

**BMW Touring Club
of New South Wales**



**Member of the International Council
of BMW Clubs**



March 2018 **NEWSLETTER**



BMW

Touring Club of New South Wales



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Club Website:

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Club Yahoo groups site

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

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South Coast	Steve Treloar	04397 39876 sthcoastregister@bmwtcnsw.org.au
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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

Fri 9 th - Sun 11 th	41st Karuah River Rally - Frying Pan Creek, Chichester State Forest	Rob Lovett	10
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March Events

Thur 8 th	South Coast Social Sip ; 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 – 13 th	33rd Cold Flame Rally 10-13 March 2017, hosted by the Monarchs MCC. At the confluence of the Snowy and Pinch Rivers on the Barry Way, South of Jindabyne and North of Buchan. Proudly Supporting Beyond Blue and Lifeline with all profits being donated. The site is a back to basics in the Kosciusko National Park. No catering, bring your own "everything" and take away all of your rubbish yourself. There are several clean long drop toilets on the site and the only water is from the Pinch River which would require boiling. All are welcome and the cost of \$20 gets you a badge and a stubby holder.	TBA	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

April Events

Thur 12 th	South Coast Social Sip ; 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
April TBA	Autumn Leaf Rally . Hosted by the Tumut Valley Riders in the grounds of the Tumorrana Hall about 35KM East of Tumut on Wee Jasper Road. SIGNPOSTED FROM TUMUT & COOLAC. Catered from Friday Evening to Breakfast Sunday.	tvriders@hotmail.com	10
Wed 26 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 27 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

May Events

Thur 10 th	South Coast Social Sip ; 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
May 11 th - 13 th	Loaded Dog Rally . Hosted by Struggletown Tourers. The revived Loaded Dog Rally. To be Held at Tarago Showground - (grass, fire wood, showers and toilets) Braidwood Rd Tarago NSW. Can be done via all sealed roads (Boo!). Fully catered with the Loaded Dog Hotel 1km down the road. Prepaid \$15 and \$20 at the gate, so why not come along.	andholbery@gmail.com	10
May 19 th - 20 th	Ruptured Budgie Rally . Hosted by the Motor Guzzi Club of QLD. Held at Mingoola, about 60km west of Tenterfield on the Bruxner Highway, Queensland. Good camping spots by the river, plenty of firewood onsite. Fully catered with licensed bar from Friday dinner to Sunday breakfast. All the usual rally awards, plus some not so usual ones. \$25 entry, includes badge. Children under 15 years free entry, no badge	info@motoguzziclubqld.org	10
Wed 30 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 31 st	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

Future Events

June	Alpine Rally Casper Rally - 22 to 24 June, Bummaroo Ford Camping Ground		
July	Winter Rally Hat Rally Annual Awards Dinner		
August	Border Run		



Ride & Events Calendar

	Off Centre Rally TTT		
Sept'	Ragged Fringe Rally Far Cairn Rally Sidecar Rally		
October	Kosciuszko Rally Thunder Rally Deadmans Gulch Rally		
November	Trout Rally		

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@bmwtcsw.org.au

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



Stuart Highway 1992

BMWTCNSW Club Meeting Minutes

31 January 2018

Chairperson – Jason Boyd.

Meeting Opened – 7.57 PM.

Apologies – Chuck Hamilton, Rob Edgar.

Visitors – Nil.

New Members – Nil.

Previous Minutes – The Minutes of November 2017 Meeting were tabled.

Acc- Al Peters.

Sec- Al Pennykid.

Correspondence –

Magazines from BMW Club: UK and NZ

Westpac statements x 2.

1 Membership application.

Invitation from BMW MCCA to Binalong Motor Museum & Lunch Ride on 3 February.

Tourist information from Grenfell NSW Visitor Information Centre.

President's Report –

No report

Vice President's Report –

No Report

Secretary's Report –

Public Liability Insurance Policy renewed.

Contacted BMW Club UK regarding sending their monthly Journal. Organised to have it emailed and have posted it to the Yahoo Groups webpage.

Sent out invoices to dealers advertising in the newsletter for 2018.

Treasurer's Report –

Current Club funds stand at:

Reserve Acc \$30,916.71.

Cheque Acc \$1,866.78.

Treasure reported bank statements reconciled and P&L sent to Exec Committee members.

Membership Secretary –

5 new members this month.

Editor –

Editor reported that City Coast Motorcycles are updating the graphics to their Newsletter advert.

Editor requested more members' articles for the Newsletter.

Public Officer

No report.

Regalia –

Micro fibre towels are being screen printed and will be available at the KRR.

T-shirts for the KRR also being printed.

Assets & Archives –

The Club's marquee has been successfully repaired.

Clubs Australia –

All clubs have been required to provide member numbers.

BMWTCNSW membership up about 1% in the last year. BMW bike clubs generally down about 4%.

BMW PSP sponsorship will be used for the main raffle prize

(BMW jacket) at the KRR.

Webmaster –

Website up and running after some problems.

