

BMW Touring Club
of New South Wales



Member of the International Council
of BMW Clubs

December 2017
NEWSLETTER

MEISTERSTÜCKE DEUTSCHER TECHN



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UND

500 ccm 2 Zylinder-Sportmaschine

18PS 600 ccm 2 Zylinder-Tourenmaschine

BMW

Touring Club

of New South Wales



OFFICE BEARERS

PRESIDENT

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0457 574 856
president@bmwtcnsw.org.au

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NEWSLETTER DISTRIBUTION

Tony Conliffe
Al Peters

Club Website:

www.bmwtcnsw.org.au



Club Yahoo groups site

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

CLASSIC REGISTRARS

South Coast	Steve Treloar	04397 39876 sthcoastregister@bmwtcnsw.org.au
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	No Current Officer	
Sydney North	Craig Hancock	0419 557 014 sydneynthregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilsean	0418978781

REGIONAL RIDE CO-ORDINATORS

ACT	Dave Ramsay	02 6278 3895 actcoordinator@bmwtcnsw.org.au
Hunter	Rob Tiedeman	0425 777 461 huntercoordinator@bmwtcnsw.org.au
Mid North Coast	Position Vacant	Put your hand up if you're willing to take this on.
South Coast	Tony Schmidt	0407 494 229 sthcoastcoordinator@bmwtcnsw.org.au
Central West	No Current	centralwestcoordinator@bmwtcnsw.org.au

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.
North Coast Breakfast & Social Sip	Quay Lime Bar and Grill, 18 Park St, Port Macquarie from 4:30pm.

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

Past Events – October November

Fri 27 th – Sun 29 th	Thunder Rally ; Sheba Dams recreation area, Nundle. BYO everything Sydney - Paul Evans, Dirt and backroads, leaving Thursday AM, Moonan Flats, Tinga, Nundle. Please contact Paul for meeting point, Hunter - Trevor & Kevin by Dirt. Stuart Bob and others by Tar	Paul Evans 0411 738 267 Rob Tiedeman 0425 777 461	10
Fri 3 rd – Sun 5 th	23rd Trout Rally ; Hosted by the Tumut Valley Riders. Complete BYO back to basics rally. moved to Jounama Creek, opposite the turn off to Talbingo on the Snowy Mountains Highway.	Dave Beers 0401 444 567	10
Sun 12 th	Coffee and Day Ride ; meeting 22 Patterson Road Bolwarra 9.00 Am for coffee. Ride afterwards to be decided on the day.	Cheryl 0408074214	2
Thur 16 th – Sun 19 th	Horizons Jindabyne, NSW ; We're very pleased to announce the 2nd Horizons Unlimited Snowy Mountain Travellers Meeting, at Jindabyne Sport and Recreation Centre!	Andrew 0408845139	10
Sat 25 th	Sydney Motorcycle Show Darling Harbour; Catch the train down for a great day looking at Motorcycles	Trevor Dean	2
Sun 26 th	Special Olympics Australia – Soar & Roar; Support the athletes of Special Olympics Australia. See advertisement in previous news letter for more details	Soar&Roar website	4
Wed 29 th	Club Meeting 7:30pm . Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm. The November meeting is also the annual auction night. "come along and bag a bargain" or "come along and sell the junk you bought last year"	Chuck Hamilton 0457 574 856	4/6*

November Events

Thurs 30 th	Hunter Social Sip : Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
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December Events

Wed 5 th	Mid Week Ride Gosford Classic Museum ; opened last year situated in the old Bunnings 13 Stockyard Pl, West Gosford. 450 vintage cars, Meet Freemans Waterhole 9.00 AM to ride down. http://gosfordclassiccarmuseum.com.au/	Rob 0425777461	
Sat 9 th – Sun 10 th	Club Christmas Party – 9th December, 2017 , Acacia Ridge, 61 Research Rd, Hargraves, NSW. RSVP Alan or Marie Pennykid before December 2 nd . See details in newsletter	Al &/or Marie Pennykid	10
Thur 14 th	South Coast Social Sip ; change of night and location 2nd Thursday of the month and the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
	Club Meeting - no club meeting in December		
TBC	Hunter Social Sip : Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
Sun 31 st Mon 1 st	New Year's Gathering ; Micalong Creek via Wee Jasper NSW. BYO everything from Yass, Canberra or wherever. Campground is 10km past Wee Jasper with 6km dirt. There are toilets & shower facilities – daily camping fees apply.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	12

