



NEWSLETTER

APRIL 2026



**BMW
MOTORRAD**

**BMW Touring Club
of New South Wales**



OFFICE BEARERS

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NEWSLETTER ASSISTANTS

Tony Conliffe
Tony Wilton

Club Website:

www.bmwtcnsw.org.au

HISTORIC REGISTRARS

North Coast	Damian O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	Alan Pennykid	0427 393 093 centralwestregister@bmwtcnsw.org.au
Central Coast	Craig Hancock	0419 557 014 centralcoastregister@bmwtcnsw.org.au
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Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Far South Coast	Steve Treloar	0439 739 876 farsthcoastregister@bmwtcnsw.org.au

REGIONAL RIDE CO-ORDINATORS

ACT	Dave Ramsay	02 6278 3895
Central Coast	Mick Furchert	0414 713 359
Central West	Marie Pennykid	0428 393 093
Hunter	Rob Tiedeman	0425 777 461
South Coast	Tony Schmidt	0407 494 229

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 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.
Newcastle Social Sip	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.
Bathurst Social Sip	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 RESTRICTIONS WILL APPLY TO ANY RUN PROPOSED.
PLEASE CHECK IF YOU ARE CONSIDERING ATTENDING ANY FUNCTION

Regular Events

Regular Events			
Wed WeeklyMeet at Jerry's Kulnura every Wednesday @ 10am		Henning 0457 034 488 Mick F 0414 713 359	
2 nd Sunday each month	Coffee morning and ride from Bolwarra	Rob Teideman 0425 777461	
2 nd Sunday each month	Central West/ Bathurst area ride day -Destination decided for the following month at each ride.	Alan Pennykid 0427 393 093	
once each month	Far South Coast (Bega Valley)	Steve Treloar 0439739876	
RUN WEEKENDS MAY VARY message me if you want to be on the text list.			
MARCH 2026			
Fri 6 th Sun 8 th	Cold Flame Rally -		10
Sun 8 th	Central West Ride Day Ride.	Alan Pennykid 0427 393 093	6
Wed 11 th	Bathurst/Central West Social Sip	Marie Pennykid 0428 393 093	2
Thurs 12 th	South Coast Social Sip:	Tony Schmidt 0407 494 229	2
Sun 15 th	National Motor Show - National Transport Museum,	Rob Edgar 0408 161 107	6
Wed 25 th Fri 27 th	BMW National Motorrad Rally - The BMW TC of NSW is excited to announce the 2026 BMW National Motorrad Rally and will take place in Mudgee. tinyurl.com/nationalmotorradrally	Marie Pennykid 0428 393 093	10
Fri 27 th Sun 29 th	Inverell Motorcycle Restorers Club Rally - The Inverell Pioneer Village, Bundarra Road is the point/check-in for the weekend. Camping available onsite - Prior booking essential. Stewart – 0448724165	David Meek 0427938585	10
APRIL 2026			
Wed 8 th	Bathurst/Central West Social Sip: 2 nd Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 9 th	South Coast Social Sip: 2 nd Thursday of the month &the location is The North NowraTavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Sun 12 th	Central West Ride Day Ride. Meet at Nikkis Café on William in Bathurst from 9:30am (coffee, maybe breakfast and pre-ride chat).	Alan Pennykid 0427 393 093	6
Fri 24 th Sun 26 th	The Outfit Rally - Anzac Day weekend. To be held at Carters Beach, approx. 13km from Strathmerton, Victoria, on the banks of the Murray River.		10
Fri 24 th Sun 26 th	Autumn Leaf Rally—On the grounds of the Tumorrara Hall. (About 35km East of Tumut on Wee Jasper Road) Gymkhana Saturday arvo, live band in the hall, fully cateredBYO own grog		10
Wed 29 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTCNSW-General-Meetings	Alison Ashby (Acting)	4/6
Thurs 30 th	Hunter Social Sip: Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 6pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
MAY 2026			
Sun 10 th	Central West Ride Day Ride. Meet at Nikkis Café on William in Bathurst from 9:30am (coffee, maybe breakfast and pre-ride chat).	Alan Pennykid 0427 393 093	6
Wed 13 th	Bathurst/Central West Social Sip: 2 nd Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 14 th	South Coast Social Sip: 2 nd Thursday of the month &the location is The	Tony Schmidt	2