Emails working.

MCC –

No report due to lack of meeting in January.

Past Events –

Club Christmas Party – 83 attendees. A great venue and excellent catering. The Club thanks Steve and Julie Hinchey for their hospitality.

New Year Gathering at Wee Jasper – Dave Beers, Warren Buffet and Gerry Bloemen among those attended.

Capital Rally - Held at Stewarts Crossing Camp Ground, Oallen. 51 attendees including 10-20 from the Club. Thanks to George Scarfe for its organisation of a n excellent rally, and supplying sausage sandwiches on the Saturday night.

KRR Recon Run – 8 attendees.

Coming Events –

41st Karuah River Rally – 9-11 February at Frying Pan Creek, Chichester State Forest.

33rd Cold Flame Rally – 10-13 March at confluence of Snowy and Pinch Rivers, south of Jindabyne.

General Business –

The Secretary advised that George Scarfe has proposed that the Club purchase a number of BMW GS-911 diagnostic tools to assist members in servicing/fault finding their bikes. The general discussion indicated that the proposal has merit, but a decision was held over pending consultation with the Spare Parts/Club Tools officer (Rob Edgar) who was not at the meeting.

Paul Evans advised the meeting that Larry Grant had injured himself when his bike fell on him, resulting in a fractured hip. A get-well card was signed by members present and a donation was sent to Larry to help cover some of his unexpected expenses, Paul advised that Trevor Hooker had assisted by transporting Larry's bike back from Newcastle to Tottenham. The Club thanks Paul and Trevor for donating their time and energies to help Larry, and noted that this is what makes the BMWTCNSW more than just your average bike club.

It was noted that John Grace of the Grey Gums Café had passed away and that his funeral would be on Thursday 1 February at 11.15 am. A bike escort is being arranged starting from the car park at Phyllis Avenue, Thornleigh at 10.30 am.

There was a proposal that the Club consider donating some of the profit from the KRR raffle to the Dungog community. Trevor Dean proposed a motion that the KRR Coordinator (Rob Lovett) have the authority to donate up to \$800 (depending on the amount raised) of the raffle profit to a Dungog community organisation of his choice. The motion was seconded by John Rayner and carried unanimously.

Meeting Closed: 9.03 PM





Residents Report

Hi Everyone,

I couldn't make it to this year's Karuah River Rally – here's why: Last October Steve and Gary from NZ (a pair of Vstrom 650s), Gra from the south coast (R1200ST) and Mike from the Hunter Valley (K100RS) and I planned to do a few week's travel around Tasmania. It goes to show that if you plan so far ahead you need to keep a calendar so when Steve booked the ferry last year it turned out it was on the Karuah weekend. Unfortunately for me, Lilly had booked and paid for a two week cruise holiday for us at that time and once again I didn't enter it in my calendar. (Calendars are so over-rated). So the best I could salvage from a bad situation was to meet the guys in Victoria the weekend after the cruise holiday which coincided with them finishing the Tassie trip.

So, on Thursday morning I decided to take the R1200R out and headed off to Penrith, down to Wallacia, the Oaks and south through to Hill Top, Bowral, Kangaroo Valley and Nowra to stop at a friend's place at Batemans Bay for the night. Having plenty of time to meet the others at Marlo I chose to head down to Bega then cut across towards Cooma and turn off to Bombala to head towards Orbost. Great road down towards Bombala...lovely high speed corners, great road surface and no traffic. After blasting down a few kms of winding road about 20km from town I just entered a bit of straight road when the rear of the bike slewed one way then the other and I just got it under control before things got nasty. Yep, a flat rear tyre but wait a sec...can't see anything sticking in the tyre. A check of the valve stem showed a split near the end of the valve. On closer inspection the valve stem looked like it had never been changed since the bike was new. Note to self: Any time a new tyre is fitted get the bike shop to install a new valve stem too.

So, there I was with a flat that a tyre repair kit couldn't fix so I pulled out the mobile and called the tyre service in Bombala in the vague hope that they were interested in bikes enough to help. As it turned out Leo from the tyre service said he would come out and either install a new valve stem on site or bring the bike into town in the ute. In any case the wheel had to come off so while I waited for him I broke out the tool kit and removed the rear wheel. When Leo arrived he chose to take the wheel into town, replaced the stem and brought it back out to me. Just before he jumped in the ute to go back, he said I could drop into town and pay the bill once I got the wheel back on (which I did naturally!).

From Bombala, the run down to Cann River was uneventful and by the time I turned south towards Orbost it was late afternoon. I have to say it was a relief to arrive at the Marlo Hotel and enjoy a beer with the boys. The first thing I did was to look around for a Besser block so that I would have something softer than the R1200r seat to sit on. I just can't believe that the seat on a premium bike is so damned uncomfortable...my butt ached for days after I arrived home. I'll have to investigate either an Airhawk or a seat trimmer who can re-pad the seat with something a bit wider and softer.