January Events

Thur 11 th	South Coast Social Sip ; change of night and location 2nd Thursday of the month and the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Fri 12 th – Sun 14 th	Capital Rally - 12-14 January 2018 . Hosted by South Coast United Motorcycle Tourers (SCUM). All are invited to the revamped 2018 Capital Rally to be held at Stewarts Crossing Campground. Access via Stewarts Crossing Rd, via Nerriga Rd. The Rally is a BYO event as there will be no catering. Cost is \$20 to cover the cost of a toilet and a badge.	George Scarfe 0428 464 618	
Sat 20 th	KRR Recon Run Dungog ; Accommodation at the Bank Hotel (02 4992 1701), Royal Hotel (02 4992 3070) & Tall Timbers Motel (02 4992 1547) - this run is a lot of fun as is a swim in the Williams River before dinner at the Bank Hotel on Saturday night.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	10
Wed 24 th	Club Meeting 7:30pm . Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6*
Thur 25 th	Hunter Social Sip : Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2



Ride & Events Calendar

February Events

Fri 9 th - Sun 11 th	41st Karuah River Rally - Frying Pan Creek, Chichester State Forest Motorcyclists only. \$25 entry covers badge & breakfast voucher. BBQ style catering Saturday afternoon. Other supplies available in Dungog. Rally awards & prizes presented Saturday evening. Site has male & female toilets. Rally to be signposted at the Bank Hotel. NOTE – Last year the rally location was changed last minute due to a State Forest Extreme Fire status. Please check our Facebook and Webpages for status updates. Map and flyer on website. A map will be posted in the Bank Hotel Dungog late Jan.	Rob Lovett 0417 267 425 or rob@gaslightbooks.com.au	12
Thur 8 th	South Coast Social Sip; change of night and location 2nd Thursday of the month and the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Thur 22 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2
Wed 28 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6*
March Events			
Thur 8 th	South Coast Social Sip; change of night and location 2nd Thursday of the month and the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
Sat 10 th – Sun 11 th	Cold Flame Rally , located on the Barry Way south of Jindabyne near the NSW/Vic border. BYO everything		10
Wed 28 th	Club Meeting 7:30pm. Last Wednesday of the month. Please join us for dinner before the meeting at Toongabbie Hotel from 6:00pm.	Chuck Hamilton 0457 574 856	4/6*
Thur 29 th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 6.00PM (last Thurs of the month)	Rob Tiedeman 0425 777 461	2

Newly Added items are highlighted YELLOW.

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

If you have been to an event and wish to have your attendance considered for the Clubman Point score, or have suggestions for a club ride or event, please email: vicepresident@bmwtcnsw.org.au

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

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BMWTCNSW Club Meeting— Minutes

25th October 2017

Chairman – Trevor Dean

Meeting Opened – 8.30pm

Apologies – Chuck Hamilton, John Rayner, Warren Buffett, Alan Peters, Dave Povey

Previous Minutes – The minutes of previous meeting were tabled.

Acc: Al Pennykid

Sec: Mal Cattermole

Correspondence –

BMW Club NZ magazine

Westpac statements x 2

Club trailer registration papers

2 membership applications

Invite to RFDS open day. To be attended by Bob Madell

Treasurer's Report –

September bank accounts have been reconciled

Reserve Account \$32,874.76

Cheque Account \$3,283.15

Membership Secretary –

The secretary reported 4 new members including 1 historic registration this month

Editor –

Reported he is trying to keep newsletter to 16 pages to contain costs. There was a lot of good content this month.

Regalia –

T shirts have been ordered for the membership secretary.

There are 10 Far Cairn Rally T shirts and polos which will be auctioned at the November meeting.

Assets & Archives –

37th Kosciuszko Rally highest club attendance award to add to club archives.

Clubs Australia –

Trevor Dean reported on the BMW Clubs International Council meeting held in South Africa in October. There were a number of constitutional changes including voting procedures. The Middle East was approved as a new umbrella to BCIC. Now 18 eligible votes on the Council. Changes were made to allow more flexibility in club regalia. BCIC publishes a quarterly newsletter. All club members are encouraged to register to receive the newsletter.

Webmaster –

The webmaster is seeking someone with IT experience to

assist in management and upgrades of sections of the website. An advertisement will be placed in the newsletter.

MCC Rep –

Bob Whitehead reported on a good meeting, with a presentation from Daniel of Maurice Blackburn regarding changes to the CTP scheme. The decision to refund CTP costs for car owners but not motorcycles is to be reviewed. BW to request the details of the changes to CTP and publish them in the newsletter or send them out to club members on the yahoo group email.

Past Events –

Mal Cattermole reported on the Kosciuszko Rally. BMWTCNSW had 10 members and won the highest club attendance award – A mounted S1000RR piston

Coming Events –

27-29th October – Thunder Rally

29th November – BMWTCNSW club meeting. Annual club auction night

9-10th December – Club Christmas Party to be held at Hargraves. Al Pennykid advised it would be catered and there was an undercover dining area. Notify AP re attendance.

General Business –

Worthingtons have a bbq and ride day starting from Kari-ong on Saturday 11th November.

Dave Beers advised a new BMW motorcycle dealer has opened in Narellan. BMWGA have been advertising for BMW qualified motorcycle mechanics.

Trevor Dean raised the issue of club information being available in BMW dealerships. A colour A4 flyer is to be produced with club information and membership application included. Al Pennykid has a library of club photos.

