



R12G/S

MAY 2025

# NEWSLETTER



**BMW  
MOTORRAD**

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**BMW Touring Club  
of New South Wales**



## OFFICE BEARERS

### PRESIDENT

Steve Treloar  
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[spares@bmwtcnsw.org.au](mailto:spares@bmwtcnsw.org.au)

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[mccdelegate1@bmwtcnsw.org.au](mailto:mccdelegate1@bmwtcnsw.org.au)

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[webmaster@bmwtcnsw.org.au](mailto:webmaster@bmwtcnsw.org.au)

### NEWSLETTER ASSISTANTS

Tony Conliffe  
Tony Wilton

### Club Website:

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

## HISTORIC REGISTRARS

<b>North Coast</b>	Damian O'Toole	0419 296 939 <a href="mailto:nthcoastregister@bmwtcnsw.org.au">nthcoastregister@bmwtcnsw.org.au</a>
<b>Central West</b>	Alan Pennykid	0427 393 093 <a href="mailto:centralwestregister@bmwtcnsw.org.au">centralwestregister@bmwtcnsw.org.au</a>
<b>Central Coast</b>	Craig Hancock	0419 557 014 <a href="mailto:centralcoastregister@bmwtcnsw.org.au">centralcoastregister@bmwtcnsw.org.au</a>
<b>Sydney North</b>	Trevor Dean	0409 407 409 <a href="mailto:sydneythregister@bmwtcnsw.org.au">sydneythregister@bmwtcnsw.org.au</a>
<b>Sydney West</b>	Perry Gilsean	0418 978 781 <a href="mailto:sydneywestregister@bmwtcnsw.org.au">sydneywestregister@bmwtcnsw.org.au</a>
<b>Sydney South</b>	Graham Johns	0419 281 875 <a href="mailto:sydneysthregister@bmwtcnsw.org.au">sydneysthregister@bmwtcnsw.org.au</a>
<b>Far South Coast</b>	Steve Treloar	0439 739 876 <a href="mailto:farsthcoastregister@bmwtcnsw.org.au">farsthcoastregister@bmwtcnsw.org.au</a>

## REGIONAL RIDE CO-ORDINATORS

<b>ACT</b>	Dave Ramsay	02 6278 3895
<b>Central Coast</b>	Mick Furchert	<a href="mailto:centralcoastcoordinator@bmwtcnsw.org.au">centralcoastcoordinator@bmwtcnsw.org.au</a>
<b>Central West</b>	Marie Pennykid	0428 393 093 <a href="mailto:centralwestcoordinator@bmwtcnsw.org.au">centralwestcoordinator@bmwtcnsw.org.au</a>
<b>Hunter</b>	Rob Tiedeman	0425 777 461
<b>South Coast</b>	Tony Schmidt	0407 494 229

## MEETINGS

<b>Monthly Club Meetings</b>	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month ( <b>except for December</b> )
<b>Sydney Social Sip</b>	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.
<b>South Coast Social Sip</b>	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, BERRY, for a chat and something to eat.
<b>Newcastle Social Sip</b>	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.
<b>Bathurst Social Sip</b>	Members gather anytime after 6:30pm on the 2nd Wednesday of the Month for a chat and something to eat. Venue is Jack Duggans Hotel(the Irish Pub), George St BATHURST

## CLUB POINT SCORE

<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



# Ride & Events Calendar

ALL COVID 19 RESTRICIONS WILL APPLY TO ANY RUN PROPOSED.  
PLEASE CHECK IF YOU ARE CONSIDERING ATTENDING ANY FUNCTION

Regular Events			
<b>Wed Weekly</b>	<b>Meet at Jerry's Kulnura every Wednesday @ 10am</b>	<b>Henning 0457 034 488 Mick F 0414 713 359</b>	
<b>2<sup>nd</sup> Sunday each month</b>	<b>Coffee morning and ride from Bolwarra</b>	<b>Rob Teideman 0425 777461</b>	
<b>once each month</b>	<b>Far South Coast (Bega Valley)</b>	<b>Steve Treloar 0439739876</b>	
<b>RUN WEEKENDS MAY VARY message me if you want to be on the text list.</b>			
Previous Events - APRIL			
5 <sup>th</sup> - 6 <sup>th</sup>	<b>Loaded Dog Rally .</b>		
5 <sup>th</sup> - 6 <sup>th</sup>	<b>Tiddlers rally.</b>		
25 <sup>th</sup> - 27 <sup>th</sup>	<b>37<sup>th</sup> Autumn Leaf Rally.</b>		
25 <sup>th</sup> - 27 <sup>th</sup>	<b>Not the Cane Toad Rally.</b>		
Wed 30 <sup>th</sup>	<b>Club Meeting</b> 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. <a href="https://tinyurl.com/BMWTCNSW-General-Meetings">https://tinyurl.com/BMWTCNSW-General-Meetings</a>	Justin Dorward 0418 266 924	4/6
Thurs 24 <sup>th</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 5pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
MAY			
Wed 7 <sup>th</sup> - Sun 11 <sup>th</sup>	<b>BMW Motorcycle Club Victoria 50<sup>th</sup> Anniversary Rally.</b> Heathcote Queen Meadow Caravan Park. See flyer for details	Steve Treloar 0439739876	10
Wed 14 <sup>th</sup>	<b>Bathurst/Central West Social Sip</b> 2 <sup>nd</sup> Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 15 <sup>th</sup>	<b>South Coast Social Sip:</b> 2 <sup>nd</sup> Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
Fri 16 <sup>th</sup> - Sun 18 <sup>th</sup>	<b>Ruptured Budgie Rally</b> 60 km west of Tenterfield	Alan Peters 0407829033	10
Sat 24 <sup>th</sup>	<b>BMWTCNSW Country Meeting</b> @ Hill End Lodge, drinks from 6pm, meeting from 7pm. Details in March newsletter	Justin Dorward 0418 266 924	10
Wed 28 <sup>th</sup>	<b>Club Meeting</b> 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. <a href="https://tinyurl.com/BMWTCNSW-General-Meetings">https://tinyurl.com/BMWTCNSW-General-Meetings</a>	Justin Dorward 0418 266 924	4/6
Thurs 29 <sup>th</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 5pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
JUNE			
6 <sup>th</sup> - 9 <sup>th</sup>	<b>56<sup>th</sup> Alpine Rally</b> Cotterill Cottage. Snowy Mtn Hwy Yarrangobilly \$40, Prepay via BMWTCNSW club account. See flyer. Limited to 70 sites for this year due to site rehab.	Steve Treloar 0439739876	10
Wed 11 <sup>th</sup>	<b>Bathurst/Central West Social Sip</b> 2 <sup>nd</sup> Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 12 <sup>th</sup>	<b>South Coast Social Sip:</b> 2 <sup>nd</sup> Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
Sat 22 <sup>nd</sup> - Sun 23 <sup>rd</sup>	<b>40<sup>th</sup> Casper Rally</b> Bummaroo Ford Camping Ground	Dave Ramsey 0427264196	10
Wed 25 <sup>th</sup>	<b>Club Meeting</b> 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. <a href="https://tinyurl.com/BMWTCNSW-General-Meetings">https://tinyurl.com/BMWTCNSW-General-Meetings</a>	Justin Dorward 0418 266 924	10