We had to get started early on Saturday because Steve and Gary were on a tight schedule to get their bikes back to Sydney and catch a flight back to Christchurch. On the other hand, Mike and I decided to ride as far as Ulladulla and stop the night at Nada's house. So the route we headed for led us back to Cann River, Bombala then towards Cooma where Steve and Gary headed for Canberra and the expressway home and Mike and I headed for Braidwood, Batemans Bay and up to Ulladulla. Sunday morning saw us head up the Princes Highway towards Berry where we decided to stop for a coffee. A great weekend was rounded off by me putting my foot down into a pothole when we stopped outside a cafe in Berry causing the bike to overbalance and go over. As is was, scuff marks on the screen, clutch lever, rocker cover, pannier lid and a broken indicator lens will cost me about a grand to fix but luckily when I fell over the bike landed on top of me, saving the tank from crashing into the curb. Ya gotta be lucky sometimes!!

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E ditors Report

Welcome to the March issue of the newsletter. We have a few rally articles this time, to be expected after our own Karuah River Rally. It was good one this year other than being a bit dry (no water in the causeway at all).

Is there anyone out there who would like to do a task as editorial assistant to help in providing some content? In this case it would be nice if there was someone to dig through the BMW motorcycle news for the month and supply 1-2 pages of BMW motorcycle/ Motorrad news to be included in the newsletter each month. To be honest I don't have enough interest in new BMW developments to do it myself so I don't but I do realise it would be an improvement to the newsletter. I can understand that some in the club would be interested and that it is something that an interested person might want to do. We can provide you with web addresses for press releases etc that need to be filtered through to find the content we need. Please contact me if it's something you might be interested in doing. And thank you for all of the submissions this month, it makes my life easy when it comes to assembling the newsletter. I might even hold some back till later

Newsletter Edition	Newsletter content deadline	Meeting Date (newsletter distribution)
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

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Karuah River Rally 2018

"You're kidding!" one mate cried out

"No, I'm not" I casually replied

Another mate who just arrived wanted to know what we're talking about. The first mate explained the situation. Shocked he looked at me and raising both his voice and eyebrows said "you're kidding, are you serious about this? Do you know what you're doing" This resulted in others overhearing and joining in. A moment later everyone started voicing their objective opinions.

I explained to whoever was prepared to listen that since last year my mate Peter and I travelled at night to avoid the forecasted hot conditions, we're going to do it again for the sheer enjoyment of night riding. More questions were raised about the danger of animals on the road, being reminded that last year I did hit an animal, tackling traveling over long distances pointing out that I have already travelled 250km and overall fatigue. This was the scene as both bikes were warmed up before setting off on the return 1224km dash.

It certainly was different the previous morning in another State when I rode my K1100RS past Peter K100RS who was waiting for me in his driveway at 5 o'clock on a warm Friday morning. At that time of the morning nothing moved as we silently left suburbia behind, once again aiming the bikes north and attending the forty first Karuah River Rally.

Other than a low flying misguided bat and a procrastinating possum, we had the road to ourselves. Within the hour the first hint of daylight appeared. Shortly after the sun peaked over the horizon

we had our first unscheduled stop. Out came the sunglasses and cleaning the visors from countless dead bugs.

The first stop was at the Vic/NSW border. I photographed a mobile speed camera unit. Well why not it's quite happy to photograph me. With one less layer of clothing, fuelled up and once again looking through a clean visor, we turned onto the Olympic Highway and again enjoy relatively empty roads. I enjoy travelling along this highway. No divided freeway to speak off. With luck you might see a police car. Delays due to road works are expected, and like previous times the delay saw us talking to the lollipop man with both bike engines switched off. You don't bypass a town, just slow down as you go through it. Tiny hamlets are nothing more than a train whistle stop. They offer one double story pub in the corner, an old petrol station across the road and a few houses on the other side of the train tracks.



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As we approached the midday sun the temperature steadily climbed, thin white clouds up in the stratosphere didn't offer any shade and the sun, as expected, wasn't showing any mercy. Another stop for fuel and lunch in Cowra was a repeat of last year, 39C and a search for shade and more refreshing liquid.

Bathurst is always a welcoming sight as the long straight roads were behind us and only a short run to historic Lithgow. Thin white clouds started to form, but this is not the time to show concern because just after going through the town of Lithgow there lays motorcycle nirvana, the unusually named Bells Line of Road. No straight lines here but about sixty kilometres of the most enjoyable twisting mountain road around. This had to be designed by a motorcyclist. You don't just ride through; you play through each bend looking forward to the next one; motorcycle riding at its best.

Just as we finished riding through, those white clouds have formed into a single menacing mass and we were treated to a 3 minute torrential downpour. We didn't even have time to take shelter or put on the wet weather gear. A storm in a tea cup you might say but in those three minutes miniature rivers formed carrying dead leaves and other debris across the road. Steam could be seen rising and traffic crawled.

