



BMW Touring Club of NSW NEWSLETTER

October '04



Zig Zag Railway Day Ride Sunday 12th September 2004



Member of the International Council of BMW Clubs



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Club Yahoo Email site

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

Events Calendar

Clubman points are only given to listed events. To claim Clubman points for attending any listed events, someone attending must give the names of the event and the attendees to the Vice President.

OCTOBER

| | | |
|---|---|--------------------------------|
| Sat 2 nd – Sunday 3 rd | Camping weekend at Tantawangalo State Forest – 6 Mile Ck Meeting at Heathcote at 8am for 8.30am departure. | Ian Ramsay: 0414 746 992 |
| Wed 6 th | Ramjet Ride Meet at BP Asquith to leave at 5.30pm for a Northern Adventure | Ian Ramsay: 0414 746 992 |
| Thurs 8 th | Social Sip at Bomaderry Pub. Meet 6:30-7:00pm for dinner and a drink. Live music after 8:00pm.(Nowra Group) | Dave Blunn 0407070825 |
| Sat 9 th – Sun. 10 th | Thunder Rally Meet at Macquarie Pk, Windsor at 8am (leave at 8.30am)for the ride to Nundle and Hanging Rock via the Putty Rd | Alan Pennykid 02 4739 3093 |
| Sat 16 th Sun 17 th | Concourse Pyrmont Bridge Bike display AGP MAW Breakfast at Loftus Park Motorcycle Awareness Week TBA | Warren Buffett 0411 076 941 |
| Sat 23 rd Sun 24 th | Arrive Alive Launch By GRO @ Road Warriors café Pink Ribbon ride details TBA | TBA Ian Ramsay |
| Wed 27 th | CLUB MEETING 7.30pm Meeting transferred to COOTAMUNDRA 30th October | President |
| Fri 29 th | Drinks & Bistro Meal (if you wish 7.00 PM) HEXHAM MOSSIE CLUB (Hunter group) | Rob Tiedeman 49 63 1901 |

NOVEMBER

| | | |
|--|---|-----------------------------|
| Wed 3 rd | Ramjets Roo Run – meet at BP Asquith to leave at 5.30pm for a Northern Adventure | Ian Ramsay: 0414 746 992 |
| Sat 6 th Sun 7 th | Trout Rally | |
| Thurs 11 th | Social Sip at Bomaderry Pub. Meet 6:30-7:00pm for dinner and a drink. Live music after 8:00pm. | Dave Blunn 0407070825 |
| Sun 21 st | Andy's Dirt Day Ride GS ride – more details later | Andy Crook |
| Wed 24 th | CLUB MEETING 7.30pm* (you are also invited to meet for dinner before the meeting at the Toongabbie Hotel from 6pm). Club Auction Night – bring along all those unwanted but still useful articles to be auctioned off. | President |
| Fri 26 th | BMWTC members : Party at Sandy and Alan Daggars – backs onto Stockton Beach Newcastle. Sandy is catering (small contribution). More info coming or ring Rob Tiedman | Rob Tiedeman 49 63 1901 |

DECEMBER

| | | |
|--|--|-----------------------------|
| Wed 1 st | Ramjets Roo Run – meet at BP Asquith to leave at 5.30pm for a Northern Adventure | Ian Ramsay: 0414 746 992 |
| Thurs 9 th | Social Sip at Bomaderry Pub. Meet 6:30-7:00pm for dinner and a drink. Live music after 8:00pm.(Nowra Group) | Dave Blunn 0407070825 |
| Sat 11 th Sun 12 th | BMWTC XMAS PARTY Venue to be confirmed BYO Camping gear and alcohol | Marie Pennykid Et al |
| Wed 29 th | NO MEETING IN DECEMBER | |

Hunter Riders: - all input gratefully accepted. If attending a ride please confirm final details:- With Rob Tiedeman 49 631901. Mob 0414503808 or Trevor Hooker 49325223

Nowra Riders contact Dave Blunn 0407 070 825 Or 4464 1056 for info on rides in your area

*Club Meetings are held at 7:30pm on the last Wednesday of each month(except for December) at the Andrew Cook Hall, corner Targo and Toongabbie Roads, Toongabbie.

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| REGIONAL RIDE CO-ORDINATORS | |
|--|--|
| Contact these people if you are interested in rides in your area | |
| ACT | Barry Thompson Barry.Thompson@health.gov.au |
| Dubbo | Steve Treloar (02)6884-9602 sttreloar@locall.aunz.com |
| Newcastle | Rob Teideman (02) 4963-1901 race@idl.com.au |
| Nowra | Dave Blunn, (02) 4464-1056 or 0407 070 825 dblunn@shoal.net.au |
| Port Macquarie | Angus Monday (02) 6581-4007 |

| BMWTCNSW | |
|---|--|
| CLASSIC REGISTER REGISTRARS | |
| Contact these people if you are interested in older BMWs. | |
| Northern Region (Gosford, Newcastle etc.) | |
| Craig Hancock 1Nimala Ave. Koolewong 2256 02 4343 1818 (Home) 0419 557 014 (Mobile) dryred@bigpond.com | |
| Sydney Region | |
| Damien O'Toole 13 Keith St Clovelly, 2031 ph 02 9665 2281 (home) 0419 29 69 39 (mobile) dotoole@bigpond.com | |
| Western Region Registrar (Bathurst, Orange etc.) | |
| Brian English 2 Camidge Place Bathurst 2795 02 6332 5801 (Home) 0429 325 801 (Mobile) ingo1@telstra.com | |
| Southern Region Registrar (Goulburn, Canberra, Wollongong) | |
| John Marquette – 174 Thornford Rd. Yarra 2850 02 4829 7104 (Home)0425 280 390 (Mobile) johnm@goulburn.net.au | |

EDITORIAL

| | |
|--|--|
| <p>Send all editorial material, (excluding advertisements) to: The Editor, BMWTCNSW 17 Kallaroo Ave , Stanwell Park, NSW 2508</p> <p>email: pjbreeze@bigpond.com</p> | <p>Advertising Material should be sent to: bmwtc@hotmail.com</p> <p>All other correspondence to: The Secretary, BMWTCNSW, PO Box 53, RYDALMERE BC 1701 NSW</p> |
| <p>Submissions will be accepted by mail (typed or handwritten) or by E-mail (MS Word or .TXT format) to pjbreeze@bigpond.com Completed documents are appreciated. All newsletter submissions should be received no later than the 3rd Wednesday of the month The newsletter is a forum for all members. Views expressed by members in the newsletter do not necessarily represent the views of the editor or the BMWTCNSW. Publication of all materials is at the editors' discretion.</p> | |

Editorial (AKA Pillion Ponderings)

I would firstly like to thank all the contributors for this month's magazine – the response for articles has been great, to the extent that I have had to hold over an excellent article from "Upside Down" Greg so that I could do it justice in next months magazine.