	North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	0407 494 229	
Fri 15 th Sun 17 th	Ruptured Budgie Rally - Held at the regular site at Mingoola, 60km West of Tenterfield. \$25 entry, includes badge – Please note this is a Cash-only event.		10
Sun 17 th	National Motor Heritage Day - Joint BMW MCC & BMW TC NSW Club Event 11:45am @ Tuross Boat Shed & Cafe, Tuross Head	Steve Treloar 0439739876	6
Sun 17 th	Distinguished Gentleman's Ride - Blue Mountains https://www.gentlemansride.com/	Frank Triswell 0417 008 461	6
Wed 27 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTCNSW-General-Meetings	Alison Ashby (Acting)	4/6
Thurs 28 th	Hunter Social Sip: Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 6pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
JUNE 2026			
Sat 6 th Mon 8 th	Alpine Rally – Save the date	Steve Treloar 0439739876	10
Wed 10 th	Bathurst/Central West Social Sip: 2 nd Wed of the month @ Jack Duggans Hotel, Bathurst from 6:30pm	Marie Pennykid 0428 393 093	2
Thurs 11 th	South Coast Social Sip: 2 nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Sun 14 th	Central West Ride Day Ride. Meet at Nikkis Café on William in Bathurst from 9:30am (coffee, maybe breakfast and pre-ride chat).	Alan Pennykid 0427 393 093	6
Fri 19 th Sun 21 st	Casper Rally, hosted by SCUM Tourers, see flyer in April newsletter		10
Wed 24 th	Club Meeting 7.30pm. Last Wednesday of the month. Online and physical meetings at the hall. https://tinyurl.com/BMWTCNSW-General-Meetings	Alison Ashby (Acting)	4/6
Thurs 25 th	Hunter Social Sip: Dinner meeting at Hexham Mozzie Club (Bowling Club) Drinks from 6pm, (Last Thurs of the month)	Rob Tiedeman 0425 777 461	2
AUGUST 2026			
Sat 1 st	50th Anniversary Border Run. @ Border Village, near SA/WA Border		10
Sat 8 th	Off Centre Run. @ Mt Augustus, WA		10
SEPTEMBER 2026			
Fri 18 th – Sun 20 th	FAR CAIRN RALLY, Tottenham(NSW) Racecourse		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 Michael Sarah.

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.



Newcastle Members Breakfast

- April 2026

The past few months have been dominated by preparations for the Nationals, with everything now coming together—rides, venues, functions, and the finer details that make an event like this work. As this goes to print, many of us will be packing the bikes and getting ready to travel to Mudgee alongside 145 fellow riders from across the country.

The weather forecast is looking kind, which is always a good start. With the current fuel situation, let's hope everyone arrives without too many issues.

Between the recent wet spells, I trust most of you have managed to sneak out for a ride or two—if only to keep the oil circulating and remind yourselves what dry roads look like.

The usual rallies are listed in the newsletter, so there's plenty ahead to keep the calendar busy. The Alpine Rally is now locked in at the revamped Yarrangobilly Campground over the June long weekend.

Looking ahead to Sunday 17 May, National Motoring Heritage Day coincides with the ever-popular Distinguished Gentleman's Ride. Many of our members have supported these rides over the years, and it's a great excuse to get the older bikes out and about.

For those on the Far South Coast, we've got a great ride planned. In conjunction with the BMW MCCC, the Canberra club who are having a ride to Eden on the Saturday. They will meet us at the Merimbula boat ramp on Sunday morning, then head north through Bermagui and on to Tuross Heads for lunch at the Boatshed Cafe Tuross Head.

If you're riding something a little more "heritage" yourself, it might pay to make a weekend of it and head down on the Saturday—there is accommodation and caravan park options

Safe travels to everyone who are going to the National Motorrad Rally. Be careful if you're coming out of Sydney with the road diversions in place (*The convict bridge on Victoria Pass on the western edge of the mountains (Great Western Highway) is closed completely. The only way West at the moment is by Bells Line of Road through Lithgow. If coming out on the GWH you can cross over to Bells Line at Mt Victoria township via the Darling Causeway—Ed*)

Steve



BMW Clubs
Australia



BMW Clubs Australia

Annual Member Club Report

Club Name: BMW Touring Club of NSW

Club Delegate Name: Chuck Hamilton

Report Date: 8th February 2026

Events

The BMW Touring Club of NSW conducted two public events during the past 12 months. These events exclude club meetings or member only events:

- On the 1st March a Historic Bike lunch was held at Wentworth Falls. This event was open to all motorcycle riders.
- On the 23rd March our club held a New Members' Ride with a barbecue lunch at the completion of the morning's ride. This event was also open to all riders who have recently joined or are intending to join our club.

In addition to club events appearing in the club newsletter four regular events are open to visitors by invitation by club members:

1) A weekly morning coffee get-together at 10am at Jerry's Cafe in Kulnura.

Three regular monthly coffee mornings followed by a ride are held for members and their guests in north, west and south of NSW:

2) Bolworra coffee run for members in the Hunter Valley

3) Central west day run in Bathurst and

4) Far South Coast day ride for members in and around the Bega valley.

Our Club's most successful event was and because of? The intent here is to share common themes amongst other Member Clubs:

48th Karuah River Rally was held at Frying Pan Creek on the 8th & 9th February. Rebounding from a wet and washed-out event in 2024, over 125 riders / pillions attended what was a warm and humid weekend this year.

How could we improve our Club? The intent here is to share common improvement themes amongst other Member Clubs:

- Convert interest in our public Facebook group to our Facebook page, to be able to run effective monetized campaigns. Doing so allows us to reach a broader audience on social media than those that have expressed an interest.
- Improve membership conversions from casual social media involvement to paid membership. Each March we offer *three months free membership* to all of our public Facebook group followers, since our memberships always commence 1st June, this promotion does not cost us.
- Involve dealers in more of our events, from simple concepts such as meet-up points to holding regular meetings at their locations.