Twelve hours and 916km after leaving home we entered the bustling town of Windsor, this is the town were in the seventies I would spend the night before attending the Castrol 6 Hour production motorcycle race. But now, the caravan park is long gone so like last year we elected to 'rough' it up in a motel and a long shower.

The other reason for staying at Windsor was to ride the full length of the Old Putty Road the following morning. Ahead lay a hundred and fifty kilometres of winding road through the Wollemi and Yengo National Park – another magic carpet ride.

The Grey Gum café close to the half way mark was making a roaring trade as over 100 bikes were parked under every piece of shade available. Oh yes, the sun was once again out in force. It was just after leaving the café that a beautiful goanna at least a metre long was about to cross right in front of me; thankfully an oncoming car saw it seek shelter.

A fuel stop in Singleton then prepares oneself when entering the small town of Gresford. This village is unique. It boasts an incredibly rutted, broken down, countless repatched Main Street. You couldn't make it rougher if you tried. The big surprise this year was that about 200 metres directly in the centre of town has been properly resurfaced and one could see the outline of a proposed roundabout.

At Dungog, the last town before the rally we entered the local pub catching up with friends and renewed old ones as once again we

indulged in the time honoured tradition of downing a few glasses of ale. First renewal is the barmaid Debbie, who has been pouring me a beer for the last twenty five or so years. You should have seen the looks on the local faces when once again she gave me a hug and kiss congratulating me on my return. Outside the pub I had more handshakes that I could count.

Back on the road and a short 14klm of rutted dirt road and there's tent city. Engines switched off, dust covered hands holding cold drinks, posing for photos and more handshaking followed. I estimated that around 150 riders attended the rally.

What felt like half a day later and here we're doing our best to explain our planned night ride. A blast of horns, a wave and we're off again. The dirt section was easily traversed although briefly delayed due to an ambulance across the track. A rider dropped her bike ending with a broken collar bone, the bike was undamaged.

At dusk we reached Singleton and again a fuel top up, as from now till we join a major highway, fuel stops were few and far between. Leaving town and settling down for the start of a new night adventure, I saw lightning on the far horizon. This doesn't look good, thankfully it was to the east and we'll be heading south.

Lightning seemed to be brighter as we, once again, entered the delightful Putty Road. At night, in complete pitch darkness other than relying on a single headlight with the high possibility of animals crossing the road, this was one area where I definitely didn't want to traverse on a wet surface. The slow bends, some as low as 35kph didn't help rapid progress and I was grateful to come out onto sweepers and the straights. Unfortunately, lightning was also observed to the east and south. Clearly we're heading into an electrical storm.

Eyes glanced between the speedometer, the odometer measuring distance, the road rushing by below and praying that the winding road is behind us before the approaching storm.

Scanning the road ahead, I imagined that animals would take shelter from the storm. I increased my scanning along the road's edge and no more than a few miles down the road was presented with a kangaroo, two foxes, a musky rat and two wombats crossed directly in front of me. Honestly at the speed the wombats walk they should wear reflective vests. I practically flat spotted my rear tyre. As for the musky rat, (the smallest of the kangaroo family) couldn't he just eat his meal by the side of the road and not on it?

The only animal that thankfully didn't cross, just bemusedly look at me was an absolutely magnificent deer. By his branched bony antlers he must be a full grown adult.

By the time we arrived at the end of the Putty road the lightning

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was now above us with thunder claps followed. One moment the area was illuminating the whole countryside then plunging it into total darkness. Two drops of rain on the visor was our first and only warning. Yep, times up, we've pushed our luck.

Among bouts of laughter two adults illuminated only by lightning and the bikes parking lights struggled to put on their wet weather gear. Clearly it was a comical sight as the four wheeled vehicle headlights picked up a man sitting on the road with feet up struggling putting on a pair of pants. The driver wondering what the hell I was doing.

No more than 100 metres travelled when it felt as if we rode through a waterfall. We were hit by a torrential downpour. You could see the rain drops bounce off the road surface, the severity being quite painful. If it was daylight I'm positive we would have seen a wall of water. Grateful that the winding Putty Road was behind us, we now faced the Bells Line of Road right in the centre of an electrical storm.

The lightning was directly above us. It became quite hazardous as every time it plunged back into darkness the headlights were practically useless. Corners signposted down to 25kph were gingerly negotiated. This was the opposite of yesterday enjoyable blast. We crawled on brakes and closed throttles down the steep downhill run into Lithgow. It was a relief to finally enter the divided road heading towards Bathurst.

Finally much to our relief, with the Blue Mountains behind us the rain eased off and it was a dry run by the time we entered Bathurst. The wet weather gear was stowed away, petrol tanks and stomachs replenished. The slow speed has resulted in losing quite some time, we were way behind schedule. At two in the morning rapid movement got underway.

The next town, Cowra, was the half way mark and it was here that heavy yawning meant time to stop and have a power nap. Under a covered wayside stop, I lay out on a picnic table whilst Peter elected the softer grass verge. I'm sure we were asleep within the minute....only to wake up by the sounds of rain on the corrugated roofing. The storm clouds that we have successfully left behind caught up and once again it rained. Peter moved to a park bench. Still tired and dry I just rolled over resting my head on my jacket and dozed off.