Club members to email Jason Boyd if they have a suggestion for a club event.

Meeting Closed – 9.20 PM

WANTED:

Do you have Website design experience?

The club is looking for someone to help us get the website functional and running again.

It could be either someone with Wordpress experience to wrangle the current site back into shape or someone to just start again from scratch and build us something that works that can then be maintained/updated by the relevant people (eg VP to keep the events calendar up to date)

We are not looking for a freebie, the club is financial and willing to pay to get it running properly.

We are also not looking for someones brothers workmates cousin than knows a little bit about something either. *We do want someone that understands what they are doing.*

If you have the skills and are interested or can put us in touch with someone who can do it, please contact either the President or Vice-President.



Presidents Report

Hi Everyone,

Sorry to have had to miss the last meeting due to work commitments and unfortunately I won't be appearing at the November meeting either due to an overseas trip Lilly and I had planned. I hope Jason won't mind stepping in to chair the meeting in my absence.

Now that summer is approaching I took the opportunity to take the R100RS off the road for some maintenance. I think it's funny that many motorcycle riders park their bikes over winter and do most of their riding from spring to autumn. If riders think Sydney winters are cold they obviously haven't ridden in the cooler months in Tassie or New Zealand - when you are riding along with snow in the paddocks beside the road then that's cold! As far as I'm concerned from autumn to spring is the best time to ride. It's easier to rug up than it is to suffer heatstroke while wearing riding gear, especially behind a fairing. At least I still have the R75 to chug around on while the R100RS is off the road.

There's a good article in the latest Motorcycle Trader magazine by Guy Allen about the care and feeding of a fleet of bikes on historic plates. For those of us who enjoy riding and owning old school bikes and (for those inclined) doing our own maintenance, the historic rego scheme makes it affordable to keep two or three in the garage, usually for less rego and insurance than one current model bike. Of course it keeps a lot of old bikes on the road too rather than breaking them up for parts or letting them languish in a dusty corner of the shed.

Anyhow, back to my story. The front end has felt over sprung and under damped since I bought it and just how poorly it rode was made obvious when I had a ride on Mike's R100RS. The difference in the front suspension of both bikes was like night and day. After I removed the top fork caps I discovered why! The springs had sagged (they were 30 mm less than the spec in the manual) so the PO had put in 45mm spacers on top of the springs instead of just replacing them. While the front was in bits I checked out the steering head bearings and of course they were badly brinelled. So off came the fairing, forks, instruments, handlebars and controls and out came the old bearings. Parts have been ordered but the reassembly will have to wait until later in the year when I get back from my vacation.

Just to remind you that we'd love for you to submit a story of some of your riding experiences or early bike ownership for the newsletter. Everyone has their story to tell!

Have a great Christmas!

Editors Report



Welcome to the last issue for 2017, the next newsletter will be at the end of January.

As usual I want you lot to provide me with articles of interest to put in the newsletter, but I'll admit it has been easy lately, we've had a good range of articles submitted so please don't stop! I can accept articles in any file format pretty well, don't bother with too much formatting as I will reformat for the magazine anyway so that the entire publication has a consistent look and feel. What you can do for me is to put markers in a document to say place Pic 2 here or similar, it makes life easier when picture locations get lost with alterations.

Some of you might have noticed a change in the font size, this has been done on purpose to keep the newsletter down to 16 pages. Due to the way the newsletter is printed if I go over 16, it is then 20 pages and a resulting 25% increase in the cost of printing. I am trying to contain the costs so that we can continue to produce a printed newsletter for you instead of just an electronic copy. I ran some test prints of various fonts/sizes and showed them to some members a couple of meetings ago. This font and size was deemed acceptable by those with more feeble vision. It's Verdana 9pt if you are interested.

Deadlines for articles: I'm always getting asked about deadlines for newsletter content. Its quite easy, I put the newsletter together on the weekend before the monthly meeting so I want any content by that Saturday to give me time to get it all together, polish it and get it looking good. The only exceptions to that are for content where I know 100% what I'm going to get and how much space it takes (eg I know the calendar will be coming, it's a fixed format and will take 2 pages) The deadlines for the next few editions then are:

Newsletter Edition	Newsletter content deadline	Meeting Date (newsletter distribution)
February	27/01/2018	31/01/2018
March	24/02/2018	28/02/2018
April	24/03/2018	28/03/2018
May	21/04/2018	25/04/2018
June	26/05/2018	30/05/2018
July	23/06/2018	27/06/2018

Hopefully I'll see you at the Christmas party, or New Year Gathering, or the Dungog Recon run in Jan.

AI



WELCOME TO BIKEBIZ BMW MOTORRAD

We are pleased to welcome you to our BMW Motorrad dealership in Sydney, Bikebiz Granville.