Dealers/Suppliers/Sponsors

Our relationship with our preferred dealer continues to remain strong. Our symbiotic relationship brings strength to both the BMW Touring Club and customers, impressions and positive exposure to the dealer. Dealer vouchers are often the primary prize.

Club Operation

A short report on your Club's risks, examples including operations, membership, committee (volunteers, burn out) & finance.

While we attract sufficient new members to have a net increase in our membership YoY, the average age of our membership is increasing since our value proposition does not appeal to those younger riders. Attracting any young riders needs to occur without alienating our existing membership base.

Our Club used the last years BCCP for? Did you leverage the BCCP funding to a multiple of \$? The intention here is to demonstrate to BMW Group Australia the benefit of their continuing financial support to BMWCA and Member Clubs.

The BMW Touring Club of NSW continues its arrangement with its preferred dealer, where the BCCP covers the wholesale value of three vouchers, but our preferred dealer gives them a face value at retail price. Thus, the preferred dealer does not lose money, per se, but does forego their margin on the BMW-branded items purchased with these vouchers.

These vouchers are presented as raffle prizes and never as the single option for prize winners to select. Therefore, these vouchers behave as a convincing 'hook' for people to purchase tickets and the funds

raised at these raffles are donated to a local charity or the RFDS.

Club Highlight

What was the highlight of your club over the last 12 months?

For the first time, the BMW Touring Club catered the Far Cairn Rally itself, not relying on the local Lions Club. The need for six more volunteers motivated an addition to our Awards Night routine, where volunteers that have significantly contributed their time, skills and effort to the successful running of an event now receive appreciation certificates.

What is your Club's major public event for the upcoming year. This will be included to the BMWCA website www.bmwclubsaustralia.org.au and shared with BMW Group Australia and BMW Club & Community Management. A website hyperlink is fine.

The BMW Touring Club will celebrate its 60th anniversary at Wellington Falls in October, taking the opportunity to present our first 50-year medallions to a small number of valuable, loyal members.



BMW Touring Club of NSW General Meeting Minutes

1. Opening

The meeting was opened at 7:30 pm on 25 February 2026.

Venue: Clubhouse & Zoom

Chairperson: Michael Sarah (Vice President)

2. Attendance

In Person: Michael Sarah (Vice President), Ed Chapman (MCC NSW Delegate), Mal Cattermole (Assets & Archives), Marianne Cattermole, Bob Madell (MCC NSW Delegate), Tony Concliffe (Newsletters), Alison Ashby (Treasurer), Tony Wilton (Newsletters), Mick Goodwin (Spare Parts/Club Tools), Stan Kucera, Dave Beers, Bob Whitehead, Paul Evans, Bill Sparks, John Trenerry, Trevor Hooker.

On Zoom Steve Treloar (President) Colin Watkins, Tracey Cahill-Taylor, Brad Taylor, Chris Burns, Angie Burns, Marie Pennykid (Membership), Al Pennykid (Editor), Chuck Hamilton (BMW Clubs Australia Delegate), Trevor Dean, Colin Wooden, Ron Durkin, Rodney Bernard

Apologies: John Visser, Justin Dorward, Rob Edgar

New Members: None Present

Visitors: Frank Tidswell (guest presenter – hearing protection)

3. Confirmation of Previous Minutes

The previous meeting minutes were accepted as a true and accurate record.

Moved: Trevor Hooker

Seconded: Bob Madell

4. President's Report

- Members attended both in person and via Zoom from NSW, Queensland, and Victoria.
- The February newsletter was distributed.
- **Karuah River Rally** was reported as very successful:
 - Approximately 120–130 attendees
 - All badges sold (more required)
 - Sausage sizzle well received – thanks to Tracy and Brad
 - Weather conditions favourable
 - **Nationals 2026** progressing well with approximately 120+ entries at time of meeting.

5. Secretary's Report

- General correspondence included returned mail and newsletters.
- Bank statement received and Royal Flying Doctor Service receipt for donation paid.

- Members were reminded that:
The club is still seeking a **replacement Secretary and/or Treasurer**
Treasurer role described as relatively straightforward
- RFS newsletters available for members.

6. Treasurer's Report (January 2026)

- Regular account balance: approx. \$7,564.51
- Total bank balance: approx. \$49,353.04
- Income for period: approx. \$7,631.08
- Expenses: approx. \$3,835.74
- Interest: \$0.33
Noted that significant Nationals expenses are pending.

Sponsors & Supporters:

- New newsletter sponsor: **Icon Suspension**
- Continued support acknowledged from other sponsors
- Members encouraged to support businesses that support the club

7. Membership Report

- 7 new members in February
- 22 new members for 2026 to date
- 59 new members since renewal cut-off
- **Total membership now 423**, the highest in many years
- MCC stickers received and to be taken to the Nationals

8. Reports from External Bodies

BMW Clubs Australia / AGM (Melbourne):

- Delegates attended AGM and BMW presentations
- Topics discussed included membership growth, funding, politics, and engagement
- BMW presented:
 - New **iX3 electric vehicle**
 - Superbikes and rider Q&A
 - The Nationals presentation was delivered by Chuck; BMW Australia to be contacted for potential future support and promotion
Noted upcoming BMW **F450GS** model expected mid-year

MCC Report – Meeting to be held at Doyalson – The Doylo this weekend 28 February.