My usual barrow that I am presently pushing is, of course First Aid and, putting my money where my mouth is, I and 4 others from the BMWTC (Paul, Tom, Jock and Frank) attended an excellent 8 hour course in biker first aid, given by a bike riding ambo called Eddie Furnell. Eddie lives on the Central Coast and feels so passionately about the course that he comes to Sydney to give the course (which he designed) and was even willing to give a talk to the club in Cootamundra if that is what we want!

An excellent day at the Zig Zag Railway was another high light (travelling in the front in the loco warmed me up in no time!!!), and another excellent Bermagui trip was also great because the weather is warm again and the company (as usual) great. Sheryl Ison took to the water as usual, unfortunately by herself as I chickened out at the last moment – perhaps next year we could ALL have a swim.

The Xmas Party will possibly have a new venue this year but it is TBA as it is still in the planning stage. The plan is to move the site around so that all members will at some stage have easy access.
Our thanks go to Marie Pennykid for the time she is putting into this.

Jennie Breeze (Editor)

Web site/s of the month: www.ibmwr.org

It is a UK site dedicated to internet BMW riders which has a good technical area for BMW

On the home page there is a good tech section for K bike technical articles, also travel stories.The full link to the tech section is:www.ibmwr.org/ktech.shtml

Thanks to Greg Daly

General Meeting Minutes

BMWTC Club Meeting

25th August 2004

Chairperson – Warren Buffett

Meeting Opened – 7.55pm

Apologies – Ian Ramsey, Richard Maher

Visitors – Pat Knight RT1100

Previous Minutes – Moved – Jenny Breeze
Seconded – Paul Breeze

Correspondence – All tabled.

- * Minutes of August Motorcycle Council meeting.
- * Magazines from – BMW MCC of QLD, BMW MCC Owners Club (Bris), BMW Club UK, BMW Owners Register NZ, BMW MCC of WA, BMW MCC of Victoria, bmw drivers Club of NSDW & ACT BMW MC Club.
- * Flyer for Thunder Rally 2004.

* Invoices from Holroyd Council and Storemore Self Storage.

* Statements from St George Bank and Moto Hansa.

Presidents Report – Apologies.

Vice Presidents Report – Warren doesn't have all the names of run attendees for the points score.

MCC Delegate – As per report in newsletter.

Secretaries Report – As per Minutes in newsletter.

Treasurers Report – Dave advised bill received have been paid. Should have access to Online bank statements by next meeting. Dave advised end of year statement needs to be formalised by an accountant.

Membership Secretary – Tom advised membership renewals still coming in. The cut off for membership renewals/numbers was discussed by meeting.

Editors Report – Jenny requested more articles and photos for the front cover please.

Regalia Report – No sales this month. Need new contact for screen printing. Paul Evans suggested a design competition – to be looked at. Warren suggested selling regalia 'by order' – the way the heated vests were sold. Current stocks will be listed on the Club website.

Spares Report – Apologies.

BMW CA – Apologies.

Assets & Archives – Everything is in order.

Past Events:

Milton – Mike Day – 4 people on the ride, a good day.

Border Run – Graham Johns – approx 50 people went – a good run.

Innamincka Run – Graham Johns – 170 bikes turned up, 22 Club members – no problems so another good trip. Both runs were approx 7,500kms for Graham.

Hat Rally – Marie Pennykid – 14 members went – a good rally and site.

Oberon Run – Peter Diehm – 4 members set off from Richmond – didn't get there due to the snow – had a lovely lunch at Windsor instead.

Coming Events – Refer to Newsletter.

General Business –

First Aid Courses – Jennie advised that they needed a minimum of 10 people and up to 25 on each day – 19/09/04 & 10/10/04. Warren to advertised on MCC eGroup for people interested.

Dave mentioned that the intersection of Longueville/Epping Roads/Pacific Hwy were motorcycle **blackspots** – be wary.

Raffle – The ad is in the newsletter for the raffle of the tyres donated by Procycles.

Procycles at Hornsby are handing out membership applications with each BMW sold.

Mal Cherlin has given Marie asome DVD's of the Rockster scene from the movie Paycheck.

Christmas Party – Marie advised they are looking at other venues as per newsletter report.

Reminder the October meeting is at Cootamundra. Frank Warner donated a multi meter to be raffled at the next meeting.

40th Anniversary – Sandra advised the date had been set for October 1,2&3, 2005. Stay tuned for more info when to hand.

Tom advised **electronic version of newsletter** available in PDF format.

Graham and Trevor advised next 2 year run is at Gascoyne Junction in WA (780kms east of Carnarvon).

Meeting Closed – 8.55pm

President's Message aka "Ramjets Rave"

Picture this.

Sitting on the verandah of the Horseshoe Bay Hotel, at Bermagui, hearing the sound of the waves and the smell of the ocean.

As President, I have inherited the responsibility of 2 major issues. I am at peace finally, in regards to the constitution. A lot of energies by many members before my appointment had helped make this issue resolve itself early during my term.

The second issue, I feel, will take considerable energies over the next few months, this being the club's requirements with reporting our financial position with the Department of Fair Trading. Some of you may be aware that we have not lodged a return, as acceptable, with the DFT, for a few years now and the buck stops with me, in regard to fixing it. Whilst it is not my intention to embark on a 'Spanish Inquisition' my role is to identify with our reporting short comings and to not only rectify outstanding returns, by also creating a process so that future committees have platform of structure to work within. I will keep you, the members, updated with this progress.

On a more pleasant note, I attended the second meeting of the 40th Anniversary Sub Committee recently I was pleasantly surprised with the committees aims and objectives for this milestone. This promises to be a huge event. I'm also glad to be back in Australia and riding again.

I'll come back to Bermagui, as this is where I'm writing this. I regret to inform you that the ACT Club knocked us off for member attendance points this run, however at 11pm on the Saturday night our members are still going strong and report a wonderful trip with enjoyable company.

See you all on the road.

Ian 'Ramjet' Ramsey

Wozza's Whinge

Teddy Bears and Noise

All my life I've had real dogs. Labradors, Kelpies, Cattle Dogs and Mongrels. Now for the first time we've got a toy dog called Maggie. Don't ask. We should have called her Security, 'cause like the cops or security she hardly ever comes when called. She's like having a cross between an affectionate rodent and a live teddy bear and I like her a lot more than I thought I would.

About the time Maggie arrived there was a lot of noise about noise and how riding motorbikes makes you go deaf. (I'm writing this 'cause you probably wouldn't hear me if I told you). Anyway the club, through Ramjet I think, arranged for a crowd called Earmold to front one of our maintenance days and for sixty bucks they'd squirt silicone in your lug holes and make you sit motionless for fifteen minutes while it sets. After they were trimmed you had a set of perfect fit, personalised earplugs. Mine were fluorescent green and worked so well I only ever used them on long highway runs because I found the quietness eerie. Like I'd lost one of my senses.