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L

ONG WAY DOWN TO MELBOURNE (Pt 2)

'The Bavarian Strikes Back'

I last saw David Leans' movie classic *Lawrence of Arabia* over 50 years ago. One of the most memorable scenes was the opening sequence where he was preparing his Brough Superior before heading out. I think it might have been the very moment that inspired me to become obsessed with motorcycles, particularly older ones. Lawrence mucks around with something on the bike walking back and forth then nonchalantly throws his oily rag away, turns on the petrol and oil and the scene then cuts to a close up of kicking the beast over. The rest was history for that particular speed demon. By the way, it is really worth reading some of Lawrence's articles he wrote about the euphoria of motorcycling in his day.

You may recall that in Part 1 of this saga my son Linden on his R65 and I on my R80 RT were heading to Melbourne. I recounted the trials and tribulations of working over his restored machine after buying it locally. Like Lawrence, and a million other motorcycles before and since, we checked over the bikes before heading out. Oil, tire pres-

sure, clear visors, okky strap on the top bag and clip on the panniers. For the Melbourne trip I always pack in a small tent as well, as you never know just where you are going to turn up. Sometimes I end up half way in the Murray River valley camping on a Travelling Stock Route or alternately staying at my sisters' farm at Batlow. Waking up in the bush, either on a hillside or in a gully reserve amongst the Yellow and White Box provides some of the most memorable times. This time we were heading for Batlow, about 7 or 8 hours away.

I cannot say travelling between Newcastle and Sydney is one of the world's most enjoyable experiences. Unfortunately, I travel it often for work and whilst we all have our pet hates, mine is slow drivers in the left hand lane. What is it with these guys? Do they think that because they are doing the strict speed limit that they are entitled to sit in the 'fast' lane? Many seem oblivious that other drivers have to work their way around them. Don't get me started on Trucks, Tradies, caravans and tail-gaters! Anyway that was my little piece on Road Rage so I will leave it there.

We were passing over the Hawkesbury River Bridge and the R65 started to cough and spit going up the hill on the other side. Linden pulled over and we checked what we thought might have been fuel starvation. Everything seemed to check out OK. Off we went again and whilst there was the occasional cough and spit, nothing much until we got to the other side of Sydney when we got the chance to open up down the expressway. It was about then that the *TROUBLE* started. Added to the coughing

and spitting, the R65 cut out completely several times requiring us to pull over to the side of the road in busy traffic. Not the most enjoyable experience or convenient location for that sort of thing. Each time we stopped, we checked it over and it would immediately restart, rev out and seem perfectly OK. Eventually we made it south of Campbelltown and the R65 again completely died in the arse. Enough was enough.

Out came the tool kit, off with the tank and seat for a more thorough check over. We luckily found a little alcove off the side of the road away from the expressway with traffic roaring past only meters away at 120kph. Nothing seemed obviously wrong with the machine but now with my helmet off I could hear that the left hand side head was making extremely load tappet noises. Off came the cover for a look. Generally I carry a tool roll with most of the essential tools for a bike. It helps that the generally the R65 and R80 have almost identical nuts, bolts and fixtures.



After taking off the cover, what greeted us filled me with horror. The intake pushrod adjusting nut was stripped leaving the rocker to flail around. No wonder the whole shebang wasn't going anywhere. The fact that the machine was going at all is

pretty much a testament to the robustness of these machines. In vain I hoped that the adjuster had just worked its way loose, but no it was stripped and I remember saying at that point, *"well there is not much I can do now"*.