9. Guest Presentation – Hearing Protection (Frank Tidswell)

Topic: Motorcycle hearing protection & Alpine earplugs

Summary:

Frank delivered a comprehensive and engaging presentation covering:

- The science of hearing damage caused by wind noise while riding

- Evidence that hearing damage can occur within **15 minutes at highway speeds**
- Explanation of **Alpine earplug range** (Race, Tour, Pro) and their specific use.
- Benefits over foam and moulded earplugs:
 - o Targeted attenuation of high-frequency wind noise
 - o Retention of important sounds (traffic, sirens, comms systems)
 - o Reusable, washable, long lifespan
 - o Use of earplugs improves clarity of helmet intercoms at lower volume
 - o Demonstration of correct insertion technique
- Discussion of broader hearing protection products and assisted hearing devices

Key Takeaways from the Presentation:

- Wind noise, not engine noise, is the primary cause of rider hearing damage
- Hearing loss is gradual and often unnoticed until permanent
- Quality hearing protection improves comfort, safety, and long-distance riding enjoyment
- Alpine products are developed with audiology research and manufactured in Europe
- Club members will be offered **discounted pricing**
Several members volunteered as **test pilots** to trial products and provide feedback

Frank left sample products for members to trial and to be posted to the Test Pilots. *Note: Feedback required*

10. Nationals 2026 Update

- Committee meeting scheduled for the following week for final coordination
- Gift bags organised and deliveries underway
- Catering confirmed (egg & bacon rolls for Thursday and Friday mornings)
- Registration open from Tuesday evening and Wednesday morning
- Multiple guided and self-guided rides planned (Gulgong, Hill End, Dubbo RFDS)
- Psychs on Bikes attending to provide rider health checks
- Welcome dinner (Wednesday) RSVP required and is Sponsored by BMWTCNSW, BikeBiz and Brisban Motorcycles.
- Gala Dinner (Thursday at Club Mudgee) Guest speakers are confirmed. Shirley and Brian Rix (international Travelers) and Joe Dunn Psychs on Bikes.
- Courtesy bus arranged between caravan park and venue Thursday Night from 5:30pm
- Entries closing **1 March 2026** to finalise numbers and logistics, Catering can still be accepted until the 10th.

11. General Business

- Issues accessing the digital newsletter discussed; assistance and hard copies offered

- Federal funding announcement for Toongabbie Bridge upgrade noted

- o Members encouraged to write to the local federal MP expressing concerns
- o Welfare update provided regarding Bala; members encouraged to reach out respectfully preferably by Text before calling.

12. Meeting Close

There being no further business, the meeting closed at **9:02 pm**.

Presentation Contact Details: Frank Tidswell

Website Details https://www.xenonoz.com/products/?_brand=alpine-hearing-protection&_use=motorcycle

Email: frank@xenonoz.com

Mention: BMWTCNSW for a 10% Discount.

xenonOz
DISTRIBUTION



Financial Report February 2026	
ACCOUNT BALANCES	\$
Regular bank balance	\$8,008.79
Savings Account balance	\$41,031.87
TOTAL IN BANK	\$49,040.66
Summary	
Total Income	\$9704.21
Total Expenses	\$9257.42
Total Interest earned	\$2.51

Welcome to the new members:

Thanks for joining our club, we look forward to meeting you at some of the events.

- Aaron Williams (Baulkham Hills)
- Frank Tidswell (Winmalee)
- Rodney Watters (Glanmire)

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.

Important Notice for Club Account Deposits

When making deposits to the club account, please ensure your name and the event-specific description (e.g. MSHIP & Number if known, XMAS26, FCR, AWARDS, REGALIA, NMR26) are included. This assists with accurate account reconciliation. **Note** that some financial institutions may not display your name on our statements (e.g., A ASHBY NRM26).

For all deposit-related queries, contact the appropriate person:

Treasurer: 0422 077 583

treasurer@bmwtcnsw.org.au

Membership: 0428 393 093

membership@bmwtcnsw.org.au

We encourage you to support our newsletter advertisers, whose contributions are invaluable: Bikebiz, Brisán Motorcycles, Ikon Suspension, and Supporters: Rock Motorcycles and AMX Canberra.

Additional Notes:

- *Welcome aboard to our new advertiser Ikon Suspensions.*

- *Income and expenses in January are mainly NMR26.*

For National Motorrad Rally deposits, use the description please include your name and **NMR26** and email Marie, check the Website for regular updates.

Ride Safe,
Alison Ashby
Treasurer

FOR SALE

Air head round air filter 5 speed recond gearbox with kickstarter.

\$1500.

Cheers

Henning #33

Position Vacant

– BMW Touring Club of NSW Club Secretary

The BMW Touring Club of NSW is seeking a **Club Secretary** to join our friendly and supportive Executive Committee. This is a key administrative role that is both rewarding and flexible.

