyone's mind.

It is highly likely that we will all come under undue scrutiny in the short to medium term, from Police targeting exhausts etc, on Old Pacific Hwy, National Park, Putty Rd and Macquarie pass.

Remember you have nothing to fear if you are a law abiding citizen, but get the word out to the rest of them can you?

Can all delegates please get the "Don't ride like knuckleheads" message out to your members by any means possible. That will save the rest of us from all the grief.

Christopher James Burns
MCCofNSW Delegate
MCCofNSW Dirt Bike Committee

16 days in Central NSW & QLD

By Dave Povey. Part 1

Friday May 3rd, Loaded the NX, went to get fuel (12lt in the tank 5lt jerry can and left the other 2 x 5lt jerry's empty until required) and a test run to suss the weight and handling, as I have never done an extended trip I wanted to get a feel for the handling or lack of, I'm a bit nervous as to my ability and what is ahead, not at all sure as I have not done any sand to speak of and the time I have, havn't gone brilliantly.

Day 1.

(May 4) Departed BP at Kurmond at 7am with Paul and Ian, heading to Tottenham to meet up with the 4th member of the group Col (a farmer from Tottenham.) Headed straight to Mudgee and a cup of coffee and fuel, from Mudgee we headed towards Hargraves and then out through the 12 Mile into Wellington, Tomingley, Albert and Col's place about 10ks out of Tottenham, arrived just before dark to a cold beer, hot shower, comfortable bed (the last bed for 14 days) and a great meal Col's wife Judy had put together for us. (500ks)

Day 2.

The next 4 day's are shared with Ulysses ADV group.

(May 5) Just over 550ks ahead of us today. After a good breakfast we left Col's just after 7am and headed out past the cairn, temperature was a little cool this morning but still comfortable, with about 75ks of gravel and the rest tar into Nyngan we topped up the fuel, from Nyngan we headed onto the dirt out through Fairview, Mundadoo, Kimbriki and Carramar into Brewarina 245ks all dirt except for the last 10ks, topped up the fuel again, Col, Paul and Ian have got up to 500ks before a refill but I have planned on keeping 1 x 5lt full at all times and filling at every opportunity rather than carry the extra weight of another 10lts all the time. Once we leave Brewarrina we travel 32ks to Bokhara Hutz



and turn left back onto the dirt again out through Weilmoringle up through Jobs Gate into Qld. It's about this time the road turns into a bit of a testing time for the four of us as we get our first taste of loose deep sand. It's now getting a bit late and looks like we are not going to get into Robina Downs before dark, after getting some directions earlier in the afternoon we still managed to turn off too early and came in through the neighbours track, which was powder and just managed to hang in the air, now dark, we rolled in at 6.30 to a rousing welcome from the guys already getting fed and watered. Once unpacked we sat down to a great feed with desert and a few beers, with plenty of tales of sphincter moments for the day, and one rather serious get off for a fellow from over Galston way, he managed to snap his handlebar on his KTM doing some damage to his hand and hip, as usual in the bike community there was someone with just the right piece of equipment to patch the bike and get it ridden into the campsite.

The property owners donated \$700 to their charity of choice from money raised from the food and beer sales raised from about 40 attendees.

Day 3.

After a good night's sleep and a quick breakfast, for entertainment we watched most of the attendees depart through the rather soft sand driveway from the homestead, most chose to deviate around the main track, but still managed to slip and slide their way to the front gate, most without falling over. Just under 300km today. Our injured friend decided not to ride any further so his bike was loaded onto a ute and he rode shotgun to Glentuckie station. Now 9am we opted for the more direct and easier routed to Cunnamulla where we were to be



before midday for a welcome and lunch put on by the tourist centre who apparently want to encourage more of our type to the area.???? About 60 bikes. Had a great lunch, then a casual ride into Glentuckie station, some sand today but nothing like the previous day, set camp and settled in by about 3pm, tightened my loose gear lever and had a few ales (XXXX which I discovered is mid strength and low carb, which means I can have a couple more without getting ssipped or blooaatted) tonight's dinner was a good hearty stew with potatoes and sticky date pudding with icecream.

Day 4.

Another good feed for breakfast, sausages, eggs and toast.

No travelling today other than a tour around some of the property and a swim in one of the hot bore fed dams, all part of the Great Artesian Basin. Glentuckie Station is about 40,000 acres which according to Grant the young guy who took us around is average for that area, the further west the larger they get. One guy asked grant if he got punctures very often to which he just shrugged and then Paul asked what pressures he put in his tyres, the response was just a blank look and another shrug. (Obviously not a priority.)



Another great meal of Vegie soup and roast lamb for dinner, a few ales and presentation, I think it was 63 attendees the majority of who rode DR650's (28) another \$1500 raised and donated to Angel flight. Having only been a motorcycle rider for 6 years I really enjoy the comradery, stories, generosity and assistance of the people I associate with.