In my shed I've got a thousand projects I want to do before I die. The only unattainable one is the project to get organised but I accepted that years ago and I'm happy to shift and shuffle projects on whim or requirement and I don't always put stuff back where I got it from. Every now and then I have to pay a price for my disorganised ways. This month the price was sixty bucks. My teddy bear ate my earplugs.

MCC Stuff

This month MCC of NSW stumped up for the purchase of six helmets to be sent to nurses in East Timor. They have lost two nurses to head injuries in motorcycle accidents recently and appealed for some helmets. A raid on second hand helmets wouldn't have worked because they are small people with small heads so with the kind assistance of Cassons we bought the helmets. You're hearing it here because unless you associate rape and pillage with the word motorcycle it probably won't make news anywhere else.

The Pymont Bridge Display, Breakfast Torque and Pink Ribbon Ride are all coming up in Motorcycle Awareness Week in October. See if you can take time out to join in. See the events calendar.

Coming Events

Country meeting in Cootamundra. A great chance to meet new faces or catch up with folk you know. See you there.

I'll be booking two Saturdays in summer ten weeks apart to allow members to take part in the Summer Blood Challenge as a club.

Point Score

The top performers so far are listed here. I'm still short on all the folk went to Inamminka but the list is pretty close.

If you go on a club event make sure you get on the list of attendees with the organiser. When you or the organiser puts your name on the list make sure it's legible to someone who may not know the handwriting. That would me

and if I can't read it isn't going to make the point score list.

| | | |
|----------------|------------|----|
| Michael | Day | 40 |
| Marie | Pennykid | 39 |
| Paul & Jenny | Breeze | 29 |
| Warren | Buffett | 28 |
| David | Blunn | 27 |
| Mark & Jane | Schmierer | 27 |
| Cheryl | Ison | 25 |
| Bill | Beggs | 24 |
| Andrew "wato" | Watson | 23 |
| Peter | Diehm | 22 |
| Alan | Pennykid | 21 |
| Paul | Evans | 20 |
| Donald | Forster | 20 |
| Trevor | Hooker | 20 |
| Jock | Wallace | 19 |
| Gregory | Daly | 18 |
| Tom | Torrance | 17 |
| Graham | Johns | 16 |
| Rob | Lovett | 15 |
| George | Scarfe | 15 |
| Andy | Crook | 14 |
| Ken | Holmes | 14 |
| Peter Leslie | Kime | 14 |
| Tony | Micallef | 14 |
| Robert | Tiedeman | 14 |
| Steve | Treloar | 14 |
| Rob | Milton | 13 |
| John | Pellicano | 13 |
| Vince | Cahill | 12 |
| Bruce | Campbell | 12 |
| Graeme 'Lumpy' | Hind | 12 |
| Dayn | Jackson | 12 |
| Paul | Mc Alister | 12 |
| David | Ramsay | 12 |
| Noel | Ward | 12 |
| Brian Harry | Wilson | 12 |
| Trevor | Dean | 11 |
| Sandra | Gluck | 11 |
| Michael | Cannon | 10 |
| Colin | Ellicombe | 10 |
| Peter | Haasmann | 10 |
| John | McDonough | 10 |
| Les | Wilson | 10 |
| Gerry | Bloemen | 9 |
| Georg | Obert | 9 |

Cheers,
Warren Buffett
Vice Pres

BMWTCNSW PDF Signup Get the magazine on email !

There will be a PDF trial for a few months, if members would like to receive their newsletter in PDF format in their e-mail box, would they please send me an e-mail to tom.torrance@telstra.com from the address they wish to receive it in and just put a subject line of "BMWTCNSW PDF Signup" or some such thing and we can start the trial off. During the trial members who signup will still receive the printed newsletter, so there is no chance they will miss out.
Tom Torrance.

RIDE RAGE RADIO chalks up 5 yrs

PRESS RELEASE...

Sydney's Premier Motorcycle radio program **RIDE RAGE** celebrates its 5th birthday on August 16, 2004. A weekly rap of motorcycle issues by avid motorcyclists, this frantic hour has some of the best interviews you are ever likely to hear. Phil Harlum, Tim Graham & Rob Milton keep **RIDE RAGE** on the road every Tuesday from 5 to 6pm on 2RRR, 88.5FM Sydney. Check the website www.2rrr.org.au/riderage or tune in every week. **RIDE RAGE**, when too much motorcycling is barely enough!



A recent joke from the Ulysses magazine

A man in his 40's bought a new BMW and was out on the Pacific Highway for a nice evening drive. The top down, breeze blowing through what was left of his hair, and he decided to open her up.
As the needle went over 140 km/h, he suddenly saw flashing red and blue lights behind him.
"There's no way they can catch my BMW," he thought to himself and opened her up further.
The needle hit 160, 180...then the reality of the situation hit him. The cop came up to him, took his license without a word, and examined it and the car.
"It's been a long day, this is the end of my shift, and it's Friday. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go."
The guy thinks for a second and says, "Last week my wife ran off with a cop. I was afraid you were trying to give her back."
"Have a nice weekend," said the officer.

Thrasher's Terrifying Trek (the TTT)

David Ramsey and I (R1150GS) from the BMW Touring Club of NSW, set off from Canberra to Thrasher's Terrifying Trek (the TTT) with Brian (postie bike) and Michael (Triumph Bonneville). Brian set off one beer ahead from each stop, to allow for the travel time difference, as we caught him at the Gunning Hotel, The Middle Hotel at Crookwell, and then the more northern pub at Taralga.

The ride was going well as we set off after Brian from the Taralga pub, until we started looking for the tiny "TTT" signs. I past one at 100 kph (as did Brian at ? 60 kph on the postie bike), but luckily I braked and U turned. Going along with Michael, after David has blasted past on his small trailie (with Ohlins !), my mudguard broke off and jammed in front of the back wheel, bending off the rear brake line and dumping all the rear brake fluid over my back tyre. Since all of the brake lines go to the ABS I was wondering whether I would lose the front fluid from the ABS links as well. However, I decided to press on without a rear brake. The mudguard must have jammed up against the ducktail and broke off - I must buy an Ohlins rear shock.

The road to the TTT in the dry is not a disaster, but it is similar to the Bridle Path. I found the down hill, off-camber hairpins a bit worry, with me having to hold moderate front wheel braking all the way around these tight corners (yes, I know you shouldn't, but the high first gear on the R1150GS is also a problem for these tracks, in that there is insufficient engine braking).