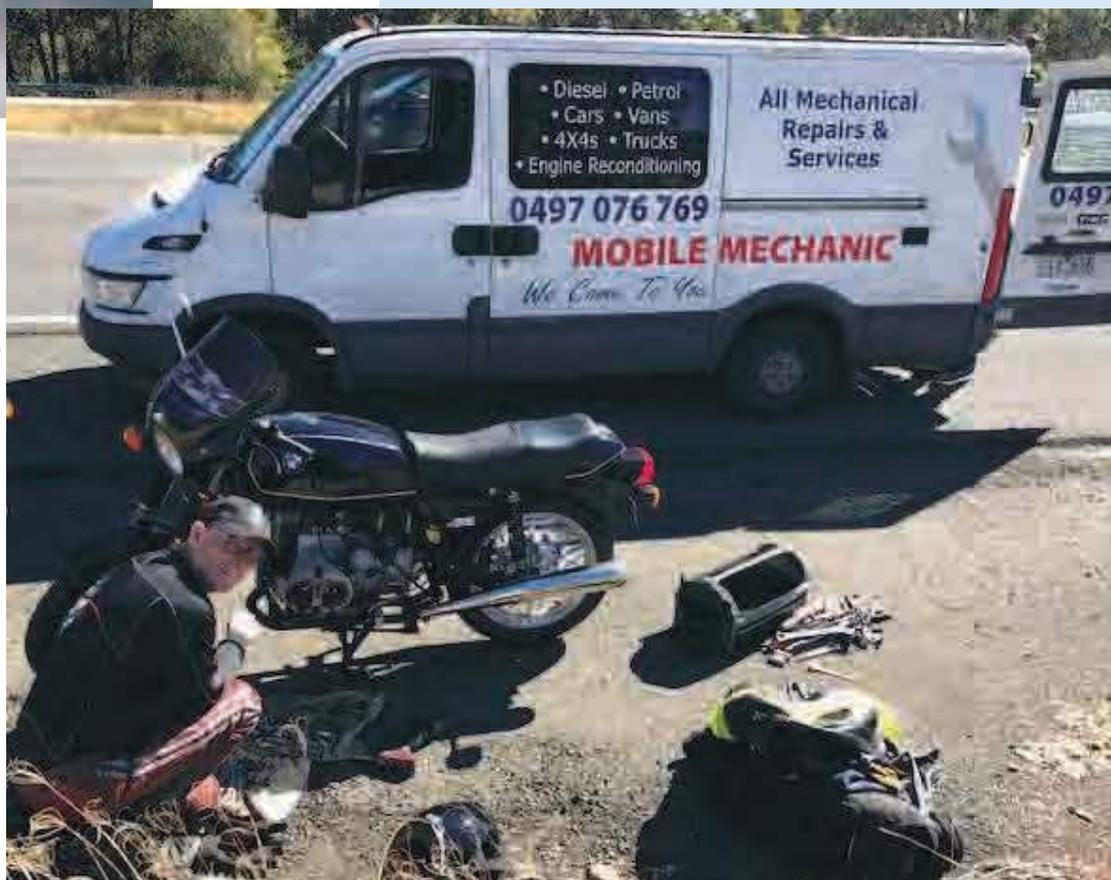
Just as I uttered my last words, a large van pulled up next to us. We both slowly looked up and read the sign on the side – 'Mobile Mechanic'. "Do you guys need a hand?" the driver said leaning out of the van. We readily agreed. He said he had seen us on the side of the road and we looked like we were in trouble. He told us that he was on his way to Melbourne after trying to break into the

Sydney mobile mechanic market, but found it too tough. He was heading home to Melbourne where there were better prospects. To two stranded motorcyclists this guy appeared to be a real life Angel. He slaved away on the side of the road trying different approaches to fixing the stripped thread problem. Eventually after about an hour and a half he found that the nut can be threaded on the underside of the adjuster with pretty much the same mechanical effect. We thought this was a good working solution at least until we could get to a safe place for a more thorough solution. It was a bit of a mystery as to how the stripped thread might have occurred. Either under-tightening the nut and it working looser, or over-tightening the nut and stripping the tread. Either way it was probably my fault.

We said our good byes. Our Mobile Angel would not take any money for all his time and effort but we slipped what money we had on us into his pocket anyway. If you come across this guy when in Melbourne or just need a good mechanic give him a call.

After two hours crouched on the side of the road, I got up and onto my bike but found that I could not move my foot up to change gears. My foot had become completely paralyzed. I found that I could get around this by move my whole leg up to change gears. Felt like I pinched a nerve in the crouching process leaving me with a numb foot! At the next petrol station I tried to swing my leg over the seat and the old numb foot just gave way making me topple backwards across the apron. Hope no one was watching some old coot falling over at a petrol station!

We continued along our way and whilst the engine noise on the R65 died down, the coughing and spitting continued. It seemed to start at about 100-110 kph but disappeared at higher and lower speeds. We tried both, and each was either annoyingly slow or dangerously fast. We settled for a nursing-speed of 90 kph not only for safety



but to preserve the bike. We were past the point of no return so turning back to Newcastle was not an option. We pushed onto Marulan where we had a late lunch munching on curry pies and vanilla slices. Small but memorable pleasures.

It was a slow trip but we made it to Gundagai just as the sun set. We had then to decide either to push onto Batlow for another 40 min or stop for the night. The R65 was still coughing and spluttering so I whipped off the tappet cover to check how things were going. The tappet was a little loose and a small adjustment was necessary.

It got dark real quick. Batlow was tantalizingly close. We blasted through the night, two mad demons hell bent on making the lonely cottage in the woods. Sounds exiting and melodramatic? Better than saying we were basically shit scared the R65 would blow up and strand us in a paddock with a couple of cows. Anyway we made it to Batlow about 8pm, parked the machines in the huge farm shed, really glad that day was over.

We tucked into roast chicken and enjoyed soft comfy beds for the night.

Next day it was time to strip down the R65. We ordered up a new tappet adjuster and nut from Munich Motorcycles in WA and wondered how long the parts would take to get to Batlow. Generally, in my experience deliveries from Western Australia to Newcastle is amazingly overnight, but to Batlow we could be waiting some time. Like Deep Purples' 'Smoke On The Water', "we didn't have much time". Asking some of the locals was depressing with their very different accounts of the quality of the postal service. One said that sometimes it takes several days to get a letter just from Tumut 30Kms away, another suggested at least two weeks minimum and yet another said that unless you ask the appointed postal person, stuff stays in the nearest big town. We waited and checked each day but despite the apocryphal local stories, the post lady was very helpful and rang us up immediately the goods were ready to collect, after only two days.