Day 5.

Glentuckie to Quilpie 457km

Left Glentuckie station and most of the other attendee's, headed north/west to Eulo where it is possible to get phone service while the general store is open if you stand on one leg with your tongue on your left elbow. Called into Yowah Opal fields had a sandwich and drink while talking to one of the local Opal miners/store owners.

It still amazes me how vast our country is, once out here it is so flat but varies so greatly, you don't notice a rise in the ground but suddenly you come over a ridge and the terrain changes again. We are now getting out to channel country and large areas are so smooth and glassy it looks like water across the ground, any trees are only about 15-20ft tall and look flat under the canopy as the cattle eat the lower leaves.

We leave the last of the Ulysses ADV group and head to Quilpie via Toompine. Refuel, re supply and head out of town to find a campsite for the night, about 15km out we set camp about 100m off the road, the weather has been great and 3 of us sleep on the ground, I think Col either has an inferiority complex or is scared of creepy crawlies, he put his tent up every-night we were away



More to come.

MARI & BMWTCNSW Stand at Sydney Motorcycle Show

Our club will share a stand at the Sydney Motorcycle Show on 15th to 17th November.

Ken Lovegrove, from the Sydney M/c Club, along with Woz, have pulled strings etc to make it happen.

Ken & Woz are passionate supporters of MARI, & this is a fantastic chance to promote our charity.

George & Charis Schwarz will display 'DU', their BMW R50, on which they travelled the world. Sales of their book chronicling their travels financed the beginning of MARI.

What a great opportunity to see the show, then spend some time on the stand, promoting our club & the MARI story.

Please come along & lend your support.

New Members this month:

Sam Saliba

Ross Irwin

Bruce Waters

Russell Smith

Will Perez Ronderos

Welcome to the BMW touring Club of NSW!

Eurotune Motorcycles

Eurotune Motorcycles have given the Far Cairn Rally a very nice plug on their website.

Anders indicated he did this without notice from the Club as he reckoned the first Far Cairn was a great experience and secondly he reckons we are a good mob to hang out with.

REPCO MEMBER DISCOUNTS

After some long and careful negotiation Repco have agreed to assist the MCC of NSW by offering a 10% across the board discount to Individual Supporters.

Individual supporters will also be eligible for Supporter only discounts and offers as they arise. A couple of weeks ago there was a 30% off tools offer as a for instance.

I went in there yesterday and made back my \$35 individual supporters fee in one day and I have also saved a motza on me Greenslips with Monaland as well.

Please also remember clubs receive \$5 for every new Individual supporter that signs up to the MCC of NSW and the money goes to help the MCC fight the fight for the good against the forces of evil. It covers items like printing, postage, phone bills and DVDs etc.

Every penny is spent wisely in order to get the best bang for buck and represent riders in NSW to the various Departments across the state.

Invest in your riding future and also get a good return for your dollar in more ways than one.

Christopher James Burns

MCCofNSW Delegate

MCCofNSW Dirt Bike Committee

HERE WE GO AGAIN

Kneejerk reaction to the recent spate of motorcycle deaths.

Time to speed limit motorcycles

Posted by: 3AW's Neil Mitchell | 16 October, 2013

Here's an idea: Let's speed limit motorcycles, maybe cars too but start with motorcycles.

We need to do something. Look at these cases:

Friday 12th April 2013 – motorcyclist detected at 130km/hr in an 80km/hr zone near Todd Rd, Port Melbourne. A police chase followed and a 26-year-old man was arrested.

Sunday 16th June 2013 – motorcyclist detected at 146 km/hr on the Hume Freeway. Police called off a chase after he accelerated to 273 km/hr. A 37 year old Swanpool man was later charged.

Saturday 14th September – motorcyclist was clocked at 144km/hr in a 100km/hr zone on the Eastern Freeway in Kew, reaching speeds of up to 195km/hr when police followed him. He later told officers that he was running late for work.

Monday 14th October 2013 – motorcyclist speeds through 60km/hr roadwork zone at approximately 100km/hr. Subsequent police chase was called off after detected speed of 232 km/hr.

11th October – 165km/hr in a 100km/hr zone on the Maroondah Highway

8th September - 154km/hr in a 70km/hr in Footscray Rd in West Melbourne

These are big, fast, dangerous bikes. Why do we need them?

Why do we need any motorcycle capable of doing 300 kilometres an hour?

Speed limit them, stop the chases, stop the idiots. Why not? It is becoming a problem, a habit, a fashion.

Speed limiting might be a beginning of the end to it. Motorcyclists I am sure will want to debate. I want to work out whether it can be done.

<http://www.3aw.com.au/blogs/breaking-news-blog/time-to-speed-limit-motorcycles/20131016-2v1hm.html>

Again we are all being lumped in together. Paying the price for a few dickheads. And I don't just mean those riders. Include a few law makers as well.