Thurs 26 <sup>th</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 5pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
<b>JULY</b>			
Wed 9 <sup>th</sup>	<b>Bathurst/Central West Social Sip</b> 2 <sup>nd</sup> Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 10 <sup>th</sup>	<b>South Coast Social Sip:</b> 2 <sup>nd</sup> Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
Sat 12 <sup>th</sup> – Sun 13 <sup>th</sup>	<b>Winter Rally, Nerriga.</b> Hosted by United Tourers on their private property at Nerriga. Food, Bar, Bonfire, Bands		10
Sat 19 <sup>th</sup> Sun 20 <sup>th</sup>	<b>Awards Night</b> BOOROWA Ex Services club see flyer for details	Alison Ashby 0422 077 583	10
Wed 30 <sup>th</sup>	<b>Club Meeting</b> 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. <a href="https://tinyurl.com/BMWTCNSW-General-Meetings">https://tinyurl.com/BMWTCNSW-General-Meetings</a>	Justin Dorward 0418 266 924	10
Thurs 31 <sup>st</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 5pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
<b>AUGUST</b>			
Wed 13 <sup>th</sup>	<b>Bathurst/Central West Social Sip</b> 2 <sup>nd</sup> Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 14 <sup>th</sup>	<b>South Coast Social Sip:</b> 2 <sup>nd</sup> Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407494229	2
Wed 27 <sup>th</sup>	<b>Club Meeting</b> 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. <a href="https://tinyurl.com/BMWTCNSW-General-Meetings">https://tinyurl.com/BMWTCNSW-General-Meetings</a>	Justin Dorward 0418 266 924	10
Thurs 28 <sup>th</sup>	<b>Hunter Social Sip:</b> Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 5pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
TBA	<b>The Hat Rally(Araluen) and TTT Rally(Young) are held during August every year, looking for details at this stage</b>		
<b>OCTOBER</b>			
Fri 10 <sup>th</sup> – Sun 12 <sup>th</sup>	<b>Kosciuszko Rally,</b> hosted by BMW Motorcycle Club, Canberra. Watch for details, the site is shifting this year		10
Sat 25 <sup>th</sup> – Sun 26 <sup>th</sup>	<b>BMWTCNSW 60<sup>th</sup> anniversary celebration dinner.</b> Black Gold Motel at Wallerawang, NSW see flyer for details.	Marie Pennykid 0428 393 093	10

4/6\* City members attending a club meeting receive 4 points, country members receive 6 points.

If you have been to an event & wish to have your attendance considered for the Clubman Point score please contact Dave Beers.

If you would like to suggest an event (a rally etc) published for the clubs event calendar (eg so that you can use your Historic registered bike) please contact Steve Treloar with the appropriate details.

Please also feel free to contact your local Ride Coordinator (details inside cover of newsletter)

## **BMWTCNSW General Meeting Draft Minutes**

**Date:** 26th March 2025

**Motion:** Justin Dorward to chair tonight's meeting.

Moved: Bob Madell

Seconded: Dave Beers

**Chairperson:** Justin Dorward

**Meeting Opened:** 7.37pm

**In Person:** Justin Dorward (Secretary), Ed Chapman, Michael Sarah, Mike Goodwin, Bob Madell (MCC of NSW Delegate), Tony Conliffe, Tony Wilton, Stan Kucera, Marianne Cattermole, Mal Cattermole, Bob Whitehead, Paul Evans, Mick Goodwin, Dave Beers, Bruce Campbell, Gary Waterson

**Via Zoom:** Al Pennykid (Editor), Marie Pennykid (Membership Secretary), Alison Ashby (Treasurer), Colin Watkins, Chris Kowal, Fernando Cortijo, Linda Smith

**Visitors:** None

**New members:** Gary Waterson, who rides 4 bikes. R00/7 1978 model he rode to the meeting.

**Apologies:** Steve Treloar (President), Bill Sparks.

### **February Minutes**

Moved: Mick Goodwin

Seconded: Marie Pennykid

### **President's Report:**

Steve Treloar

As per newsletter.

### **Secretary Correspondence & Report**

Justin Dorward

Email: BMWMOCGC newsletter, Shannons Events, Google for Non-Profits.

PO Box: Bank statements, Alpine Rally entries.

### **Treasurer's Report:**

Alison Ashby

February 2025

#### ACCOUNT BALANCES

Regular bank balance at end of month \$5425.56

Savings account balance at end of month \$22895.40

TOTAL IN BANK \$28,320.96

#### SUMMARY

Total Income \$6743.30

Total Expenses \$2717.60

Total Interest Earned \$20.30

PO Box has been renewed. KRR expenses are being finalised. Alpine Rally entrants fees are coming in steadily - book early only about 34 spots left if you're planning on staying at the site. Day trippers welcome.

## **Membership Secretary Report**

Marie Pennykid

Four new members and a few others in the pipeline.

### **MCC of NSW Report**

Bob Madell / Ed Chapman

A delegates meeting was held and another is coming up (6.30pm 8th April), with three representatives from Transport for NSW attending. Bob mentions issues he will raise at the meeting.

The vertical 'Keep Left' sign, often used on islands, have been removed for use, replaced with rectangle shaped signs, which encroach over the island.

Speed humps in 60km/hr zones should not exist. Perhaps the speed should be changed.

Speed zones for workers in road works apply even when no one is working at the time.

CTP Insurance when interstate.

### **General business**

#### **Historic Bike Ride (1st Mar)**

Michael Sarah / Mick Goodwin

The day was a great opportunity to see the diversity of historic bikes in the Club. Good weather. Riders traveled from all corners, including Steve Treloar on his RS. Other members remember previous historic rides to Nabisac & Kangaroo Valley.

#### **New Members Ride (Sunday 23rd March)**

Marie Pennykid

Wet weather, but excellent attendance with 25 people, all huddling under the roof of the BBQ area to keep out of the rain, getting to talk to one another. Some feedback was received about it being a short ride, but that keeps it accessible.