Getting used to spotting the tiny "TTT" signs, I saw a white arrow pointing left, marked "Hairpin", ten foot up a tree on the right, and sensibly slowed. Lucky that, because that Hairpin actually goes to the right, the opposite direction to the arrow ! Unfortunately Brian missed the tiny "TTT" sign as mentioned above, and turned up much later, on his postie bike, with an empty petrol tank. Luckily someone with a trailer gave him fuel.

Thrasher's bonfire was enormous (we had to move our tents !) and way too hot for me to make my jaffles for dinner. However, I actually had a great time, sitting around with friends, and there were a sequence of jokes : "... when I spent my first night in Goulburn Jail ...". "It never happened until you told your mates ...".

I think that Michael was brave to ride to the TTT on a road bike (late model, neat Triumph Bonneville), but it is possible on the dry. It takes a confident rider to do the off-camber sections with the steep drop offs over the side, and the Goldwing rider who did it last year must have been a pretty good rider. In the wet, these sections (off-camber with steep drop offs) would be a real worry, and road bikes may well get stuck.

I tried to improve my dirt riding by trying to keep up with David on his Belgardo trailie with Ohlins, but the R1150GS took a beating. Strangely I enjoyed the TTT, and I enjoyed meeting Thrasher. It's worth a thought, doing Thrasher's Terrifying Trek (the TTT) if the forecast is fine.

Barry Thompson
BMW Touring Club of NSW - ACT Regional Ride
Coordinator R1150GS

Good warning story to tell GS riders

I was riding my R1150GS on the dirt, only one up, with full preload set on the BMW rear shock, and didn't notice any big bumps. However, my mudguard broke off at the mounting bolts, and jammed in front of the back wheel, bending off the rear brake line and dumping all the rear brake fluid over my back tyre. I had to press on without a rear brake. I found the down hill, off-camber hairpins a bit worry, with me having to hold moderate front wheel braking all the way around these tight corners (yes, I know you shouldn't, but the high first gear on the R1150GS is also a problem for these tracks, in that there is insufficient engine braking).

The mudguard must have jammed up against the ducktail and broke off. The Canberra BMW dealer Rolfe's looked at it, and measured the outside diameter of my Michelin 140/80 17 at 67 cm and the outside diameter of the Continental TKC 150/70 17 at 64 cm on a new GS, and said that the **extra 3 cm of a non-standard tyre was the reason.**

I bought the Michelin 140/80 because the standard Continental TKC 150/70 are worn illegal (and useless) after 4000 kms every tyre (30 % dirt riding). I had asked about profile and clearance when I bought the Michelin 140/80 17 from Joe's, and they said there was very little difference between the 140/80 and the 150/70. I calculate that 80% of 140 mm = 112 mm, and 70% of 150 mm = 105 mm, i.e. an extra 7 mm + 7 mm = 14 mm in profile. This is 1.4 cm, and not 3 cm as "measured" by Rolfe's.

Everyone should note that BMW takes no responsibility at all whenever you change something from standard.

Barry
BMW Touring Club of NSW - ACT Regional Ride Coordinator

XMAS TYRE RAFFLE

1st Prize

A Gift Certificate from PROCYCLES that enables the recipient to obtain a choice of 2 tyres for their motorbike .

All tickets \$5-00 each

The raffle will be drawn at the Annual Xmas Party.
Please make cheques and money orders payable to the BMW Touring Club of NSW.

Post order to: **Xmas Party Dinner Raffle**
BMW Touring Club of NSW
PO Box 53
Rydalmere BC
NSW 1701

LETTERS TO THE EDITOR

Dear Jennie,
Because the WIMA International Rally is on in NZ next year, (20th to 25th Nov, 2005), Dave Milligan's company "Get Routed" is able to do a great deal on shipping bikes from Australia to NZ.

Some of our members might be interested in his rates. You may wish to also avail yourself of his tour for the week before and the week after the rally (both North and South Islands), You could also go to the rally - just join WIMA (Womens International Motorcycle Association). Partners are welcome. Actually virtually all booked already are couples.

The only binding thing is the dates: leave Oz 10th Nov & return 10th December, 2005.

The cost of the whole tour is \$2925.00 Pillion cost \$1728.00 This includes the air fare and virtually every other cost (apart from the rally, of course).

Bike shipping only ex Sydney is \$1430 and includes NZ Tourist Rego and a Warrant of Fitness for the bike. Dates same as for the tour.

If he doesn't get at least 10 bikes leaving from Sydney, he'll only leave from Melbourne.

The reason I'm letting people know is because we want to be able to leave from Sydney.

I will gladly supply the current itinerary (subject to minor changes) and list of what is covered in the costs, to anyone who wants it. My email is margaretbarlow@operamail.com
Ph: (02) 6362 8023
or contact Dave Milligan directly -

dave@getrouted.com.au

PO Box 167, Moonee Ponds, VIC, 3039
Ph/fax (03) 9331 0947
Mob 0412 689 849

ANZAC DAY LONG WEEKEND

25th April 2005

Dave Blunn has booked The Laurel Hill Forest Lodge for the Anzac Day Weekend 2005.

\$44-00 ea for Dinner, bed and breakfast, per night.

Sleeping bag and pillow required / linen provided via arrangement with Dave.

The Lodge is approx. 495 kms from Sydney, close to Tumbarumba and can be seen on the following website:
<http://www.laurelhillforestlodge.com.au/>

All bookings via Dave ,

(02) 4464-1056 or 0407 070 825
dblunn@shoal.net.au

final numbers by 18th April.

More information in the next magazine

SURVIVE **Part 2**

by Yap Williams *

Reprinted from *SIDETRACK Magazine*

In my last scribbling I explained the standard approach to DRABC – Danger, Response, Airway, Breathing, Circulation – and briefly, major external haemorrhage control. One thing I forgot to include was the dilemma of whether or not to remove an unconscious rider's helmet, the problem being the risk of aggravating any potential spinal cord injury. There is no simple answer here, as there are several things to consider, including that one of the principles of first aid is not to make the patient worse.

Uncontrolled, aggressive removal of the helmet has the potential to make a neck injury worse, whereas a blocked airway will certainly cause death within minutes if not cleared. Carefully rolling the unconscious rider onto his side, with his head slightly turned towards the ground, will allow gravity to drain airway-blocking fluids and vomit from the mouth. It will also stop the tongue flopping back and blocking the airway. Hopefully this can be achieved with the helmet on, and it may be necessary to scrape some dirt away from under the helmet to keep the head in alignment. It'll at least buy you time to get your thoughts together and make a calmer assessment of the situation, and more help may arrive.

The helmet will need to come off if you cannot maintain a clear airway, or at worse, need to begin breathing for him – mouth to mouth. Motorbike riders are good at taking their helmets off. We do it all the time and understand the movements involved. On an unconscious rider with no muscle tone, though, careful actions are required to reduce excessive movement of the head which could exacerbate any existing spinal injury. Two pairs of hands are better than one, as one helper can control the head whilst the second pair of hands ease the helmet off.