Two hours later, Peter woke me up. I can truthfully tell you that park tables aren't that comfortable. Between yawning, scratching and stretching, we compared which parts of the body wasn't aching before firing up the bikes and continued the adventure. No stars above but mercifully a dry road.

Once again we enjoyed seeing the first tantalising signs of daylight. Once again we had the roads to ourselves and now out in the open plains we made very good progress. As time passed, the sun appeared and the clouds dispersed eventually revealing a crystal clear blue sky. Another fuel stop saw us having the range all the way to the border. Four hours after we woke up we stopped for breakfast and the final fuel stop. Home was now only a mere 310kms away.

Just after lunch we arrived back at base with a hot shower taking priority. Another BMW adventure was over. Next rally only 364 days to go.

For those who are interested in statistics, we covered 2448km in 57 hours in between attending a rally. Each bike burned around 107lts of 98 octane fuel.

Frank Cachia

A Smoked Trout and a great job by the Tumut Valley Riders

The Boys and Girls from Tumut Valley Riders have always done a great job with the Trout Rally and this one (4 - 5 November 2017) was no exception. But it was extra special as it was their first ever at Jounama Creek campground opposite the turnoff to Talbingo. I've ridden past the track into the campground stacks of times and just assumed it petered out in the bush. But it's actually a very pretty spot not unlike Frying Pan Creek (Karuah River Rally), except with tables and much colder water.

I headed off with Garry Smee on his R1200ST meeting up with Tony Schmidt, Cheryl Ison, Rachel Turner, Dave Blunn and Marti Burke at Cooma and then along the Snowy Mountains Highway through Kiandra. From there it's a nice drop down the Cumberland Range taking you straight into the new rally site. Mal Cattermole arrived soon after to join in with Stan Kucera, Dave Beers, Dave Ramsay, and Richard (aka Thrasher) and Sonya Flanagan, Mitchell Smee, Anna Tasker, and Dave & Sue Morgan.



Stan Kucera and his 1974 R75/6 - Stan bought it new that year and has put 500,000 k on it

Dave Beers couldn't resist throwing a line in and hooked a 340mm long jobbie for his dinner plate - not too bad at all! All up there would have been close to 70 - 80 bikes or so. After setting up, Garry and I went into Talbingo to perform quality testing on the local Resch's which we judged to be premium standard or even higher. Some of us were then rewarded with a few wins during the raffle draw. Unlike other rallies, the top shelf prizes here are beautiful smoked trout caught and cured by Greg and Wade of TVR. They were absolutely delicious and went down very well with an Oyster Bay sparkling Chardonnay (can't call it champagne anymore), with lots of this making for a very pleasant afternoon.

The Trout was special in a few other ways as it was a first chance to take a new R1200RS through the Snowy's. The RS has a pretty wide turning circle and I nearly plonked it over doing a U-turn in Cooma - gotta focus more on the turning bit (or otherwise just drop it in front of everyone)!

Apart from its turning circle, the RS is otherwise an absolute delight. It's the same power and torque as the 1200GS with the GS having 8 kg more wet weight. The RS has a longer wheelbase (an extra 20mm) and a lazier rake and trail but their fuel consumption (according to BMW) is the same except the GS has a 20 litre capacity and the RS 2 litres less. Of course, the RS's seat height is



Mitch and Anna and a very nice Ducati ST4

30mm lower than the towering GS (but both can be fitted with lower seats).

The RS is stable on rough sealed roads and tolerates cross winds a lot better than the earlier air cooled 1200 GS (I can't say for the water cooled model) and she's a very nice thing to ride. The water cooled engine is cradled a bit higher, so there is a little more sense of taller weight compared to your air cooled configurations, and low speed maneuvering is a bit trickier. But once it's rolling, the machine is pretty magnificent albeit a tad slower in tight cornering dues to its lazier geometry—but who cares??

If you have to overtake a B-double on a blustery day, just tuck in behind the screen and go for it – the bike will stay on track without a twitch or wobble:) I can't tell what it's like two-up but I'd imagine she'd be pretty good (and you can customise its suspension for this job).

Of course....nothing's perfect and with the RS, it's the 18 litre tank. If you're prepared to average 105kph, you would get close to 400 from a fill. But this thing is still sound asleep at 130 so a precise 100 is impractical, boring and unlikely. A more realistic range is something like 290k with around 2 litres left. And a warning! Its distance to empty readout is very accurate – if it says you've got 50k left its within about 5% of actual as measured by refills – so don't stretch your luck because you'll have none.