Alison adds some prospective members also attended. Happy birthday to Alison.

#### **Country Meeting + Movie Night (Sat 24th May)**

Justin Dorward

Awaiting the menu from The Lodge Hill End, to share with everyone. Call them to book your room. Camping is also available, which needs to be booked, too.

#### **Alpine Rally (6th - 9th June)**

Alison Ashby

Half of the 70 sites are booked. Rob Lovett earmarked the sites with National Parks for us, so no one else not part of our group would get in the way. Henning will make the Sunday morning presentation. Day trippers are welcome.

#### **Awards Night (19 July)**

Justin Dorward

Boorowa Ex-Services & Citizens Club has been booked. Some rooms have been earmarked at the Boorowa Hotel for the BMWTCNSW. See the ad in the April magazine for details to prepay for your meal. \$45 each for the two-course meal, pay to the Club. See the newsletter for details.

## 60th Anniversary (25 - 26 October)

Marie Pennykid

Flyer has been published and seven bookings so far. Marie has emailed many past members to invite them. Next month, emailing our advertisers. This event is no-profit, to encourage as many people to come as possible. Expecting around one hundred people. Some regalia is available, too. 24th Sep 2025 is the deadline to book the dinner and regalia. Ensure to complete the booking form, especially if you have any dietary requirements.

## Far Cairn Rally (19 - 21 Sep)

Marie Pennykid

The Facebook event has been created, to earmark the weekend. We will be doing the food again, due to the success and positive feedback on last year. The badge price has been reduced back to \$30, since we no longer need to budget for the food price from the Lions Club. T-shirt prices are likely to increase in 2026.

## Previous Events

Gary and Tony attended the Cold Flame Rally.

## Reminder

Justin Dorward

April has five Wednesdays - the General Meeting is on the last Wednesday.

**Next Executive Committee Meeting 7.30pm  
Wednesday 23rd April 2025.**

**Next General Meeting 7.30pm Wednesday 30th  
April 2025**

**Meeting Closed at 8.23pm**

Acronyms and abbreviations used:

*BMWMOCGC: BMW Motorcycle Owners Club Gold Coast*

*MCC of NSW: Motorcycle Council of NSW*

Financials	
March 2025	
ACCOUNT BALANCES	\$
Regular bank balance	6369.08
Savings Account balance	22915.81
TOTAL IN BANK	29284.89
Summary	
Total Income	4080.41
Total Expenses	3116.48
Total Interest earned	20.41

**PLEASE when depositing into the club account to put your Name in the description of what the deposit is for MSHIP & Number, XMAS, FCR, AWARDS, MERCH, 60<sup>TH</sup> This makes it easier for me to reconcile the accounts.**

**Also email the appropriate person.** ie: [treasurer@bmwtcnsw.org.au](mailto:treasurer@bmwtcnsw.org.au) or [member-ship@bmwtcnsw.org.au](mailto:member-ship@bmwtcnsw.org.au)

**Please support and promote our newsletter advertisers, their financial contribution is invaluable.** Bikebiz, Brisban Motorcycles, Rock Motorcycles, AMX Canberra.

### Notes:

**March** –Accommodation paid for Justin Dorward to attend the BMW Clubs Australia AGM in Melbourne. Gift basket sent to Dub Bartolec after a motorcycle accident. Regalia is being ordered and sent. Income is for Alpine (54 paid attendees so far, 60<sup>th</sup> and even FCR.

I have a number of payments this month that are hard to match with the correct event.

Stay Safe!

**Alison Ashby**

Treasurer

0422 077 583

## HYBRID MONTHLY GENERAL MEETINGS

TOONGABBIE COMMUNITY CENTRE AND ZOOM

The *BMW Touring Club of NSW* hosts its monthly general meetings at the Toongabbie Community Centre and via the popular cloud teleconferencing platform **Zoom**. It is an intuitive and simple platform.

<https://tinyurl.com/BMWTCNSW-General-Meetings>

Please use your name when logging in, instead of any aliases or nicknames. **The same link will be used each month, so feel free to bookmark it in your web browser.**

The General Monthly Meeting is 7.30pm on the final Wednesday of the month, except December. Looking forward to seeing you there.

*Justin Dorward, Secretary, BMW Touring Club of NSW*

## *President's Report May 2025*

Hope you all enjoyed the April newsletter a bumper 24 pages thanks to Alan for his ongoing dedication in getting the newsletter out. Thanks to those regular contributors. Alan is always on the lookout for new and exciting if not old and interesting articles write ups etc. Keep them flowing to Alan to keep this magazine having interesting and informative articles.

My impromptu ride this month was with a Victorian guy called Mike De Vink who has a beautiful R100 that he has transformed into a R100LS. He was in Merimbula on a week run, we caught up for breakfast and then I escorted him on Hamish's R 65 LS, of course, Through the Bega Valley and up to Berridale. Mike was to meet up with some other guys doing a run across the High-country and I had hot tile Home via Cooma for fuel due to Berridale having no power. Turned off to the whole town for upgrades.



The work that Mike had put into this bike was unbelievable, originally starting as an R100RT mono. He purchased an LS front screen and cut, widened, and grafted it to fit the R100 headlight and then made a dashboard to suit putting in the R100RT instruments including Clock and voltmeter. The ducktail handles were also handmade and crafted to resemble the original LS styling. Once all done the paint scheme was identical to the LS's Henna red. It really did look something else with the added longer legs of the 1000cc. We did a couple of staged photos down by the waterfront at Merimbula before taking off. A great run.

Late February saw the Candelo Hotel lunch run with the BMW Club of Canberra and the southern members of the New South Wales club. A great role up we had about eight people from our club. From Canberra, Bredbo, Nowra and further south. A great catch up as was the lunch. The same weekend was our Club's new members ride to Wentworth Falls Lake all Accounts a great day out as well.

As this goes to press the Autumn Leaf Rally at Tumut Anzac weekend will be on. Up in QLD, Not the Cane Toad rally.

In May the BMW Motorcycle Club of Victoria are celebrating their 50th anniversary. Details were in the last newsletter. Hopefully we may get some members heading that way to help the Victorian club celebrate. The Ruptured Budgie rally, up Tenterfield way will be attended by a few club members as well.

Don't forget our country meeting on the 24<sup>th</sup> May being held at the Hill End Lodge. All accounts I should be there.

The June Kings Birthday long weekend will see the Alpine Rally at Yarrangobilly transition to our club from Paul Corradini and previously run by Henning Jorgensen. A smaller number this year due to N.P. Restrictions.

July brings on our awards night on the 19<sup>th</sup>. This year it will be at the town of Boorowa.