If Neil Mitchell is so passionate about road safety, why doesn't he campaign for the proper education & training of all road users. That would be far more effective than this stuff, but wouldn't be shocking & sensational enough to warrant his attention.

A Brief History of the birth of the BMW K-series motorcycle

In 1977, Josef Fritzenweger began a new concept for future BMW motorcycles. Although it represented a blow to the ideology of boxer engine worshipers there was for BMW an urgent need to avoid a commercial marginalization like Moto Guzzi with their V twins. BMW had to change their design. Although they were resolutely decided to continue the production of the boxer, they could not take the risk of moving away from the technological innovations that benefited the range of BMW automobiles. The aim was to produce a motorcycle with the most modern techniques, **while respecting the broad principles of BMW motorcycles (shaft drive and cylinders in a flat configuration...).**

The idea of Josef Fritzenwenger was to have the 4-cylinder engine positioned lengthwise which offers the advantages of an in line engine with the good properties of the boxers. The centre of gravity is low, the shaft drive is reliable and the accessibility of the engine is excellent. In addition, a 4-cylinder can easily obtain more power. It is quite economical to build, the noise is manageable and it is so rigid that it may be an element of the motorcycle frame.

The very first prototype used a Peugeot 104 engine because it is positioned in the car in an almost flat position, it is water-cooled and its attachment points were close to the idea of Fritzenwenger. Besides, it was an aluminum engine therefore relatively small. The experiment succeeded and a BMW gear box was connected to the engine. The prototype demonstrated that it was feasible and the prototype was destroyed. Unfortunately there are no official pictures of it.

Encouraged by these results, the research team began the task of building an engine adapted to the bike and borrowed the technology from the existing BMW automobiles. The dream of making a versatile engine for motorcycle and car was the basic objective. The first trials brought disillusion, because the engine proved to be far too heavy and too long. The history of K100 suffered its first impasse.

On the 1st of January 1979, Wolfgang Aurich, Karl H Gerlingen and Eberhardt Sarfert were appointed as head of BMW. They were asked to help to save the motorcycle production and had to think about a new range of models. Martin Probst, father of the Volkswagen Golf engine and father of the BMW formula II (which was covered with glory), was appointed director of the engine department - Motorcycle development. The concept of the future engine was set on February 20, 1979: Compact Drive System, which was immediately patented. Besides, the K series BMW hold numerous patents to avoid probable Japanese copies.

After the conception on the drawing board, the second phase was the construction of a prototype of the engine. This achievement did not take place without difficulty. The engine was assembled with a temporary exhaust, a manual adjustable timing and a fuel injection system. On August 18 1980, the engine started for the first time. The first tests were encouraging and a power of 90 horsepower was obtained. The severe endurance test on the bench (10,000 hours) revealed that the basic construction was strong. The engine was tested for 500 hours and monitored by a computer. It is common place today but it was not in 1980. The speed and load was constantly varied. This represented 50,000 km in the worst conditions. After these tests, the K589 prototype was ready for the first road tests.

In autumn 1981 the first two models took the road under a coarse camouflage. They were equipped with two modified flat-twin exhausts and an electronic injection was temporary adjusted. They made 60,000 km each. In spring 1982, the 2 prototypes were modified with all the necessary adjustments resulting of the road tests.

Three new prototypes were again tested by engineers, mechanics and pilots at the test track of Fiat (Nardo in southern Italy). From morning till night, the pilots ran around the 12 km track. Each motorcycle rode 30,000 km. It turned out that the development of Bosch EFI still left to be improved at high speed. The tests at high speed allowed making many changes.

On May 2 1983, the first 25 bikes came out of the Berlin factory. These models had to make a pre-250,000 km each before the K100 was finally presented to the public.

In September 1983, an international presentation occurred on the Cote d'Azur(French Riviera). The K100 was first loaned to journalists of major motorcycle media for a quick test and then they were given to BMW dealers present at the event. The first models were officially released to the public immediately after the 1983 Paris motorcycle show as it was sixty years since the release of the R32. After decades of slow changes, BMW had developed a motorcycle radically different from what existed in the BMW (as well as the competition) range. The responses from the press were quite positive but the usual BMW clients were particularly shocked.

The initial models released were the K100 and the K100RS, followed a couple of years later by the K100RT. The K100 was manufactured from 1983 to 1991. BMW produced 12,871 K100 base model, 34,804 K100RS, 22,335 K100 RT, and 14,899 K100LT. The only mechanical difference on the K100RS is a different final drive ratio.

Disclaimer:

**This is an excerpt of a document written by Bruno Saillard. The complete original document (in French) can be found at: <http://ecsm.dyndns.org/~afmb/nouveau/img/membres/articles/K100LT.html>
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