Key Responsibilities include:

- Managing agendas and minutes for committee meetings, General Meetings and the AGM
- Handling club correspondence and maintaining records
- Maintaining the Club's constitution, rules and by-laws
- Attendance at **bi-monthly meetings** (in person or via Zoom) is required.

If this sounds like you, Have a chat with Steve Treloar, President 0439 739 876

WANTED for BMW F650 GS, 2000 Model.

I am refurbishing a "well travelled" 2000 model F650 GS equipped with Touratech side tanks, seat, belly pan, front guard, etc.

Wanted items

- Head light, complete with intact moulded attachments around the globe holder.
- Keen to find a Touratech Rally fairing and lights if I could find one.
- U shaped connection that holds together the interface between snorkel, air filter and air box. Plus, the screw.
- Rear taillight assembly.

Flexible mounted indicators.

Trevor Verlin. 0447 778

070. tmverlin@hotmail.com

Member of BMW MCC Vic.

How the **BMW R75/5** Saved the Company



When the BMW board met in 1963 to decide whether the company would stay in the motorcycle business, it was a close-run thing. The numbers people argued that motorcycles – at least compared to cars – were unprofitable, particularly the high-end R69S, on which a considerable loss was made on each unit produced. The engineers argued that the range needed to be updated to compete with the emerging Japanese models, and this needed capital, and the marketing department agreed. The company elders, mindful of BMW's motorcycling heritage that stretched back to The R32 of 1922, argued for the continuance of the tradition if for no other reason than tradition itself. But the truth was that the whole BMW concern had been on the skids since 1956, and it was only outside contract work like the manufacture of scooters and bubble cars under licence that kept the cash flow at subsistence level. A last-gap bank loan turned the tide, but clearly, it was time for passion and practicality to be divorced. In the end, the decision was taken to persevere with motorcycle

production, and to maintain, somehow, BMW's trademark horizontally-opposed flat twin design.

In stepped Hans-Gunther von der Marwitz, with his Porsche engine development background, starting work in 1964 with the brief to develop a new series of bikes. In addition to his engineering skills, von der Marwitz was an enthusiast, having raced a 7R AJS with some success, and he demanded that the new range should enhance the motorcycling experience rather than simply fulfilling a transport need. Hence, every aspect of the new range, referred to as the 'slash five' series, was looked at, not just the engine. It was however, the powerplant that was first priority, and the design that emerged, in 500 cc 600 cc and 750 cc form, was all-new, despite its external appearance. Essentially, it took the old configuration and turned it upside down, moving the camshaft to under the crankshaft and linking the two via a spring-tensioned chain rather than the old gear-driven arrangement. Gone was the built-up roller bearing crankshaft, with its inherent problems in flexing and rigidity (not to mention highly complex and expensive production costs), to be replaced with a one-piece unit running in modern, multi-layer plain bearings, with a high-pressure oil feed and efficient filtration. This eliminated the bugbears of the old splash-lubrication bottom end. The connecting rods for the /5 series came from the proven and successful 2.8 litre six-cylinder engine used in BMW's most powerful production car. Indeed the new motorcycle engines sourced the majority of their major components from the car, the only differences being in cylinder bore size and pistons, crank balance and carburation. The two smaller models used conventional Bing carburettors, while the 750 employed a new 32 mm Constant Vacuum style.

ADJUSTABLE | REBUILDABLE | DYNO TESTED

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So robust was the design that it subsequently formed the basis for future engines that pushed the capacity to 900 cc and then a full litre, coping with the increased loads with no major changes or problems. The transmission, although still four-speed, also

came in for a total re-think, with a new diaphragm clutch and final drive bevel gear with an in-built shock absorber. Chassis-wise, the /5 range shared nothing with its forebears. The old Earles-style leading link fork was gone, taking with it the foibles of the basic design. Because the front brake plate was anchored to the swinging fork in the Earles design, applying the brake caused the front end to rise – not necessarily a bad thing but one that imparted a curious sensation to the rider. A similar system had been employed at the rear, helping to keep the rear end level during acceleration. The new telescopic front fork provided a full 212 mm of travel, and in this case, more was not necessarily better. The extra-long fork movement was a trade-off with the marketing department that argued the cushy suspension was necessary to woo the US rider, but it severely compromised the ability of the new range in terms of 'sports' handling, the squashy front end giving the frame a harder task than it could cope with. The frame itself was based on the traditional double loop using oval tubing, but with the rear section bolted, rather than welded, to the front. Von der Marwitz said he deliberately engineered a degree of flexibility into the frame, as he was concerned that the torque characteristics of the engine/transmission would create a lateral movement transferred from the rear tyre to the steering head, producing a series of low-speed wobbles and high-speed head shakes. To this end, a hefty steering damper was fitted across the range, and again to woo the American market, high and wide handlebars were fitted, which only added to steering problems at higher speed. Both Metzeler and Continental developed rear tyres especially for the new range, with new constructions and increased lateral stiffness in an attempt to contain or at least mollify the chassis characteristics.