Get your booking into Alison for Dinner. Make your own accommodation bookings.

When ever you send money to Alison for club events / membership renewals in the description please assist by putting what your payment is for. I

Lastly our own 60<sup>th</sup> Anniversary in 25/26 Oct. don't forget to book in.

Hope you re not just checking tyre pressures, battery monitors and the weather apps. I hope some are actually getting out and about.

Till next time

Cheers, Steve



### Welcome to the new members:

- Paul O'Halloran and Kieran O'Halloran (Stanhope Gardens)
- Ron Durkin (Dayboro)
- Paul Hopkins (Eastlakes)

### WANTED:

A Vice President for our committee, this could be your chance!

If you are willing to give it a try, other members of the committee are all willing to help you get on your feet.

*In the meantime all requests for additions to the club event calendar should go to Steve Treloar, and report any club calendar event attendances to Dave Beers.*



### Notice: Speed Limit Changes

26th April, 2025

Transport for NSW has published many speed zone changes across the state since the last BMWTCNSW Newsletter was published. These changes have occurred in the following LGAs: **Berrigan, Greater Hume Shire, Orange, The Hills Shire, Yass Valley**

For more information on these changes, feel free to contact me via [secretary@bmwtcnsw.org.au](mailto:secretary@bmwtcnsw.org.au)

*Justin Dorward,  
Secretary, BMW Touring Club of NSW*

The BMW Touring Club of NSW presents



## AWARDS NIGHT 2025

Join us in celebrating our volunteers & passionate riders at our annual Awards Night in 2025! Open to all.

Dinner: 6pm Saturday 19th July  
Boorowa Ex-Services & Citizens Club

\$45 per person. Pre-pay to the Club account  
BSB 032 173 Acc 406259

RSVP to Alison [treasurer@bmwtcnsw.org.au](mailto:treasurer@bmwtcnsw.org.au)

Accommodation

Boorowa Hotel

02 6385 3000

Cnr Marsden & Queen Sts

Quote "BMW Awards Night"



# Celebrating 60 years 1965-2025



BMW Touring Club  
of New South Wales



## *BMW TOURING Club of NSW 60th Anniversary Dinner 25th October 2025*

*You are cordially invited to attend the Club's 60th Anniversary Dinner to be held at the Black Gold Motel's Crib Room Restaurant at Wallerawang.*

*Kicking off at 6pm, dinner from 7.00pm.*

*All Current, Past members and Friends of the Club welcome.*

*We look forward to you joining us to celebrate this auspicious occasion.*

*Book your own accommodation at the Black Gold Motel, the Commercial Hotel, The Junction (B&B), or assorted options at Lithgow.*

*The Black Gold Motel & Country Cabins has assorted accommodation from Queen and Family Rooms to Cabins and Villas sleeping up to 15 people in double and bunk beds. Please discuss your requirements directly with their friendly staff and mention that you are with the BMW Touring Club of NSW.*

*Phone:(02) 6355 7305*

*If you have any interesting photos or video for display on the night, please contact Alan Pennykid on 0427 393 093 or [alan.pennykid@gmail.com](mailto:alan.pennykid@gmail.com).*

*Very Important: Dinner must be paid for by the RSVP date to secure your booking.*

*Financial members must be current for 2025-2026 year.*

*Refunds not available after the 25 September 2025, merchandise will be posted to you at your cost. Meal costs are forfeited.*

*Please pass a copy of the invite and order form to any past members or other interested people.*

# 60th Anniversary Booking Form

Please note RVSP Date is 24 September 2025

Dinner will be a 3-course alternate serve (3 choices) dinner

- Members and their Partners \$85 per person
- Non-members \$100 per person

Breakfast: \$35 per person hot buffet breakfast.

Please specify any Dietary restrictions such as Gluten Free, Vegetarian, Vegan or specific Allergies (eg Peanut).

Regalia for order:

Polo Shirts – Embroidered: \$45. Specify Size & Colour (White/Grey).

T-Shirts – Printed: \$35. Specify Size & Colour (White/Grey)



BMW Touring Club  
of New South Wales



**Celebrating 60 years 1965 - 2025**

Name	Any Dietary Restrictions

Primary Contact Phone: \_\_\_\_\_

Meals	PP Cost	No of People	Cost
Dinner booking MEMBERS	\$85.00		\$
Dinner booking NON-MEMBERS	\$100.00		\$
Breakfast booking	\$35.00		\$

Regalia	Per Item Cost	Size/Colour/Address for Postage**	Cost
Polo Shirt	\$45.00		\$
T-Shirt	\$30.00		\$
Postage**	\$15.00		\$

\*\*The shirts are expected to be delivered at the dinner. Postage/Address is only required if you are not attending the dinner.

<b>Total Payment Direct Deposit Date:</b>	<b>\$</b>
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**Please pass a copy of the invite and order form to any past members or other interested people.**

Please put "**60th your surname**" as your transaction description.

Payment Method: DIRECT DEPOSIT (preferred) CASH / CHEQUE / MONEY ORDER

Direct Deposit: BMW Touring Club of NSW Inc. Westpac BSB 032-173 Account 406259

**Please read the instructions carefully.**

If you have any queries, please call Marie Pennykid on 0428 393 093.

Return forms: email: [membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au) or by mail: BMWTCNSW PO BOX 549 Toongabbie NSW 2149.

## Back to the Future

### - Upsidedown Greg rides again – a return to gravel surfing.

After a hiatus of several years I've returned to GS ownership with the purchase of only my second ever new motorcycle. The first was a 1983 Yamaha XT250 which was I mostly used as a farm bike. The extent of flashy technology / electronics on the XT at the time was an electric starter, a headlight and a continually flat battery. Fortunately, it also had a kick starter – which was also technology of a different kind and certainly more practical than the combination of an electric starter with a flat battery.

The closest I got to a new bike during the years after the XT occurred in 1999 when I purchased a 9-month-old R1100GS (previously owned by Rob Lovett). This was the bike that introduced me to adventure riding or "Gravel Surfing" as my good friend Jim Reid calls it - an appropriate interpretation of the GS suffix attached to these bikes.



The R11GS and I became close companions over the next few years, as I learnt to ride (and crash) off road. I had that bike for about 6-7 years and managed to damage just about every part of it. I broke the gearbox casing, the rear sub-frame (twice), the rear shock and the front sub-frame, the tank collected some decent scratches and a couple of nice dents on either side and after one fall the smoke escaped from the wiring harness, leaving me stranded in the Brindabella ranges. Despite looking very second hand this bike was a prize winner in its category at the "25<sup>th</sup> Anniversary of the GS" get-together at Cundle Flat farm, beating out Gerry Bloeman's pristine 1150GS. I think Gerry is still annoyed with me for that.