Take your helmet along to the first aid course you're enrolled in – and get the instructor to show how to keep good head alignment. Don't be surprised if you have to instruct the instructor on how to slide the lid off, though. This exercise will be good for your class and the instructor's future classes. The more people who know how to take a helmet off safely the better, and it be you, me, or our kids that benefit one day.

SHOCK TACTICS

As a rough rule of thumb, of the people who die from trauma related incidents, 50% die within minutes from massive injuries, 30% die within 4 hours – usually from bleeds into cavities such as the skull, chest, abdomen and pelvis – whilst the remaining 20% die days or weeks later from complications such as infection, organ failure or life support being turned off.

There's not much we can do about the first group, but the second and perhaps the third groups' outcomes can be influenced by what you, as the first one on the scene, can do. Good basic DRABC plus the control of major bleeding and the early notification of emergency services is vital. With mobile phones ring 000 or if that doesn't work dial 112.

Ambulance and helicopter rescue services save lives through early intervention and rapid transport of the pa-

tient to hospital. The aim here is to get to a major hospital where surgeons can get inside and plug any leaking vessels before the body's compensatory mechanisms can be overwhelmed. This condition is loosely called 'shock', which involves the body's own survival program shutting down successive systems in an effort to provide enough blood and oxygen to the vital organs – the brain and heart – and hopefully give sufficient blood pressure to keep the filters, the kidneys, from failing.

Hypovolemic shock, where blood is lost from the circulation, either externally or internally, can be recognised by a cool, pale, clammy skin, dry mouth, increasing pulse rate and falling blood pressure – if you have any way of measuring it. Untreated this leads to unconsciousness, coma and death.

USE WHAT YOU HAVE

So what can you do on the edge of a track in the bush? DRABC, stop external bleeds and call for help. Almost all external bleeds can be controlled by putting some cloth over the wound, applying pressure, resting and if possible elevating the injured part. The surgical dressing and bandages from your first aid kit are the best as they should be germ-free, but if you have no dressings use what you do have. Shirts, jocks or even socks pressed into the wound will help control the bleeding, and infections can be treated later.

The cloth, whatever it is, aids the body's clotting process that is triggered to try and stop the leak. Don't lift the cloth, as the clot will be disturbed and the wound will begin bleeding again. If blood keeps soaking through, place more cloth on top of the first and maintain pressure on the wound. By the way, tourniquets have no place in first aid and have the potential of changing a requirement for a few stitches into an artificial limb.

THE SIX LITRE TANK

Internal bleeds are a completely different matter and can go three ways. The body's own clotting process could control the bleed by forming its own plug, the bleed could be controlled by surgery in a hospital, or the heart will eventually stop pumping when it runs out of blood. We have no scavenge pump to return blood into circulation after it has been lost into a cavity.

You can help by keeping the injured rider as quiet and still as possible. Calm reassurance will reduce his anxiety, also aiding the possibility of a clot forming. Try to maintain his body temperature, but don't overheat. If he begins to feel faint or drowsy lay him down if he's not there already, and raise the legs on a backpack, helmets or something. This can provide up to 1.5 litres of blood to help keep the organs working – our body's own reserve in its 6 litre tank.

Blood draining from the ears should not be stopped as this is an indication that the rider has a probable base-of-skull fracture, and a build-up of blood and pressure inside the skull is not good.

And, as I mentioned in the last issue, if the decision is made to transport the injured rider toward help, do so with great care in regards to keeping his head, neck, torso and legs as stable as possible

CHEST INJURIES

Trail riders wearing body armour can reduce the possibility and severity of chest trauma, but if the forces are great enough life-threatening injuries can still occur. Our skin, muscles and ribs protect the organs within the chest cavity, including the heart, lungs, wind and food pipes, and major blood vessels. All of these may be torn, battered and bruised if the torso stops suddenly.

Torn big blood vessels usually result in a very quick transfer to riding at the place of endless, dustless trails on 525 KTMs. Bruised lungs can cause breathing difficulties, as can broken ribs, not only because they are very painful, but because a jagged rib can puncture a lung, causing it to collapse. Several ribs with more than one fracture can cause a floating segment of rib cage, reducing lung capacity and the ability to breathe adequately. The piercing of the chest wall by something sharp like a stick or a broken lever can set up a sucking wound. This allows air to enter the chest cavity when breathing in, but it may not release the air when the injured rider exhales. This can cause the lung to collapse very quickly, and can ultimately cause the heart to stop pumping.

Any sucking wound needs to be rapidly covered with a dressing taped on three sides. A piece of plastic bag will work well by letting air out while preventing air from entering the wound. If the bit of stick is still embedded in the chest do not pull it out – it may well be plugging one of those major blood vessels. Just pad around it.

Conscious riders having difficulty breathing will want to sit up. Support them in this position, preferably with their injured side inclined down. This will help any bleeding inside the chest cavity to pool at the bases. Any floating segment of the chest wall can be supported with padding to reduce movement.

Riders who have suffered a chest injury need to be transported to hospital for assessment and observation, preferably by an ambulance. Ambulance officers can not only provide good basic care; many know life-saving skills such as chest decompression as well.

ENROL YA MONGRELS!

Finally, I again recommend that if you haven't done so yet enrol in a first aid course. And don't follow the example of our editor on his recent Canning adventure; ride in groups large enough to look after an injured rider while others riders get help. Especially in really, really remote areas.

Reprinted with the permission of **SIDETRACK** editor Tony Kirby. As a condition of reprinting this and next months article he asked that his magazine be given a plug:

SIDETRACK Magazine : Administration: phone Tuesday and Thursday 02 6557 1057 for enquiries.

St Johns First Aid Course

Date: Sunday 10th October 8am – 5pm

Place: St Johns Ambulance Australia
6 Hunt St Surry Hills
www.whereis.com UBD 3 K12

Cost: \$90 per person (A/A by **25th September, please**)

Who: Yourself, friends, partners.

Organiser: St Johns Ambulance Australia (NSW)
Phone 02 9212 1088 / 1300 360 455

The venue is just around the corner from the bike district at Wentworth and Goulburn – parking stations are around but parking shouldn't be a problem on a Sunday. If taking the bike you can right outside the door. If taking the car try Brisbane St – no charges.