On the plus side, its torque delivery is up there with top shelf sports



Dave Beers near Adaminaby

bikes and you have great power across the rev range. If you need velocity, there's a fair bit to be had, with the rider's hand book saying cruise control is adjustable from 20 kph (seems too low?) to 210 kph (I'd believe this), so, it's great to know what the possibilities are (even if you never use them). It also has a stack of engine, suspension, stability control and traction control settings which are mysterious, complex, and hard to read as the LED screen is unusable in daylight (and you shouldn't stare too long at the screen on this thing anyway). So, it's best to just rely on the viscous blob between your ears to manage the riding process. And judging by this thing's whoosh-factor, you need to be on standby to exercise your viscosity! So, in conclusion, it's a great bike that justifies the Rennsport tag and she looks pretty good too.

Well anyway, back to the rally. Between Dave Ramsay and I, we won enough smoked trout to feed our friends with delicious fillets washed down by Champagne, reds, whites and beers (not all in the same container of course). And speaking of containers, Woz's (Warren Buffett's) customised chalice proved to be not only an object of great beauty but was also possessed of sinister and magical powers. These could transform one's sensory acuity into a state of hazed lassitude and incapacity to execute movement, speech, social judgement or clarity of vision. Complex manoeuvres such as entering or exiting one's tent were also impaired by The Chalice proving it to be a thing to be greatly feared as well as admired.

And bike wise, a couple of older Guzzi's there reminded us that it used to be possible to combine engineering with aesthetics and get it perfect. All the (mechanical) eye candy helped the afternoon laze into a gorgeous sunset with nothing better to do other than soak up the ambience and wish it could go on for much longer. It was yet another great rally weekend and an awesome effort by Tumut Valley Riders.

Rob Lovett

Recommended Read : A SHARP MIND IN A BLUNT BODY

Peter Smith was a motorcyclist extraordinaire, a towering intellect, a bluesman of note, a lover of the grape and a wonderful raconteur. His *Mr Smith* column, published in Two Wheels magazine from 1985 until his death in 2009, made him a much-loved and admired writer in the Australian motorcycling community.



Now, his early Two Wheels columns have been collected into a limited edition book: *Mr Smith, A Sharp Mind in a Blunt Body*. Featuring his Two Wheels columns from 1985-1988, plus some of his best feature stories. It's a must for *Mr Smith* fans and a unique tribute to Australia's greatest motorcycle writer. Only 1,000 copies are available, and all profits will be donated to the Black Dog Institute.



<http://www.vividpublishing.com.au/mrsmith/>

Karuah 2018 – Back to Normal

One hundred and nineteen supporters of the Karuah Rally will remember last year's event with "never again" scratched deep into the rally calendar. But, around forty five of you actually stayed at the Dungog Showground proving it was possible even if you nearly expired doing so in the 46 degree heat



Above is Dave Beers' stroke of pure genius – a Karuah towel (to add to the Club's mighty Flowel). Dave's creation is way too nice to actually use and will probably stay as a banner in my shed – the material is very smooth and silky – well done Dave :)

Last month's rally (our 41st), was much better and we owe a huge thanks to those who supported it. And speaking of huge thank-you's, we are indebted to all the club members and supporters who made the rally actually happen.

In no particular order, Mal and Marianne Cattermole towed the club trailer from Sydney to Frying Pan Creek and back again. Jamie Burke gave up riding to tow his trailer up and cart all the rubbish away; Mick Furchert and Jamie helped clean up the rally site on Sunday morning; Tony Schmidt, Cheryl Ison and Rachel Turner organised and prepared all the catering (and the magnificent coleslaw); Dave Blunn, Mal Cattermole (and others) set up the marquees, the trailer and serving tables; Marie Pennykid, Dave Beers, Cheryl Clarke and others did a great job at reception on the Saturday; Dave Beers applied his genius to the Karuah towels (a work of art in their own right). Paul Evans, Dave Beers, Henning Jorgensen, Tony Wilton, Tony Schmidt, Cheryl Ison, Rachel Turner, Rob Tiedeman, Marti Burke, Alex Spiteri, Mal Cattermole and Dave Ramsay did a huge job in running the kitchen both on Saturday afternoon and Sunday morning (and others did also). Warren Buffett got the rally awards to us and Bruce Clark (Bank Hotel, Dungog) very kindly donated the ice to keep our catering supplies cold and edible. No doubt, many others lent a hand – please get in touch to remind me.

I'm most grateful to my vocal cords for not carking it during presentations and to Marie Pennykid and Marianne Cattermole for helping with the awards and raffle draw. Some had way too much bad luck to make it including Dave Barlow stranded at Dungog with a cracked front wheel and no glasses with which to see the crack (bugger)! A rider came off somewhere near the rally site (but several k away) and we hope she's on the mend and ok. George Hughes snapped a sidecar mount, and hopefully, he got home to Coonabarabran without any more drama.

Having the rally at Frying Pan Creek is not possible without the support and approval of Mike Hill of the Forestry Corporation of NSW (who also provided the firewood and barriers). Our badges were constructed by Yvonne Field of Exclusive Die Sinking at Revesby, meats were supplied by Pete's Country Cuts of Dungog and groceries by the Dungog IGA. The mild weather was care of a complex interaction between opposing fronts coming off the Antarctic, the Pacific and Central Australia (which we'll never understand) and we are glad the leeches stayed in their hidy-holes.