I took that bike on 3 BMW Safaris in the early 2000s, unfortunately we only completed one of them. An accident near Emerald, put both of us out of action, and the broken gear box casing, broken rear shock and broken rear sub-frame stopping us

another time. The one Safari that both I and the bike completed still involved a losing a couple of panniers. After enjoying gravelsurfing and a few iterations of the GS (including a R100GSPD, and an R1150GS) for about 15 years I moved to an R1150RT and for the next 8-9 years mostly stayed on sealed roads.

However, late last year I had a significant birthday, and I came to the realisation that my healthy riding years are diminishing and that perhaps now was the right time to buy a suitable GS and do some more gravelsurfing. I decided to splash out on a later model bike with better performance and higher levels of technology. Cruise control would be good, heated grips that worked and perhaps even heated seats (another sign I am getting old).

I started perusing various online bike sales sites for a suitable bike. I looked at older 1200s and then the 1250s, but then one day I accidentally walked into the local BMW dealership and had a closer look at the 1300GS and the GSA. The GS was certainly appealing, but it was the GSA that got the nod. The looks of the GSA are polarising, and I hadn't been impressed by the photos I had seen when it was launched or by the various video reviews that have popped up on YouTube. But in the flesh, I found it to be an awesome looking and imposing beast.

So, within a few weeks Mick Andrews (Canberra BMW) had twisted my arm and forced me into signing on the dotted line for a Racing Red R1300 GS Adventure. My very first GS (the 1100) was also red, so it feels like I've gone full circle.



But the circle has moved a bloody long way since my

first GS. About the only similarities are that they are both red and have two wheels. The 1300 feels like I have bought a computer with two wheels attached. Adaptive cruise control (with lane collision warning, front & back collision warnings), electronic suspension height adjustment, and various riding modes that mess with the ABS, throttle response, traction control and probably a heap of other stuff I haven't worked out yet.

Does the technology make it safer to ride? Yes and No.

A previous 1150GS I owned had ABS which only worked on sealed roads, and I always switched it off on gravel roads because it was crap. On the 1300 I can grab a fist full of front brake on a gravel road and know that the bike will pull up quickly without locking of the front wheel. Owners who have transitioned through the 1200 and 1250 eras are probably not as excited about this as I am because they have seen the incremental improvements over time, but for me the operation of the ABS, traction control and suspension in Enduro mode has been mind-blowing. It does however bring with it the possibility of complacency. It could be easy to fall into the trap of thinking the bike can save us in any conditions. But this is a heavy powerful bike, and the electronics can only do so much. Laws of physics still come into play if you've gone into a corner with a poor line and too much speed and the electronics won't always be able to save you.

The 1300GSA is certainly a very capable of negotiating fire trails and other rough gravel roads. But it is a very expensive bike to be punting along roads where falling over is a real possibility. For me I think I'll probably steer clear of the more difficult fire trails and keep to standard council issue gravel roads and leave the rough stuff to others – I'll let you know how that goes.

GREG

### My First Big Bike Trip

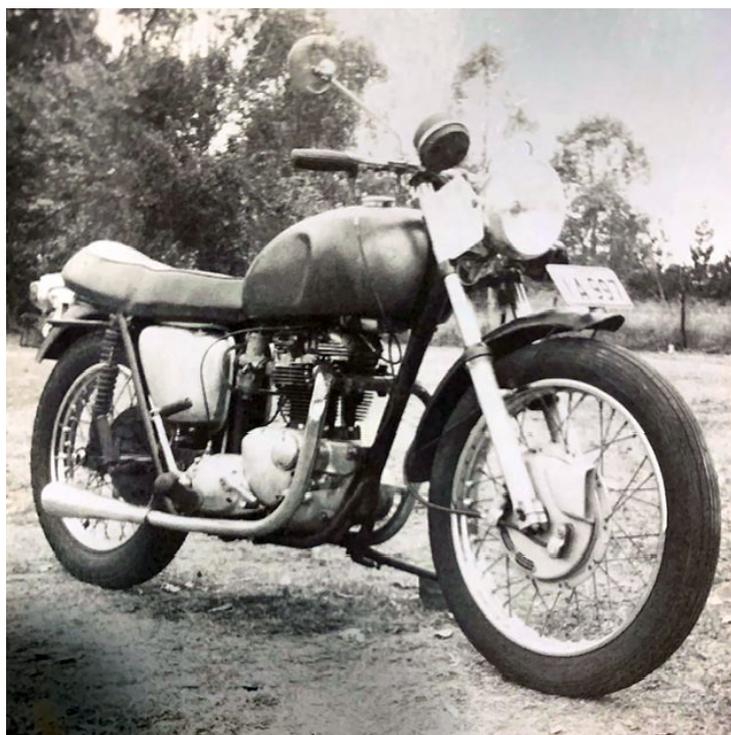


Long Plain Hut, from the Vince Cahill collection.  
Courtesy of Tracey Cahill

## MY FIRST BIG BIKE TRIP

-Chuck Hamilton

It was December 1974 and the small engineering firm I was apprenticed to was closing down for the Christmas break. I was still riding my '69 Bonneville after having it extensively overhauled by Kevin "Bodgey" Bowden (AKA "Crook" to his mates in the Riverstone Motorcycle Club). As you might recall from an earlier story I wrote, I bought the bucket of bolts from 'Bub' the previous year and it came with hideous handling, several oil leaks and a rattly top end at no extra charge. I found out a long time after that it was built from the mismatched parts of several stolen motorcycles. After riding it around for a few months and being constantly derided by my mates who had newer bikes, I decided that it needed some mechanical attention. Kevin rebuilt the engine, installed a new oil pump, fitted the correct 19 inch wheel front end (I bought it with an 18" front wheel and forks from an early '60s Triumph) and rewired it from end to end. When I arrived at his workshop to pick up the bike, Kevin wrote down the cost of the repairs on a piece of paper and told me to guess the cost of repairs. If my guess was higher than the price he wrote down then that's what I'd have to pay. If I guessed low then I would have to pay the amount he wrote down. I guessed \$500 but the amount was \$600, the same amount I paid Bub for the bike. At the time I thought Kevin charged me too much but in retrospect I'm sure that he felt sorry for me and did a lot of the work at cost. That was my first lesson about owning motorcycles – they are more often than not a black hole for cash. So now I was \$1,200 into the bike and even though it now



The Bonneville before the big trip

was running well I couldn't help thinking that for an extra \$800 I could have bought a brand new Norton 850 Interstate. I would have loved to own a BMW but on my meagre pay the repayments would have been astronomical. At least the Bonnie now started first kick every time, handled really well on the windy stuff and was fun to ride, despite the front braking being almost non-existent. Yeah, the first Triumph with anti-lock brakes.