Dunns Swamp Report

This ride had all the makings of being a bit of a disaster. The long range weather forecast for the weekend didn't look real flash and no-one had contacted me to get any details. The latter I can handle – I'm used to the slack bastards in this club. But to make things more interesting for me I have been incommunicado for the past couple of months as I teach on a Wednesday night this semester and can't get to the club meetings. The Wed before the ride was a meeting night and I made a superhuman effort to get there. The earliest I could possibly make it was 9:30pm. No problems. The meetings never finish before 10:00pm! So I rock up at 9:30 to be greeted by a very dark hall and 3 very lonely looking bods out the front. Bloody hell. Milt's not running the meetings any more and the bloody thing has finished on time. But, I did get the info that Marie Pennykid and Paul Evans were starters for the ride even though Paul wasn't going to get to the site until late. Good. That makes 3 of us. A cask of port between 3 should make a real mess.

Saturday morning is FANTASTIC. The phone goes while I'm in the shower. My sister answered it but fumbled the phone and disconnected the call. All she can tell me is that it's a woman. Who the hell is that, and what does she want? Another of life's little mysteries.

I'm just about to leave just after 9:00am to get to North Richmond BP by the start time of 10:00am. The phone rings again as I'm putting the helmet on.

Its that woman again. "Hi. Its Sandy. Where's the start point?" "Who?"

"Sandy. From Newcastle. I'm at the half-way stop on the Putty. Where's the start point?"

Oh dear!

"Its at North Richmond BP."

"How do I get there from here? I don't know my way round that area."

Oh dear!

"Just follow the road until you get to Windsor. Then follow the signs to Richmond then to Lithgow. Its on the left after the bridge over the Hawkesbury."

"OK. Thanks. But I may not make it before 10:00am. I need a coffee."

Oh dear!

"That's OK. Just keep going to Lithgow. About 5km the other side of Lithgow you veer left to turn right onto the Mudgee road."

"Eh?"

"Just take the Mudgee road. We'll meet you at Ilford. If we miss you there, we'll definitely meet you in the main street of Rylestone for lunch."

"OK."

At the BP there are 4 people waiting. Marie Pennykid, Bill the Irishman and two prospective members from Newcastle, David and Alison Ellis. They've been trying to contact the club for ages but there are no contact details on our website and the bike shops in Newcastle know nothing. So they decided to just rock up and see what happened.

We all wait for a while. No Sandy. The coffee at Putty must be good. The decision is made to leave and let her catch up at Ilford.

A very relaxed trip over the mountains to the Ilford rest stop and a wait for Sandy. But Marie then alerts us to the fact that there is a winery 3km back up the road. This is an opportunity too good to miss. So a detour to the winery and a pleasant hour tasting the fruits of the vintners labour. A few purchases ensue. Back to the Ilford rest stop but still no Sandy. Plan B. Meet in Rylestone for lunch.

We get to Rylestone and the main street appears to be full of bikes. The Newcastle mob has arrived en masse (except for those who had run out of brownie points after the off-centre rally) via all the dirt roads they could find. During lunch my nephew from Dubbo, Damon, arrives on his Aprilia Falco. There are now 12 of us including Sandy. She didn't get lost after all. But she's hanging on to another coffee. I think it was just coffee. She's nervous about the last 10km into the site which is dirt.

People leave the café in dribs and drabs after doing some shopping for supplies. The camp site is about 30km out of town. I'm one of the last and Paul Evans arrives as I'm about to leave but is visiting friends and will travel out later.

About 5km from the site I come across Sandy in the middle of the road. Bigger, don't tell me she's thrown it away on the dirt. A scratched Scarver will never do.

"It stopped."

"Eh?"

"It just stopped!"

Oh dear! This is even worse than throwing it into the bushes. A quick check indicates that it has, indeed, just stopped. Dead! I'm instructed to go and find Alan as he can fix anything. How long have they been married? Hasn't she got over the starry eyed bit yet and realized he's just as fallible as anyone else. My, young love is wonderful!

I find Alan and he goes back to fix the bike and I stay at the camp site and get into the swing of things. After an hour or so someone realizes that Alan and Sandy haven't been seen.

Oh dear! Oh well, it gives me a chance to check out the new Transalp on the dirt again. Back down the road. The Scarver is

still stopped and is looking decidedly terminal. A number of motorists have been stopped and the tale of woe conveyed to all and sundry. The road is starting to look like Pitt St in peak-hour. After much conflagration it is decided to load the Scarver onto the back of a truck and take it down to a local farm where the truck, and its driver, lives. BMW will be given a call the next morning for roadside assist. They're not going to like this!! The bike is miles from bloody no-where! Dunns Swamp doesn't even appear on any maps.

Eventually we all get back to the camp site, including one of our helpers and his 4 kids. Then the bottles etc are really attacked. There is much to talk about and its thirsty work.

Then its time for dinner.

"Sandy, where's the bread, nuts, milk, butter etc you bought?"

"I can't find it. Its gone!"

Oh dear! This does not auger well for jaffles and then bacon and egg sangers in the morning. Oh well, more port. That should do the trick. But maybe that possum that is hanging about is very full of bread at the moment.

The morning dawns another beautiful day. Breakfast is a bit light on. Then most of us go and explore the surroundings as we didn't have a chance the previous evening due to all the dramas. All we got in was a short moonlight walk (twas the night before full moon. No clouds. Magic!). Dunns Swamp, regardless of the name, is a beautiful site. Its well worth checking out. The mist over the water and in the valleys just gave it that bit extra.

As I don't like going back to Sydney after a weekend away I left my packing to the last minute – about 9:00am. Actually, it was the minute after the last minute. It started to rain. Bigger. Wet tent again. Everyone else's tent is packed away dry. Bigger!

As we are nearly packed there's a voice from over yonder.

"I've found the bread, nuts, milk, butter etc. They were in my backpack!"

Oh dear!

At least she didn't forget where the booze was. The bread goes in the rubbish tin. A whole, untouched loaf. There was at least 6 jaffles and a couple of bacon and egg sangers in that.

Because of the weather and the various locations people are going to we all tend to head off in different directions. Some people go to Newcastle via the dirt, others by all the bitumen they can find. Paul and I decide to go via Glen Alice, Glen Davis and then to Capertee. Good scenery, but I can't say much for the antique shop in Glen Davis. Paul spent a lot of time checking out what looked like junk to me.

Sandy and Alan go via the farmers place to ring BMW and check out the Scarver one more time. I think its days are numbered. Sandy was muttering "GS, GS, GS" the last time I saw her.

For those of you who didn't make it, Dunns Swamp is a spectacular camp site. There is room for hundreds of people but if you go at anytime other than school holidays you won't see anyone else. The sites are spread out among a whole heap of rocky outcrops that look a bit like the Bungle Bungles in WA. Each individual area is hidden from the others. There is definitely no shortage of water (Dunns Swamp is actually a dam that supplies water to the cement works at Kandos) or firewood. The NPWS keeps the latter well stocked. It has got to be one of the top camping sites in NSW.

Now, as the author of this report I reserve the right to insist that there is no right of reply from any person who thinks he, or she, has been maligned. Its simply not true. Secondly, Ms Daggar is not to write any reports for the next issue of the newsletter, especially if it's a trip I've attended.