The front brake, although still a drum design, was an all-new 200 mm twin-leading shoe unit that worked exceptionally well. A single-leading shoe drum was employed at the rear. 12 volt electrics replaced the antiquated 6-volt system, with a high-output AC generator and electric starting. The use of plastic instead of metal in several areas (including the mudguards) reduced dry weight to 190 kilograms on the 750. Initially, the styling for the new range closely mirrored established BMW practice of black with white striping, or white with black striping, as well as silver, but again in deference to the US market, a new-style 15 litre petrol tank with chrome side panels was offered. This became known as the 'Toaster' tank, due to its visual similarity to a kitchen toaster.



As part of the continuing commercial rationalisation, complete production of the new series of motorcycles was undertaken at the Spandau factory in Berlin, rather than Munich, which thereafter produced only BMW cars. For the 1970 model year, a total of 12,287 units rolled off the production line – a healthy increase over the declining annual sales from the previous decade. By the time the /5 series gave way to the five-speed /6 range in mid-1973, 68,956 models had been produced, of which 34,397 were 750s. A notable change to the /5 specification occurred for the 1972 model year when the rear swinging arm was lengthened by 6.4 cm in the interests of improved handling, but which also created extra space behind the engine to accommodate a larger battery.

For 1972 and 1973, a much wider range of colours was available. As well as the standard black or white, metallic 'Monza' blue, green and gold were offered, plus Polaris Silver and Granada Red. Several European police forces used the R75/5, usually painted what was called 'Authority Green', and many of these models drifted into the private sector after their official duties.

In Australia, the release of the /5 range in 1970 came just in time to save the marque from virtual extinction. The twins had enjoyed reasonable popularity with the touring types during the 1960s, but they were expensive, sold through a boutique dealer network and prone to engine failures if pushed hard. With the release of the Honda CB750, priced at under \$1,500, tourers had an instant alternative that boasted a high degree of sophistication, a front disc brake, five-speed transmission and a healthy dealer network with strong after-sales service.

Testing a Toaster

The late Steve Thompson was well known in Sydney historic motorcycling circles for his fascination with the Suzuki GT750 'Water Bottle', but there was more to Steve's interests than just Suzukis, which included a pristine 1972 'short wheelbase' R75/5 fitted with the US



'Toaster' fuel tank. This one came off the production line in December 1971 and covered only 41,500 miles since. The 'Toaster' tank was short lived, lasting a little over one year, and part of the toaster kit was the chrome side covers which partially hide the battery. This midriff area is exposed on the European models. The 75/5 is completely original, save for an additional side stand (the original side and centre stands are still fitted). This extra stand was a very popular addition, as the BMW side stand is extremely difficult to operate, as it swivels under the left cylinder and was the cause of many a machine toppling over in the process.

Despite the fact that it is the first model of the 'new' chapter in the company's motorcycling history, the R75/5 is still very definitely a traditional boxer BM

– it looks like one, it sounds like one, and it rides like one. There has always been however (at least since 1969) a very definite line in the sand in the ranks of BMW riders – pre and post the /5 series and subsequent models. For the purists, anything after 1969 is but a distant relative of the Munich-produced models.

The R75/5 is not a particularly rare machine in these parts. The model sold fairly well in an era when sales across the board were sky high, and the Victoria Police used R75/5s in 1972, bolstering the second hand market a year or so later.

The ignition is activated by pressing the large, black, very Teutonic 'key' on the headlight – the same key fits all models, by the way. Thumbing the combined indicator lever and start button on the right handlebar brings the machine instantly to life, whereupon it settles into the familiar gentle rocking motion associated with all BMW flat twins. The clutch action is rather severe, engaging only at the very end of the lever travel, but first gear engages without undue clunking, and away we go, smooth as you like. There's no need to buzz the BM, it seems happiest changing up in the mid range and once in top it cruises effortlessly. Handling can best be described as slightly elastic, but despite the somewhat vague feeling transmitted to the rider, it goes around corners in a completely fuss-free manner. The only real complaint is the marked front end dive when the quite effective 2LS front brake is applied. This is due to the



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very long travel and under-sprung forks, and was addressed in later models. But this defect is hardly noticed in normal use, when the 75/5 is at its best – loping through the country, with that lovely smooth engine pulling lustily.

There's no denying that the R75/5 is a classic in its own right, despite the misgivings of the Munich-models-only brigade. It was the machine that allowed BMW to break out of its ultra conservative mould, and while not an earth-shattering model in itself, the R75/5 spawned a completely new generation of flat twins that are still basically in production today.

BMW R75/5 Specifications:

Engine: Twin cylinder horizontally opposed air cooled OHV twin.

Displacement: 745 cc

Bore & Stroke: 82 mm x 70.6

Compression ratio: 9:1

Power output: 50 bhp @ 6,500 rpm

Torque: 60 Nm @ 5,000

Transmission: 4 speed, shaft final drive

Front suspension: Telescopic 212 mm travel

Rear: Swinging fork 125 mm travel

Wheelbase: 1385 mm (1435 mm from 1972)

Tyres: 3.25 x 18 front 4.00 x 18 rear

Fuel capacity: 22 litre (15 litres for 'Toaster' tank)

Dry Weight: 190 kg

Top speed: 175 km/h

Acceleration; 0-100 km/h 6.4 seconds

Fuel consumption: 4.5 litres/100 km.