So, since I had annual leave, Phil suggested that we ride up to Brisbane and stay with some of his friends for a few days. His Norton Roadster was off the road so why not ride up on the Triumph two-up and share expenses? Sure! Why not? We weren't doing anything else. Our mutual mate, Ronnie, decided that he would tag along with us on his Honda CB250 since he was on holidays as well.

Early one mid-December morning we met up at Hornsby and set off up the Pacific Highway towards Brisbane. Picture this: Two guys dressed in jeans, t-shirts, desert boots, leather jackets, open face helmets and PVC rabbit fur lined gloves - remember the purple dye colouring your hands when the gloves got wet? No wet weather gear, no sleeping bags, no change of clothes...not even a flamin' toothbrush! No problem. Bugs and dust sandblasting my face... don't all bike riders put up with that? What motorcycle neophytes we were with so much to learn about touring!

As we rode along the highway just past Hexham I noticed Ronnie was no longer in my rear view mirror. We stopped for a while but when it was apparent that he wasn't coming we turned around to see where he was. A few minutes ride saw Ronnie standing behind the Honda trying to wish air back into the flat tyre. After whipping off the rear wheel with the tools under the Honda's seat, Phil and I rode back to Hexham with the wheel and patched the tyre at the first service station we came to. We were away again mid-morning and had an enjoyable ride to Kempsey. About half way between Kempsey and Macksville Phil, whose turn it was to ride, pulled to the side of the road to announce that the bike was stuck in top gear. A tentative prod and wriggle proved this to be the case. Bad decision number two: we decided to keep riding since, we rationalised, the bike was a big twin had a heap of torque and we could slip the clutch to start off. Also, the highway so far was fairly open and flat and we have been in top gear for most of the trip so far anyway. So after an awkward bump start I pulled the clutch for Phil to catch up and mount and mercilessly slipped the clutch with the bike in top gear until we were away.

We were doing OK until I saw dark thunderstorm clouds gathering on the horizon. About twenty kms from Macksville the heavens opened and it absolutely poured down, reducing my visibility to about one



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and a half centimetres – being the distance between my eyeballs and my spectacles. Having an open face helmet, the raindrops felt like hailstones and the smart thing to do would have been to pull over and wait for the rain to abate. After a few minutes a semi-trailer overtook us and I made the call to pull in close behind and slipstream him, figuring that a) if I waited for the rain to abate and it didn't then we would have to ride in the rain in the dark and b) at least I could follow the truck to the next town with less risk of being creamed by a vehicle coming the other way.

So there we were, following this truck in the pouring rain in a huge mist cloud caused by the water thrown up by the rear tyres. I kept my eyes glued to his brake lights to make sure I kept in close. Finally we approached Macksville and as we slowed to the 60 km/h speed limit the truck took off and left us behind. As we came up to a right hand bend in the road under the railway line bridge I slowed right down and as I turned right, the bike kept going sideways as if we were riding on wet soap. The bike slipped from under us and we toppled off the road and slid onto the grassy shoulder. We quickly picked the bike up and pushed it under the shelter of the bridge to get out of the pouring rain for a recalibration. I couldn't figure why we came off when going so slowly. A quick check of the bike revealed a bent right side footrest but no other damage so we re-mounted, quickly did our bump start act and pun-

ished the clutch yet again as we continued north.

A couple of hundred metres later a service station materialised on my left so I pulled in for a brief respite from the rain. Phil borrowed a big rubber mallet from the workshop and proceeded to hammer the bent footrest down to its proper position. After three whacks he missed the footrest and slammed the gear lever. To our surprise, suddenly we had gears again! By the time I filled up with fuel the rainstorm had eased and after a quick check of the oil level I kicked the engine over, tentatively selected first gear, waited for Phil to climb on and motored off with Ronnie and his Honda following.

The sun appeared as we rode through Coffs Harbour and continued up the coast but just north of Woolgoolga the rain started again and followed us all the way to Grafton where we decided to call it a day. We found a caravan park and hired an onsite van with an annex where we hung our drenched jackets to dry. After a hot shower we wandered into town for a feed in our wrung out wet clothes and got more than a few sideways looks from the locals. The lesson learned that day was to carry wet weather gear (and spare clothes and a toothbrush and buy a full face helmet!).

The new morning dawned bright and sunny and with the Triumph's gearbox back in the game we set off towards Brisbane. It never occurred to me to check the primary chain oil level. The Triumph was



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humming and the kms clicked by as we passed through McLean but as I slowed down approaching Woodburn the bike began to stutter and jerk so I pulled into a small service station to investigate. It's embarrassing when I think back to that time when I set out on a long trip on a bike with no tools and (at that point) no mechanical knowledge. What could be causing this weird symptom? Let's check the easiest thing first. Since we gave the clutch such a hard time when the gearbox was stuck in top gear we figured that was the first place to look. In the parking area of the service station, we borrowed some tools and removed the primary case. Apart from the total lack of oil, the chain was so slack it was thrashing around and jumping teeth on the clutch housing and drive sprocket. Even with the adjuster set to its limit the chain was still slopping around in there so after a three way conference it was decided that the Triumph was unrideable and that Ronnie should proceed to Brisbane and we would hitch hike and meet him at Phil's friends' place. I asked the service station owner if I could park the bike around the back until I returned with the spare parts to get it going and with that Phil and I hit the road to hitch a ride north. After a while a cane farmer in a yellow Leyland P76 picked us up and took us to Tweed Heads. Then a guy in a Land Rover towing a car trailer gave us a lift into Brisbane and dropped us off where we were close enough to walk to our destination.

Three days later it was time to head home so naturally we decided to hitch hike. Why not just catch a bus or train? Nah, we had to make it hard on ourselves didn't we? The first lift we caught dropped us at Dalton and after that we were lucky enough to get a ride all the way to Singleton. Another lift took us into Newcastle and finally we caught a ride all the way to Sydney and took a train home to arrive in Doonside at midnight.

With a week's worth of holidays still to go I had the opportunity of catching a lift with a mate who was driving to Brisbane. I bought a new primary chain from Omodi's in Pitt Street in Sydney and after throwing some tools into a kit bag I was set to go. Early next morning I was picked up by John and his brother-in-law in the latter's EH Holden for the journey north. We arrived in Woodburn in the early afternoon and after making sure the bike was still parked in back of the service station I bade my travelling companions farewell and got to installing the new primary chain. Once it was together I consulted a road map to plot a different course home since I was tired of the Pacific Highway and needed a little more self flagellation. Full of confidence in my repairs I decided to ride up to Ballina then cut across to Tenterfield and home down the New England Highway since I haven't been that way before.