And last of all (and once more), we owe it to all of you who turned up and stayed, and in doing so, made it a fantastic rally once again :)



I stared at this stunner for quite a while – the "wow" factor was considerable and the owner certainly has something to brag about. If I'd remembered to do a best BMW of the rally, this machine would have won by miles. It's an R100CS, which I recall was the last of the air-cooled S series – it featured a 70 hp engine, so it would be quite brisk.



There is no award for the longest distance hound pillioned to the rally, but if there was one, Leroy would have probably won it.

Rob Lovett

KRR 2018 SPECIAL ACKNOWLEDGEMENT

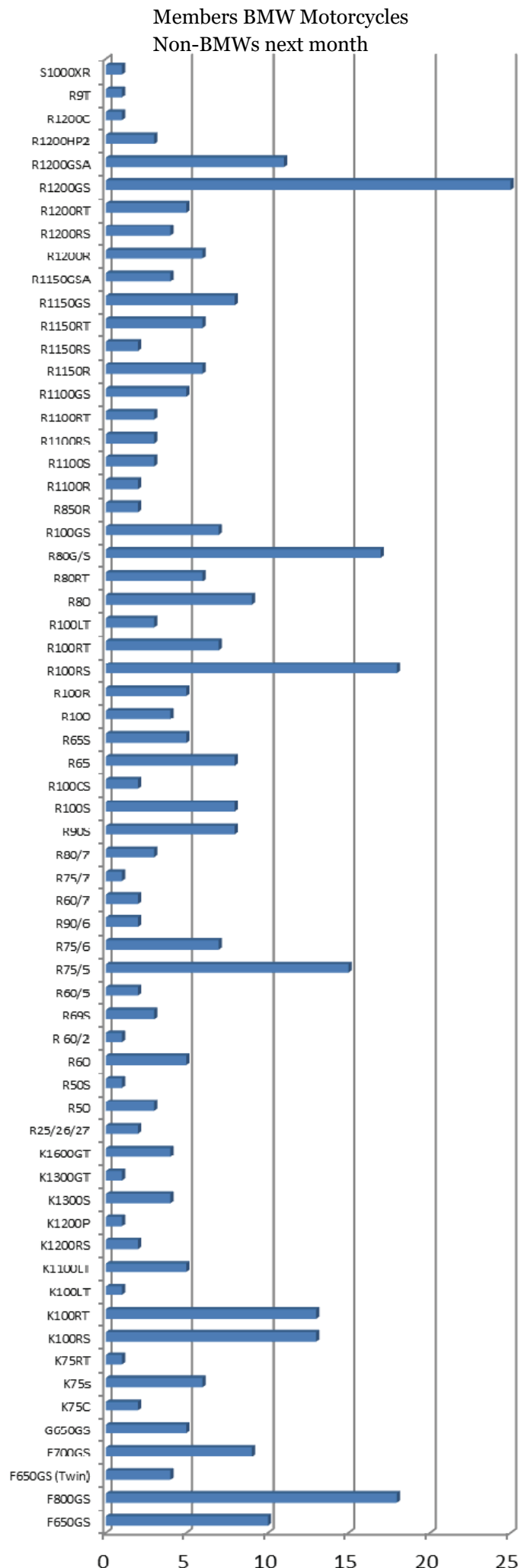
The BMWTCNSW acknowledges the substantial support of BMW Group Australia and the efforts of Trevor Dean in securing a PESP allowance for a top-of-the line jacket that was raffled off as the last draw.

This made a significant contribution to the success of the Karuah River Rally

Welcome to the new members:

- Russell Smith (Swansea)
- Grant and Karen McDonald (Westleigh)
- Richard Dunford (Coonabarabran)
- Charles Plenge (Dural)
- Doug Woodhouse (Cromer)

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Procyclus St Peters	St. Peters	9664 8000	N	
Rofe Classic BMW Motorrad Centre	Phillip, ACT	6208 4133	N	
Worthington Motorcycles	Kariong	4340 3555	N	



Fish Holes Rally, November 2017

Dave Ramsay has been asking me for a couple of years to do the Fish Holes Rally in Portland Victoria so last year I said yes subject to me getting time off work. I applied for a week long service which was approved so we were heading to the rally.

With the Trout Rally the weekend before we were all keen to go as it was at the new location in Talbingo, the weekend was great with fantastic weather and great company as always. Daves plan was to leave from the Trout Sunday morning and head to Adelaide to catch up with his family and I was going to meet up with him at Salt Creek Road House about 200kms south of Adelaide on the Thursday. My week off was from Wednesday to Tuesday so it was back to work for me for 2 days, as luck would have it I finished early Tuesday arvo and decided to get a head start. I did my usual run out through to Nerriga / Goulburn then down the Hume, it is boring but it's a means to an end. The night finished at the Beehive Hotel at Coolac, free camping out the back and a huge steak [I forgot how big they were when I decided to order it] with a couple of beers to wash it down it was early to bed for an early start the next morning. The Beehive Hotel is a great place to stop and camp as the owners are very bike friendly and with a nice grassy area out the back and a free hot shower it's very recommended.