Ground clearance: 165 mm

Seat Height: 850 mm

Article courtesy of SHANNON's Insurance 'Old Bike'.

4th June 2017

My R1300RS – Dave Ramsay #32

The President leaned on me to do a story on my new R1300RS so...here we go!

AI reckons that RS stands for Reisesport (German for "Travel Sport" or "Touring Sport"), defining a segment of machines designed for both high-speed, long-distance touring and sporty, dynamic handling. It bridges the gap between dedicated sport bikes and comfortable touring bikes, often featuring a Boxer engine, fairings, and luggage options.

Sports Touring is neither fish nor fowl. It's not as sporting as a true sports bike (too heavy) not as comfortable as a true touring bike (less pillion appeal). Like "adventure" bikes they are rarely the best at any one thing either and GS's are everywhere. The RS models seem to be less popular. The GS model boxers are very popular and for good reason, but they are hard on the eyes!

To me RS bikes have always looked smart with wind protection for the rider, the pots out catching the breeze, less scrunched up than a sports bike, a place for luggage, the modesty of not having your life flapping and visible to other road users. A travel bike. An executive express.

Mine is "racing blue" with comfort, touring and dynamic packages. That puts about \$10k on the base model. I waited five months for the build and mid November 2025 delivery.

The new RS leans a bit more to the sport side of things with just enough wind protection 149 NM and 145 horses. As many of you know the torque of the 1300 engine is deep, rich and creamy.



It's a totally redesigned bike than the earlier water boxers with almost everything bar the switchgear and display common with the earlier model. It has a new "frame" but is still somehow quite familiar. The high-speed stability is still there but it is much more nimble and flickable.



Riding distance on compromised Australian roads means a bit of harshness on the RS (compared to the GS) but electronic suspension seems to be improved making life easier on a bike with little wheels.

Electronic panniers include USB, central locking and internal light. As a Type 1 diabetic I hope to utilise the pannier plug to keep insulin cool (still working this out).

The updated cruise control allows you to slip up or down a gear (clutch-less quick shift) while maintaining a constant speed (I have limited points on my licence and ride in fear!) a great feature. With a mother in Adelaide and a daughter in Melbourne it will get a workout.

I have set the radar active cruise control to a short distance to avoid its constant intervention on the unavoidable Hume Hwy drones. The rear radar detects rapidly approaching vehicles and flashes the brake lights - that could be a good thing.

I have rarely used rain mode on a motorcycle but

this year I used it as I picked my way into the Karuah River Rally. The bike did not step out, even in the small clay patches.



I am really enjoying the bike.

Notes:

I would like a few more litres in the tank as the alleged (indicated) 410 km range at top up has been unachievable. The panniers are a tad smaller than the previous model.

It does not sound as good as the Akropovic equipped 2016 R1200RS I recently sold (Euro 5). It has no central tail light due to the radar. I like single tail lights. The aero is much better than the earlier model but still a bit swirly when the screen is in the high position.

WANTED:

Old issue of Two Wheels magazine, dated sometime circa 1980.

Includes a ride report by Geoff Hall and Kel Wearne where they test rode an R100RT and an R100S (Rennsport special) from Sydney to the Worlds End Rally at Warren Gorge, Quorn, SA.

Offering \$20- \$50 for a good readable copy.

Contact Dave Ferlazzo, 0416 100 916

Off Centre Rally August 1990,

Mt Augustus WA.

After having enjoyed the previous 1988 OCR at Gregory Downs Qld, I decided to attend the 1990 edition on the other side of Oz at Mt Augustus, in the Gascoyne region of WA.

Plans, route maps, itineraries and bike preparations were duly made during the 12 months prior to the rally date.

The Bike.

Back in those old days, I pedalled a Candy Red metallic and modified (dual shock) 1984 R80RT. I had bought the bike new from Ric Andrews motorcycles and had farkled/ruggedised it for Outback use. These mods included a Denfield solo police seat with rear luggage rack, a strengthened subframe(Taichi Lin), bespoke additional panniers mounted forward of the standard Bmw cases, Fournales rear shocks, Luftmeister fork springs, top triple clamp and a deepened engine sump, Akront heavy duty spoked wheels, a 40Lt Ernst Hoske fuel tank (would be very handy at the moment!) and strengthened RT fairing



brackets-- to keep the fairing correctly in place on corrugated roads.

Time off.

Fortunately I was in between electrical jobs, so I was able to allocate a generous 9 weeks to ride from Menangle Park to Mt Augustus via the usual "long paddock" Nullarbor crossing and then afterwards to ride up to The Kimberly, Broome, Winjana Gorge, Halls Ck and then back East via the Buntine "highway". The idea was to get back to Victoria in time to attend the Puma and Dargo rallies on my way home to NSW.

Highlights of the road.

I rode west to SA via Cobar, Peterborough, Kimba, Streaky Bay. The beachside caravan park at Streaky Bay looked like a BMW convention. Members from NSW, Vic & Qld BMW clubs had arranged to meet up



there. From there the long paddock/Nullarbor section beckoned. I rode this section with BMW Vic friends Frank & Janine Allen, who were on their R100s c/w sidecar. The weather was clear and quite cold-- typical

FOR SALE:

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Nullarbor weather for July/ August.