I filled the tank, kicked over the bike and headed on up the highway to Ballina. To my surprise and great consternation, as I came into Ballina's main street at dusk, the bike started to jerk and cut in and out again then ground to a stop right outside the Australian Hotel in the main street. Well, that was it, stranded once again. What I should have done was to take the bike to a local bike shop and have the problem fixed but nope! In true dumb-and-dumber fashion I phoned my brother and asked him to jump into my mini van and drive up to Ballina so we could cart the bike home. A mini van you say?? Yes, a few months ago I picked up a mate's smashed Yamaha XS 650 from Bathurst. He was unfortunate to have come down after a speed wobble at 140 km/h on the downhill straight at Yetholme riding home a few Sundays ago. Phil, Dave and I lifted the stricken Yammie diagonally rear first into the van but had to remove the front wheel for it to almost fit. I tied up the barn doors of the van with a piece of rope and we had a good ol' drive back to Sydney with Dave in the passenger's seat (as he was still banged up from the speed wobble spill) and Phil in the back of the van keeping the bike company while sitting on a cushion. Crazy! You wouldn't even think about doing something like that these days.

To my brother's credit, he jumped straight into the Mini that afternoon and drove all night to arrive in Ballina at daybreak. To my surprise he brought Phil and his sixteen year old sister Sue along too, the latter sitting on a cushion in the back of the mini all the way from Sydney! Obviously none of them thought about how all of us were going to fit into the mini van along with the bike. Anyway, just to demonstrate to Phil how bad the bike was running, I gave it a kick and it started and idled straight away. We looked at each other and thought that finally the motorcycling gods were giving us a break. It was decided that I would continue riding the bike to Ten-



*The same Triumph but with a later model fuel tank*

terfield and down the New England Highway with the crowd in the panel van following in case the bike broke down again. Great! What could go wrong?

A cool, sunny day greeted me as I turned towards Tenterfield safe in the knowledge that the guys were following. It was a wonderful ride along the Bruxner Highway and I arrived in Tenterfield late morning and turned south towards Glen Innes. Well, wouldn't you know it?! As I slowed to enter town the bike started to jerk and cut in and out again. I rolled to a stop and parked the bike so it could be easily seen by the guys as they came into town. An hour passed, then two hours and no sign of the mini. After three hours it was starting to become obvious that help was not on the way. After a few inquiries I discovered that the hardware store not far away was also a bike repair shop so I pushed the bike about a block and turned into the street where the bike shop was located. To my surprise (and relief) the shop was open despite it being Sunday. I chatted with the owner and explained my situation and being utterly cheesed off with the bike by now I arranged with him to freight the bike back to Sydney by train. Now to get home.

Anyone with half a brain would have bought a bus or train ticket but no...I decided to set off down the highway trying to hitch a ride. I walked out of town but couldn't score a lift. I didn't have a plan, the sun was going down so what was there left to do other than to keep walking in the vain hope that I might get a lift. At about eleven o'clock that night I came across a service station that appeared to be closed but as I drew closer I saw that the two big concertina doors to the garage entrance were open. I took a peek inside but eerily no one was there. There were a couple of cars in the garage so I decided to take a snooze in the back seat of one of them.

The next morning, well before dawn, the cold woke me up so I found my way out of the garage and resumed my walk south. A couple of hours later my luck changed as a couple of Air Force guys from Brisbane, who were on their way to some air base in Victoria, stopped for me and took me all the way to Hornsby. From here I took a train home and arrived home at midday on Monday. I called my boss to tell him I would be back on deck the next day and was relieved that he wasn't perturbed by my late return to work. When I confronted my brother as to why he chose to leave for Sydney down the Pacific Highway instead of following me, he said that he and Phil concurred that because the Triumph was running alright they were confident that I would get home OK. Thanks for the vote of confidence bro!

Two weeks later I received a phone call from someone in the rail office in Sydney notifying me that my bike had arrived by goods train and was

waiting to be picked up. I mentioned this to Kevin when I went around to his shop to tell him of my misadventure. Without hesitation he said he would pick the bike up in his van and take it back to his shop for diagnosis. It turned out that thrashing the clutch so mercilessly during the trip to Brisbane had destroyed the alternator due to overheating. All the time after the failure the bike was running solely off the battery. At Ballina the battery must have recovered overnight just enough to keep me going as far as Glenn Innes where it finally died. Kevin fixed the alternator issue but thinking back, I can't recall him billing me for the repair or for picking up the bike from the Darling goods yard and taking it back to his shop at Quakers Hill. The bike ran fine after I picked it up from the workshop but by then I was totally disillusioned by it and each time I rode it I was anticipating the next breakdown.

Then one Saturday morning Phil suggested that we ride up to Scott's Motorcycles in Thornleigh to check out the new Nortons. After spying a lovely black and gold 850 Interstate on the floor I struck a deal with the sales guy to trade in the Triumph and arrange finance for the new bike. Another dumb move: accepting finance from a bike shop through Custom Credit at the ungodly interest rate of 18%. A week later, Scott's phoned to tell me finance was approved (of course) and that the bike was ready for me to pick up. Phil doubled me to Thornleigh on his now roadworthy 850 Roadster and in a high state of excitement I walked into the shop to take delivery of my first and only brand new motorcycle. The sales guy greeted me and took me over to a lovely black and gold Roadster and with a flourish whipped out the key and presented it to me.

"Hold on", I said. "I ordered an Interstate, not a Roadster".

"No", he replied, "You ordered a Roadster"

"No I didn't, I ordered an Interstate".



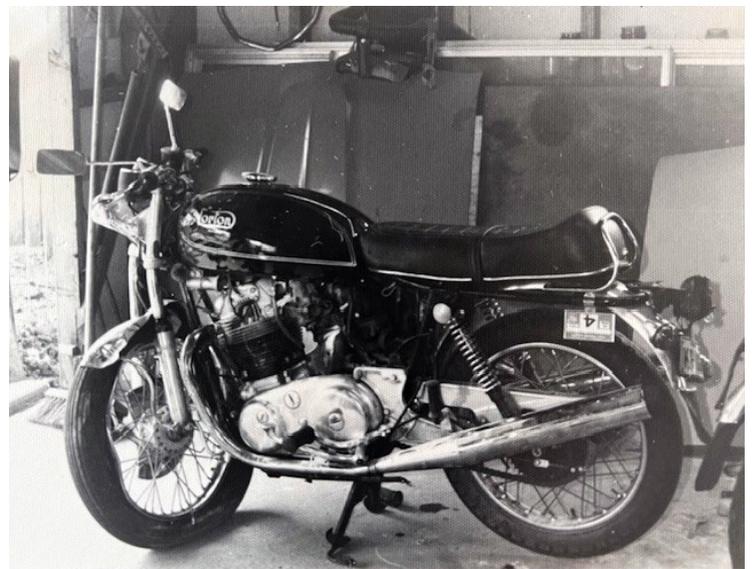
'74 Norton Interstate at Cowra

"Let's go over to my desk and I'll show you the order".