Bruce Campbell

PS. A little bird has told me that Sandy is now the proud owner of a new 650GS. Look out world! Dunno where the Scarver is. Could be still at Dunns Swamp for all I know.

Borenore Caves Run 5/09/04

INNAMINKA

"Happy fathers day, Dad "was the first thing that I heard...at 6.30. The boys, Oliver and Hamish, were ready to go. A look at the window saw a heavy frost and blue skies. An extra layer of clothing was installed. With everything packed, Therese and the boys headed off in the car and I headed to the departure point. Top up with fuel and check the tyres and see how many other fathers would arrive .Two local guys turned up, Graham and Ged.R1000S and K100RS 16V and a blow-in from Sydney. Turns out that Rob Milton and Lyn had come up to the Dubbo Zoo in their 4-wheeled 'boxer'. After a bit of a natter, with directions given and no other contenders we headed off.

With the morning air quite crisp we headed down the highway towards Wellington, turning off at Geurie onto a back road the throttles opened up a bit .Was the 4 wheeled 'boxer' going to stay with us? Rounding the first turn and glancing back I got the OK flash of lights from Rob 500 metres behind. He'll be right and I opened it up with Ged right on my tail. Up and over Mt. Arthur there was a nice bit of windy road before dropping into Wellington and 50 Km speed limit to let Rob catch up. Through town and out the other side we turned off the highway again heading through the small villages of Mumbil, Stuart Town and Euchareena. Along here two birds decided to do kamikaze scare tactics on me. One made it, the other decided to see what a head butt feels like with my helmet. G/S 1, wildlife nil. Here we turned again onto a really nice piece of road which brought us to Molong where we stopped for a coffee.

After a warming brake we moved on towards Borenore along the Amaroo road. The recent rains had filled all the dams that were dotted along the way. The clouds had been gathering more as we got closer to Orange , though the sun was still shining through them. We arrived at the Caves around 11.30am. Therese had already arrived, she moved on from the coffee shop in Molong as she had contained the boys for about ½ hr and had decided let them loose at the caves.

Others started to roll in around 12md. we had a look through the caves. It was great to see the small creek running again as last time I was there it was all dry with only a puddle in the main cave. Dave Barlow arrived with his BBQ. Not behind the RT, in the trusty Brumby, Another 4 wheeled "boxer"!!!!

8 bikes turned up in total as well as a few cars. Brian's outfit 'failed to proceed' out of the garage.

Marg Barlow did arrive on two wheels after her prior engagements. With everyone fed and the clouds darkening overhead we made a move to go our various ways. Not before signing the 'plate of attendance'.

Therese headed back to the Highway as Graham and I took another back road through Cumnock and Yeoval. While admiring the new bridge over the creek at Obley - it used to be a shocker. A kangaroo decided to jump between Graham and me - it was a bit close for comfort for me and Graham locked them up. Thank god for those good brakes on the 1100S. I would have had no chance of pulling up. I suppose I could have ridden over it on the G/S!!!!????

All in all a great day out .It was great to see all the guys and gals from the big smoke come over the big hill to the small caves.

Steve Treloar,
Dubbo

PS. I hope the Sydney crew didn't get hailed on, on their return to the big smoke.

Recently Graeme & Sue Cramp rode to the Off-Centre Rally to Innaminka (top end of South Australia) on their BMW R80GS and BMW F650GS. While traveling 4,500 kms in 2 weeks (4 'rest' days inclusive) – 550 kms of it on dirt, sand, bull dust, sand-dunes and gibbers, we had to watch out for emus, kangaroos, pigs, goats, deers, wom-bats, wallabies, eagles etc on the road.

Starting in Primbee (Wollongong), we passed through Goulburn, Narrandera, Mildura, Broken Hill, Tibooburra, Cameron Corner, **Innaminka**, Thargominda, Cunnamulla, Goondawindi, Tenterfield, Lismore, Ballina, Coffs Harbour, Sydney then back home to Wollongong (hoo-ray!!!!!!!)

The dirt/sand roads started after Broken Hill.

Listening to local knowledge of the area was a bad move – what was to take 3 hours from Cameron Corner took 10½ hours – 'mud maps' don't work very well in the desert when there are 'formed' roads made for 'only' gas field vehicles amongst the other roads - we ended up back over in Queensland at the Stokes gas fields, getting 'more' mud map directions to the right track.

The sand-dunes, when we were lost, were an experience – one was approx 20'high with an 8'drop from top of the dune down the other side. From the bottom of the dune Graeme said he could see the whites in Sue's eyes as she stopped at the top before descending it. On parts of the 'track', the wheels were up to the hubs in sand – making it very hard to ride through. Although we took lots of photos of the trip – the last thing on our mind was to take photos of our dilemma - we were **too** concerned of finding our way back on track to think of taking any photos.

While Graeme 'stepped' off his bike only once, Sue managed it three times – but the third time the bike landed on her leg (the blinker broke and done pannier damage)- which Graeme said was very 'fortunate' because it saved the bike from getting more damage (Sue felt very comforted after that piece of advise).

Arriving into Innaminka at 7.30pm quite exhausted after the day's events, we set up camp on Coopers Creek amongst other bikers from Victoria. It was **so** good to be amongst people again.

Amongst the 200 rallyists that attended was a "Matchless" 500 twin (see picture), which he rode from Sale in Victoria – quite an amazing feat for an old bike. There were a lot of 'outfits' there – in many shapes and sizes – it was surprising how much one could fit onto a bike (such as fuel, tent, supplies, fridge, bike spares, winch etc) The bikes ranged from the latest (e.g. BMW R1200GS) to the Matchless. BMW had the most popular attendance – well over ¾ of the Rally. It was great walking round the campsite talking to everyone of their experiences of just getting to the Rally- they came from all over Australia. There were about 4 other women who also rode to the Rally, which Sue was impressed with.

Sue's thought for the trip was *"too much fun to have in one lifetime"*.

Graeme's thought for the trip was *"we weren't lost – just geographically challenged"*.

Things that we did and took as extras for trip:

- Put stainless steel gauze stone guard over Sue's radiator.
- Carried with us spare clutch and throttle cables, full size tyre lever (placed in frame tube on R80GS), spare tubes, dual purpose rubber hammer, lots of water in small bottles for weight distribution.

Only problem on trip was broken bolt from windscreen bracket



For Sale, Wanted, etc.

| | |
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| • Contact Peter Diehm: bmwtc@hotmail.com To view the website: www.users.bigpond.com/pennykid | |
| Click on "Classified" or email to: bmwtcnswh@hotmail.com | |
| All ads should be motorcycle related, preferably BMW. All ads should be submitted, written as you want them printed. The Editor reserves all rights. | |

Ads appearing for the First time...