After Norseman, I went my own way to explore the tall forests of southwest of WA. Some truly lovely landscapes down there with some of the tallest Eucalypts on earth. It's also the home of some pretty rough red gravel roads, resulting in a blown/leaking left side Fournales shock. A quick call to Pitmans in Perth and arrangements were made to 'upgrade' to Konis.

I chose to take the inland route from Perth to Mt Augustus via Mt Magnet and then Meekathara. In Meekathara I met up with WA club friends Nick and Dallas(both now sadly deceased). We had a fairly straightforward ride in to Mt Augustus on mostly good quality red gravel/occasionally sandy roads. There had been some rain and there were a few longish sections of mud. The RT had a little lie down in one of these pesky muddy bits, no harm done.



Mt Augustus.

The site (back then) was very basic. Just a sprawling bush campground/caravan park and roadhouse at the base of the large monocline towering above. (I always thought Mt Augustus was a monolith, but a



knowledgeable local bloke in the Bindoon Pub informed me otherwise when I proudly told him I was riding to Australia's largest monolith!).

Approximately 60 or so riders from all parts of the country were there. Back then the bikes were almost all road bikes(predominately from the various Bmw clubs), Adv bikes were still in the science fiction future.

Don't climb Mt Augustus!



On the Saturday at the rally, a small group of us decided a bush walk to the summit would be a great idea. Suffice to say things didn't go entirely to plan. The track to the summit from the carpark (back then) was marked with very small coloured metal marker/pointer triangles. Some were very hard to find and we had the constant feeling that this might end up a 'Burke & Wills' moment. Anyway, we made it safely to the summit but became lost on the return, arriving back at the carpark access road, but about 2km from where our bikes were parked.

The Kimberly.

At the rally, I decided to head north to the Kimberly with John Cecil and his sidecar passenger Les Leahy, as well as a nuggety Bmw Qld club bloke named Kenny on

a K75s. John's R100 sidecar was heavily loaded, so that dictated a cruising speed of 80kph for the group. I can confirm that riding all the way up WA at 80kph is a character building experience. By the time we reached Broome I was convinced that I was in some kind of Franz Kafka novel. Broome was lovely and we even saw a film at the famous outdoor cinema, canvas deckchairs as seats!

Back East.



From Halls Creek we had decided the easiest looking option was a road called the Buntine Highway. Isn't it funny how all roads look innocuous on a map. The Buntine (back then) was a knarly mixture of corrugations and bulldust. John's R100 sidecar parted company with the powerplant on a particularly corrugated section near a place called Nicholson Station on the WA/NT border. Fortunately no one was hurt and John soon had the bike gerry-rigged back together. A quick trip to the station workshop had the broken frame welded back together.

Back South.

Once we were back onto the tar, and the Stewart Highway, things went fairly smoothly(..still at 80kph though). We caught up with Chris McArdle and Sally at Alice Springs and they rode with us from there back to SA and through to Victoria for the Puma rally at Balmoral. We all caught up again a week later at the Dargo High Plains rally. Happy days.

Back home.

At Dargo my cousin/mate Dave Beers wanted me to ride with him from the rally to Phillip Island for the Mo-

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toGp. However, after spending over 2 months with the great unwashed in the bush the idea of all the fashionable crowds there had me spooked, so I politely declined his offer and I headed back to Sydney via the Omeo highway, Corryong and the Snowys. It was a memorable trip, but that's the beauty of the OCR concept. It's a make-your-own experience.

If you can, get to the OCR in August this year. Mt Augustus is well worth the visit.

Some interesting facts from my OCR trip notebook, 1990.

- Highest price ULP, 0.899/L Barrow Ck NT.
- Lowest price ULP, 0.655/L Brunswick Jn WA.
- Total Kms travelled, 12484km.
- Ave daily Kms travelled, 462.37km.
- Longest day Kms, 810km(Peterborough to Streaky Bay SA).
- Total fuel costs, \$641.99.
- Ave daily fuel costs, \$23.78.
- Costs per km travelled (fuel, food, accom) 10.065 cents/km
- Ave tent site cost, \$4.10. (caravan parks).
- Cost for a new set of Koni shocks, \$250. Pitmans BMW Perth.

Cheers, Dave.



Brains trust question

Dear Club,

It is in the attitude of Dear Dorothy that I write this post to the brains trust of NSW BM K100 advisors. I went on a 7 day ride last week to Qld via the back roads of NSW. On day 5, my fuse for the speedo, tachometer, starter motor blew after a intense day of rain in Nimbin's region.

I'm putting it out there to the collective brains, knowledge bank.

-Help!.

I'm home now, and apart from putting a solid piece of copper wire in the fuse position and burning out the wire that is shorting against something earthy, how can I exorcise this gremlin?

It was a ride that tested timbre. You can measure friends in how many push starts they endure.

Shaun 202

0402 462 616

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17th May

Club Historic rides

6th – 8th June

Alpine Rally

10th – 12th July

Winter Rally

1st August

50th Anniversary Border Run

8th August

Off Centre Run