With a good nights sleep I was up and ready to ride by 7am, fuelled up at the Dog on the Tucker Box road house and grabbed some breakie as well. By the time I got to Holbrook the dreaded Hume was doing my head in so I turned off and headed out through Culcairn / Walbundrie/ Daysdale/ Berrigan/ Finley stopping at Deniliquin for lunch. From there I headed south to Echuca then followed the Murray Valley Hwy to Swan Hill where I camped on the banks of the Murray River. With an early start and perfect weather I headed west across the wheat belt through Quyen/ Pinnaroo/ Tailem Bend, lunch at Meningie then the coastal/ salt lake run down to Salt Creek to meet up with Dave.



Dave had booked us a room for our stay there which was basic but suited our needs which was a bed to sleep in. As it was still early we decided to go for a ride around the area and as Dave had been there before led the way. The whole area is scattered with salt lakes and we ended up doing a loop road following the coast then back along the main road to the road house, with perfect weather yet again it was a great ride. The evening was spent drinking Coopers long necks and talking to some Kiwis shearers, dad his son and daughter who had come in for a beer from a property down the road. The road house has all the needs a traveller wants, beer, food, bed, and fuel and if was travelling through again would definitely stay again, all in all it was a good night.

With an early start we headed off with the plan to ride the 42kms along the beach as your allowed vehicle access on it, me being on my 1150GS and Dave being on his F800GS both loaded we thought it might be a bit challenging but we would give it a go. Dave was running a TKC70 on the rear which was more road than dirt and I was on full dirt front and rear .We found the entry to the beach which was quite deep sand and a slight incline as well so I decided to go first, I ended up sinking faster than I was going up and only got about 20mtrs before I got bogged. Dave decided he was'nt going to even try so then we had to try and turn mine around which ended up having it fall over, 20mins latter we were heading back the way we came vowing to come back to try again on smaller bikes [ie my DR650] one day .We decided to follow the coastal dirt road instead and that had it's challengers as well as it had heaps of wild life on it from emus to roos and even a deer the size of a horse which came firing out of the bush in front of Dave, apart from our wobbly start we had a great ride. Dave being an Adelaide boy knew all the good roads to take and the whole area is bike riding heaven. We stopped off at Mt Gambier and checked out the Blue Lake with the mandatory selfie, the last



time I visited there was in 1987 on my round OZ trip and it's still amazing.

Leaving Mt Gambier we headed down the coast road to Portland stopping off at Nelson for a beer at the pub. As Dave had been to the rally before we found all the right turn offs that get us to the rally with any dramas. The Fish Holes Rally is organised by the South West Touring Club and it was the 35th running of it, they own the property and is set in amazing bushland and is fully catered, toilets and if wanted even showers. We arrived on the Friday so we scored a good camp spot up the hill, that night was spent around the fire drinking beer and talking bikes and our ride there.

The next morning we headed into Portland for fuel / breakie and to make some phone calls as there is very limited if no signal at the rally site. Our return ride was spent checking out all the sites along the coast which there is plenty of as the whole area is amazing and again had perfect weather. The rest of the arvo was spent watching all bikes coming in and when the gymkhana started up Dave and I entered the egg toss but didn't last too long though, good fun had by all. Johnny Thunder and the Lightning entertained everyone till late into the night and I scored the longest distance male rider at 1580kms all in all a great rally with some really good riding.

Sunday morning greeted us with fog and lots of it, a complete contrast to the last 4 days we had had and we were very thankful we had such nice weather to

see what we saw but by the time we got to Port Fairy it had cleared. We found a nice café for breakie then straight lined it up to Ballarat, Daylesford, Heathcote then Violet Town and onto the Hume for a short run up to Wangaratta where we stayed. The next morning graced us with perfect weather again and with a stop off at Albury for breakie, from there we headed out through Bethanga and followed Lake Hume to Corryong which is such a nice ride. From there we headed up through Tooma and across to Cabramurra, Kiandra and stopped at Adaminaby for lunch with the run from Kiandra in the rain as the weather took a very nasty turn. Dave was going to head up through Shannons Flat for his run home but due to the rain decided to do the Monaro Hwy instead, I decided to chance the rain and head home to Nowra via Numeralla and Deua NP. The road was dry as and was having a good run until about 60kms before Braidwood getting a flat rear tyre at about 5oclock in the arvo, about 1hr later and 2 tyre plugs [it was still leaking a bit] I headed to Braidwood. Checked the pressure at the servo and found it was still the same so I added a bit more for the run home getting there just on dark, 6 ½ days, 3500kms it was a long ride but I really enjoyed it with some spectacular scenery and will be one I will definitely do again, thanks Dave for the invite.

Tony Schmidt / Dave Ramsay



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