I borrowed a torque wrench from the local service station (thanks to a trusting mechanic) to make sure everything was torqued correctly after fitting the new parts. Things seemed to check out well after a couple of quick blasts up and down the local roads. We were now hopeful of our final run to Melbourne. We quickly packed and hit the road.

We got about 25kms along when the R65 completely died.

It restarted straight away but again died a few moments later. This pretty much confirmed that we had been dealing with an undercurrent (excuse the pun) electrical issue all along and there was nothing to do but head back to the nearest motorcycle repair shop at Tumut.

Linden nursed the R65 to Tumut with the thing coughing and spluttering all the way. Eventually he had to get off and push it the last 100m to the workshop. Inside the workshop we noticed that the R65 was literally falling to pieces. A major oil leak had erupted from the main seal hemorrhaging over the workshop floor, the steering head had become a sloppy joke, the front break caliper had started to leak (extremely dangerous), all on top of our mystery ignition problem. We consigned our sad and sorry R65 to their care for major work.



As time looked like it had pretty much run out, Linden had to get back to Melbourne, so he hopped on the back of the RT and we headed to the train station at Wagga Wagga. A sorry end to a promising trip. I decided to head home back to Newcastle as well as I could not get to Melbourne and back in the available time. We had a great lunch in Wagga and said our good-byes at the station.

I had an exhilarating run back to Newcastle simply by avoiding the Hume Highway, particularly the bit between Gundagai and Albury. I took the back roads through Junee, Coota, Harden along the Burley Griffin Way and then to Goulburn. Sweeping roads, little or no traffic and beautiful scenery. The temperature dropped markedly at Goulburn requiring a big-time rug-up. The rest of the Hume was predictably boring and frantic with traffic

around Sydney.

Postscript: The R65 took over 6 weeks to be repaired including a completely new ignition which turned out to be the underlying problem. Seems that some non-standard wiring had also been installed, making connections a bit dodgy. The Tumut Motorcycle Accessories boys went out of their way to make sure the bike was 100% before delivery. They even ran it down to Wagga for Linden to pick at the train station. After parting with several thousand dollars for the repairs Linden happily ran it around Melbourne for a few weeks – until it completely and unaccountably died again. ARRRRR!!!!

Join me next time for more fun and adventures of the Bavarian Beast now doing the rounds in Melbourne.

A mystery----- until solved...

Decades ago a mate taught me two valuable lessons.

It happened at the height of summer, no clouds to speak off, a warm breeze and the sun shining brightly. I rode my R26 to my mate's place John, to see if he wants to accompany me for a pleasant afternoon ride.

"You're just in time, mate' he joyfully said "I've just carried out a complete service and tune up. I'm about to fire the old girl up. There, in the backyard shed among the numer-



ous discarded empty beer bottles stood his pride and joy, an immaculate looking BMW R69S. She was a beauty, lovingly washed and polished every week or so.

After depressing the ignition key, I grimaced as he raised a bare foot onto the kick-start. The engine instantly fired and an ear to ear grin spread across his face. The engine then just as quickly stopped. Briefly looking in my direction, he tried and successfully brought it back to life and once again just as quickly it coughed, spluttered and fell silent.

As his smile turned to a deep frown he blamed the carburettors, accusing them of being faulty. To me this accusation came as a surprise because throughout the bike's life with him, has always kept them synchronised. Another half-hearted attempt at starting resulted in the kick-start kick back. Well that did it, he lost his temper and in the next second lashed out and kicked the bike. He realised his mis-

take even before the foot reached the bike, a bare foot is going to lose against solid metal.

The unmistakable sound of a bone breaking was followed by a loud scream and numerous colourful profanities. I guess that he wouldn't be coming with me on a bike ride after all.

Three days later, on crutches and nursing a broken toe he hobbled into the shed to look at the bike. He shook his head in disbelief as he spotted the fuel tap was in the closed position. More profanities broke the silence.

He told me that when diagnosing any fault, never assume anything and always look at obvious causes before tackling bigger ones and, oh yes, always wear protective gear around bikes.

Move forward 25 years and here am I on a summer's day

riding the R26 listening to a healthy single negotiating the seven kilometres of twisty winding road to the top of the mountain a few miles from home. The only decision is when I finally come to the T junction should I turn right and stop at the pub for a beer or turn left and head for the next set of bends.

Approaching the junction the alternator light briefly flickered and the engine mysteriously fell silent. I immediately reached and pulled in the clutch lever and the bike rolled to a stop at the T junction. Well no need to make a decision, it was taken from me.

After pushing the bike off the road and removing the helmet, the bike in its own way sent me a number of strange messages.