He shuffled some paper and his eyes bugged out as he realised his mistake in ordering the wrong bike. My luck just isn't getting any better. He then tried to talk me into accepting the Roadster but I insisted I didn't want a Roadster...I ordered and paid for an Interstate and I wanted an Interstate. When he continued to balk I told him to tear up the contract and that I would buy a new bike from a different dealer. This threat changed his attitude and he then agreed to supply the correct bike and even offered to have it delivered to my home in Doonside. Another week went by and finally, on a Friday evening, a car towing a trailer containing my new Interstate pulled into the drive. The first thing the salesman said to me was: "If I'd have known it was so far to your place I would never have offered to deliver it!" Yeah, a great comment for me to remember on the delivery of my new bike.

Anyway, we rolled it off the trailer, the sales guy departed and Phil on his Roadster, Spud on his Triumph and Ronnie on his Yamaha XS 650 (having traded his Honda 250) fired up their engines. I started the Norton only to discover the tail light wasn't working. A bad omen?

Eight months later the Norton was totalled when I let my brother-in-law take it for a ride and a car



turned right in front of him. Luckily he wasn't seriously hurt but with the insurance paying out the finance on the bike I was once again without a ride. Since I had such a short relationship with the Norton I went back to Scott's to buy another one. As I walked into the shop I spied a Monza blue R75/6 on the shop floor...

I'd like to throw out a challenge to everyone in the club. If you had a worse first touring holiday on your bike then write it up and submit it to Alan for the club newsletter...that is, of course, if you're not too embarrassed!

Chuck Hamilton



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Autumn Leaf Rally—Steve Treloar



# VOYAGE ACROSS AUSTRALIA BY MOTORCYCLE

by  
A. A. HAWKINS

After reading the book "Too Long in the Bush" by Len Beadell, a story of the first geodetic survey to cross Australia from east to west through the Gibson Desert, the N.S.W. B.M.W. Club decided to follow the tracks of surveyor Beadell along the Gunbarrel Highway from Ayers Rock, N.T., to Meekatharra in W.A. by motorcycle.

The term "Gunbarrel Highway" suggests speeds above legal limits, but in reality for five days I did not reach a speed fast enough to fully engage the clutch in low gear.

The road is graded sand compacted by nature with a cover of 50 mm of loose sand which makes the going on two wheels at best unsteady.

We had 1:250 000 National Mapping charts of the route which showed the highway in such bold print we expected a six lane motorway. Experience is a wise teacher! At least the route was plotted accurately from Beadell's astro fixes.

I was appointed navigator for the party of 8 and as I could not carry a theodolite in my pocket I bought a "Sokkisha" abney level with lens and bubble for a star shot each night to check our progress. This cost \$42 and read  $\pm 0.05'$  when hand held and gave our position within 8 kilometres. Near enough for out there!

Vega is a bright star which transits the meridian in the northern sky about 9 p.m. during August and is ideal for a latitude check. At the same time Spica is setting and gives a check on longitude. A transistor radio gave us a time check on our watches. I carried a Phillips planisphere obtainable from scout shops, for easy identification of all bright stars visible at any time on every night in Australian latitudes.

Len Beadell placed on trees at his astro fix points aluminium plaques stamped with latitude and longitude, very handy for a positive check on our position when there is nothing but shifting sand to steer by, and the road is hard to distinguish in places.

My interest in motorcycles goes back to the days as a survey pupil when the bike was economical transport. Now only senior surveyors can afford to run a large machine.

A bush surveyor from way back with the M.W.S. and D.B. (Metropolitan Waterboard Surveyors and Determined Bushbashers) the call of the outback was too great. Six riders on 750 cc B.M.W.'s crossed the Gunbarrel, one bike had a side car with food, spares and 68 litres of fuel. Each bike had a 34 litre tank plus four 5 litre tins strapped on the side.

From Ayers Rock to Wiluna, 1400 km, there are three fueling stations, Docker River, Warburton and Carnegie, the longest stretch is Warburton to Carnegie, 500 km. The sandy road increased consumption to 10 litres/100 km. Some days we travelled as little as 50 km, so food and water was carried for seven days. Weight of the bikes all up was 365 kg, needing plenty of poise to keep it upright — avoirdupois in the right place so to speak.

The main danger in the desert is from wild beasts. Possums ate our fresh fruit, dogs forced open my haversack and ate my powdered milk and margarine, a hopping mouse ate all my cereal, bread and bis-



cuits. Dingoes made a raid and chewed up my tins of Irish stew and camp pie, etc. For one whole week I lived on water and oranges.

All food must be carried in glass jars with steel caps. One motorcyclist at Ayers Rock found magpies eating his motorcycle, he drove them off only to find his cycle completely eaten down to the tubular steel frame. This together with corrugations built 2 storeys high in that area . . . the mind boggles!

Our journey over and back was 12,000 km of which 5000 was rough dirt roads. It was an endurance test with many dangers, the group must stay together, it would be impossible alone to push up the sand ridges or to carry enough tools and spares.

A great adventure to achieve mastery of our continent on two wheels in spite of all obstacles. The animals are there to eat your food, the dust is there to blind your eyes, the sand is there to throw you off and the spinifix is there to fall into, everything has a purpose. I wonder what my purpose will be after I get all that spinifix out of my hide!

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**16<sup>th</sup> – 18<sup>th</sup> May**

**Ruptured Budgie Rally**

**24<sup>th</sup> May**

**BMWTCNSW Country Meeting**

**6<sup>th</sup> – 9<sup>th</sup> June**

**Alpine Rally**

**22<sup>nd</sup> – 23<sup>rd</sup> June**

**Casper Rally**

**12<sup>th</sup> – 13<sup>th</sup> July**

**Winter Rally**

**19<sup>th</sup> July**

**Awards Night**

**August**

**Hat Rally and TTT rally**

**10<sup>th</sup> – 12<sup>th</sup> October**

**Kosciuszko Rally**

**25<sup>th</sup> – 26<sup>th</sup> October**

**BMWTCNSW 60th anniversary  
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