Switch on the ignition key and the neutral and alternator

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light either remained unlit, or dimly or brightly light up. As the kick start is depressed the lights would either go out or the bike fires but as soon as it starts to rev enough for the alternator light to go out, the engine died and all lights returned back to a dormant state.

Clearly something is definitely wrong in the electrical department. There's definitely one or more electrical gremlin living in the wires.

I didn't hold much hope when I opened the headlight and side cover searching for any loose wires. As expected the bike remained silent. With no other option available I contacted a mate to meet me at the bottom of the mountain with car and trailer.

To me every ride is an adventure and traversing a seven kilometres downhill run with a silent engine is no exception. The brake lever was only caressed so as not to lose too much speed. With a dead engine once the corner is negotiated no amount of throttle helped.

Incidentally, do you have any idea how noisy tyres are?

Over the next week with the help of a few beers and an aid from a multimeter every wire was practically examined without any success. So, with the help of more beer and a mate we checked it all over again. The result was more head scratching. Suggestions came thick and fast from other riders ranging from something as simple as a faulty condenser to a defective regulator or alternator to replacing the wiring loom. The best or worse suggestion was, wait for it, a faulty throttle positioning sensor.....on a

1956 bike, they haven't been invented yet???

Still what really annoyed me was that although I didn't have a clue, the electrical behaviour leads me to believe it had to be something downright simple.

By the third week I gave up and admitted defeat. It was time to take the bike to a bike shop. Let them get a headache and if the bike still defeats them they can call in an auto electrician. It was agreed that the bike will be looked at in between workshop jobs. At a vastly reduced labour charge I agreed. And so for the next two weeks the bike was prodded and pulled here and there till they too threw up their hands in frustration and gave up.

By now 5 weeks had passed and although the battery was brand new, having been originally replaced a week before the gremlins I requested to be placed it on charge. Well guess what, the following morning revealed a gremlin. The battery wasn't holding charge. A simple test showed that the brand new battery was faulty. Off course being brand new it wasn't checked.

More from good luck than good management the bike let a gremlin out into the light....so to speak. That took 5 weeks? I could just imagine John shaking a finger reminding me "when diagnosing any fault to always look at the obvious"

With a new battery in place, the lights came on and the engine burst into life, instantly behaving itself as if nothing happened. Smiles all round. I hurriedly jumped back in my

car, went home, changed into my motorcycle gear and taken back to collect my bike.

The only thing missing as I waved goodbye were the mechanics waving a white handkerchief. Just as I gathered speed and gently selected third gear the bike started to splutter, surge and back fire. I reached and switched on to reserve only to be rewarded with louder surging and back-firing. Seeing the alternator light flickering on and off was close enough to bring a grown man to tears.

The bike was pushed back into the workshop. I felt like ringing John to come over and kick it.

Arrangements were then made for the bike to be shipped to a specialised auto-electrician across town who knew about the model. As a matter of fact has, decades before, worked on BMW singles, loving them for their simplicity. Simple or otherwise mate here's one R26 that refused to give up its secret.

The bike was once again fired and a reading showed that the battery was charging quite nicely. But as soon as the revs were increased way above idle it started to splutter and backfire. By now everyone was quite dejected.

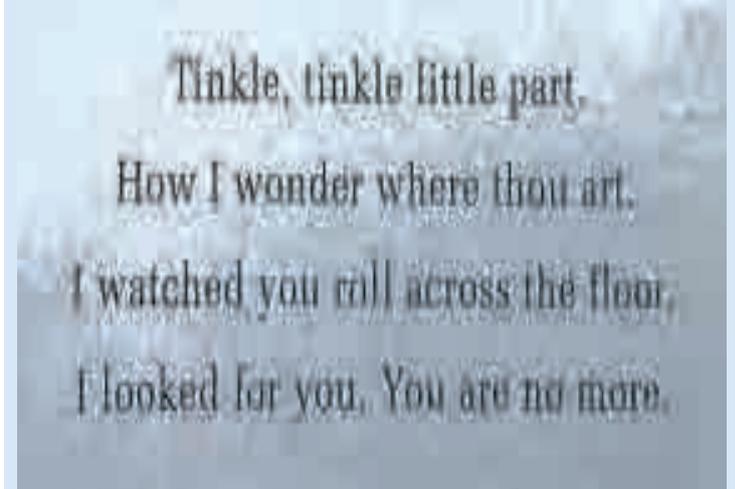
Believe it or not, again, more from good luck than good management one of the mechanics rested his hand on the headlight nacelle. As soon as that happened, the engine stopped backfiring and literally started to purr, sounding as sweet as a single should. In complete surprise he stood up and removed his hand and the bike again started to backfire. Mystified we all looked at each other. As soon as he pressed down on the key the engine responded, behaving itself. Aha another gremlin departed. All that was required was to get a new key.

That night I visited my mate who owns a R51/3 and borrowed his spare key. The following morning back at the workshop, using a digital micrometer showed that the new key was 0.05mm thicker in diameter and 0.12mm longer in length when compared to the original 61yo key. Clearly the new key felt more positive when pushed into the ignition block. All that had happened was the loose key was minutely shaking in its place causing the contact plates in switching themselves on and off.

It was a most enjoyable ride back home. Later when the bike cooled down I washed it and checked the oil level and tyre pressure. Come tomorrow, its bike riding time.

After 45 days without a drop of water, it rained the following day ----aargh.

Frank Cachia



Welcome to the new members:

- Aaron Lea (Surry Hills)
- Robert White (Tweed Heads)
- David Burge (Croydon)
- Gary Cummings (Ourimbah)
- Andy Kick (Ashfield)



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FINAL NOTICE!

CLUB CHRISTMAS PARTY

When: 9th December, 2017

Where: Acacia Ridge Bushcamp,

61 Research Rd, Hargraves NSW 2850

0428 217 817

Our Host: Steve Hinchey

The site: Set amongst 25 acres of bush, there is heaps of room for your tent or camper trailer.

~~There are also four permanently erected tents for your overnight digs. Each tent sits on a large deck area, is two rooms and comprises either two king single beds or a queen bed, wardrobe, wash basin and a couple of chairs.~~

The club will cover the costs of camping and catering (dinner and breakfast) for all members, ~~anyone wishing to book one of the permanently erected tents will be at the members cost (\$95 per tent/two beds)..~~ *The Permanent Glamping tents are now all booked*

There is a campfire, where of a night you are invited to sit around, tell stories or toast marshmallows under the great southern star-filled skies.

RSVP: Contact Alan or Marie Pennykid (contact details in the front of the mag) to tell them you are coming by 2nd December so that Steve can prepare for us properly

-Pet friendly but all dogs are to be kept on a lead to protect the local wildlife

-There are tables and chairs for dining, but not a bad idea to bring your camp chair anyway



APPLICATION FOR NEW MEMBERSHIP/ RENEWAL OF MEMBERSHIP

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

The BMW Touring Club of NSW was founded in 1965, with an initial membership of 15. The aim of the club is to provide a social medium for BMW riders and motorcycle touring. It is not necessary for you to own a BMW motorcycle to join the club. There are a wide range of activities throughout the year, ranging from regular day rides, rallies (local, interstate and other BMW club rallies), runs with interstate BMW clubs and camping weekends. We have gained a large number of trophies from our attendance at rallies. The club also has regular maintenance days (where you can tap into a vast range of knowledge from our members). We have spare parts available at a slight discount for members and a variety of special tools for use when servicing, repairing or replacing components. We also have social evenings, an annual presentation night/dinner and a Christmas party. The club encourages family involvement in all events.

NEW and EXISTING MEMBERS

Current Membership Number: _____

I, (Full name of applicant): _____

and (additional person/s) _____

Of (address) _____ Postcode: _____

Preferred Phone Numbers 1: _____ 2: _____

Email Address: _____

Motorcycles Make, Model, Year _____

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

Signature of Applicant:- _____ Date: _____

NEW MEMBERS ONLY: If an existing member introduced you, introduced by _____

New Application / Membership Renewal / Joint Application (please circle one)

New Member Joining Fee:	\$20 (+ Annual Membership Fee)	Mail to:
Annual Membership Fee	\$50 per year (city or country membership)	
Subsidised Club 'T' Shirt (Mens XS—5XL)	\$10 Single Membership Size _____ \$10 Joint Membership Size _____	BMW TOURING CLUB of NSW
Total Amount Payable	\$ _____	PO Box 549 ERMINGTON NSW 1700

Please make all cheques and money orders available to **BMW TOURING CLUB of NSW**

DIRECT DEPOSIT: BSW 032 173; Account 40-6259

Please quote 'MSHIP', your **NUMBER** and your **NAME** when making the transfer

Please **POST, SCAN** or **EMAIL** this form to the Membership Secretary (membership@bmwtcnsw.org.au) so your deposit can be reconciled, your T-shirt ordered and your details updated

Note: 1. All membership fees are dues by 1st July each year. 2. Membership not renewed by 1st August will be considered as a resignation of membership

Optional (please circle your preferences):

- Do you wish to download the club newsletter from the club website..... Yes / No
- Do you wish to receive the printed newsletter by Mail?..... Yes / No
- Do you have a First Aid Certificate?..... Yes / No
- if NO are you interested in attending a First Aid Course for motorcycle riders?..... Yes / No

Name	Location (Town or area)	State	Phone no/s	S	A	M	D (kms)	Comments

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

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Watch out for these upcoming events :

9th-10th December	Club Christmas Party @ Hargraves
31st December	Wee Jasper New Years Gathering
12th – 14th January	CAPITAL Rally!
20th January	KRR Recon Run to Dungog
9th-11th February	41st Karuah River Rally