For Sale

- **MZ Skorpion Tour. LAM.** These use the 660cc Yamaha Tenere engine. Heated grips, Scottoiler, Windscreen, Racetech goldvalve emulators. 12 Months rego. New rear tyre, good front tyre. A bloody lot of miles, but mechanically A1. \$3,500. Contact Bruce Campbell 02 9629 7624. Reluctant sale but I've got to pay for a new toy.
- **K100RS 1990 Silver.** April 05 Rego. ABS and Heated Grips. PIAA Driving Lights and separate relays to High/Low Beam. Approx 127 000 kms. Regularly serviced. Recently new front and rear Metzlers. Panniers and rear rack. (Tank Bag included but in need of repair.) Looking a bit shabby but mechanically A1. \$4000 ono. Located Central West NSW. Call David on 0410 460 210

- **RAM Speedo Mount for R1150GS** Go to <http://www.advrider.com/forums/showthread.php?t=44163> for picture. It's brand new, only the package has been opened, I can't use it cause of my screen position. \$120 (includes shipping). Please contact Chris Donnelly cjdonnelly@gmail.com
- **Jackets (2)**, first Dri-Rider Alpine, second, Rivet "Brando" style leather. Both very good condition, XL in size and black in colour similar to below. \$100 each or \$160 the pair. Contact Peter on 9868 4034 (home) or 02 9911 3515 (work)



Dri-rider Alpine (left) and Rivet (right)

- **R100RS 1982**, genuine 13,000km from new; pristine condition; always garaged and serviced - even though not required; lovely 2 tone red colour, paint on bodywork, frame and wheels as when it left the factory; new Metzeler tyres - first replacements; new battery; toolkit; first aid kit; BMW panniers - all as new. Comes with Dri-rider jacket, intercom system and two helmets. Starts first go and runs and rides beautifully - has been meticulously maintained. \$7,900. Steve Doyle. (02) 4471 7372 or 041 388 4259 (NSW)
- **1981 R100RT** - All parts EXCEPT engine. Reconditioned gearbox, brand new Staintuned headers and mufflers, fairings, panniers, complete frame, seat, wheels, including diff. Some parts in excellent condition some only fair but recoverable. Contact bruce_clark@ozipilotsonline.com.au or phone 0414 545278.
- **R100 GS** stainless (BMW genuine) muffler in excellent condition for sale at \$250. I (also have the mild steel (a bit rusty but still serviceable) headers and crossover to go with it free. Also an ignition trigger for a K100 tested "A-OK" by Tom Byrne for \$50. Ph Peter on 0405383900.
- **Boots** – Spider brand, calf length pull on cruiser or road touring style. BRAND NEW still in box never worn, black in colour size 12 (small 12, probably more like 10-10.5). \$120. Contact Peter on 02 9868 4034 (home) or 02 9911 3515 (work) .

Wanted

- **K1100LT .2 up seat**, plus ducktail to suit 1997 model, Call Peter on 0412 948 170.
- **K1100 or K1200**, late model, in excellent condition with low kilometres Preferably with panniers. Stephen 0400 809 779

- **R1200CL.** Prefer with crash bars and heated seats. Must have less than 30000k's. Will pay the right price for a good bike. Please contact John on 0755241796 or email jonansu@ozemail.com.au
- **Panniers** for BMW R850R 1998. Please contact Aubrey Licht on 0412 402130 – Res. 9639.0444 or email: aubsbmw@yahoo.com.au

Ads appearing for the Second time...

For Sale

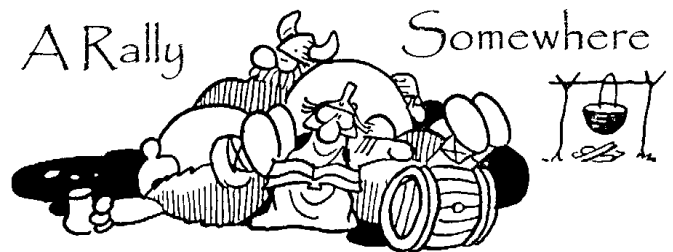
- **BMW R90s, 1974 Daytona Orange.** 3500kms after extensive rebuild of engine & Gearbox. ebay Located in SA. Ph 0417 880 331 - Has been repainted (Looks great) can be viewed on <http://cgi.ebay.com.au/ws/eBayISAPI.dll?ViewItem&category=32625&item=2486865090&rd=1&ssPageName=WDVW>
- **K1200RS,** 21,000 km, panniers and inner bags, top-box, sheep-skin, new rear tyre, all the usual bits you would expect to find, rego to Jan. 2005. Immaculate in every way, same as picture below, a real head turner. \$15,900. Contact Peter on 02 9868 4034 (home) or 02 9911 3515 (work) or Click here to reply



- **VW Transporter 1984,** 200500 Km, water cooled motor, auto, 12 months rego, colour white, rego YBD 535 \$4350. Call 0407 012 839
- **F650 GS silver blue 2000 model,** 17,500kms, two screens (Givi screen fitted), expandable panniers, low seat kit fitted, latest fuel injection program loaded, heated hand grips, new front tyre, 3 mths ACT rego, delightful bike to ride and sorry to sell. \$9,000. Phone Claire 0407 808 660 or email: bikers@webone.com.au
- **Jackets (4) all new** - Dririder Nordic 2 Motorcycle Jacket - Size 52/42 L in Black & Grey - Full body armour and reflective strips, removable padded winter inner lining – fully waterproof without liner - perfect condition - new price \$365 - will sell for \$175ono. Rjays Nomad Motorcycle Jacket - Size XXL in Black, Blue & Grey - Full body armour, removable padded lining –fully waterproof - perfect condition - will sell for \$120. Rjays Voyager Motorcycle Jacket - Size L in Black - Full body armour, removable padded lining –fully waterproof - perfect condition - will sell for \$120. Rjays Super Tourer Leather Motorcycle Jacket - Size 46 in Black – slight damage to lining but perfect condition otherwise – new price \$250 - will sell for \$100 - Photos available for each on request. Contact Joe Mahon at joesposers@iinet.net.au

Wanted

- Tank bag to suit 1996 BMW R100GS/PD Classic. They have a 35 litre plastic tank with a rather high filler neck. Contact John Nixon 0418 236 891.
- Carbys for R75/5, can be off any R75 or R65LS. Contact Glenn in Brisbane on zantar@bigpond.com
- BMW R1200C any model in good condition considered. Contact Richard Nicholls 0419 631391 home 8824 9364



Note: This page is for members' information only. The rallies listed below are not necessarily club runs.

22nd – 24th October

Merriwa River Rally

Held 6.5km North of Merriwa (Hunter Valley). Live music, catering, bar, gymkhana, bikeshow. \$20 including the badge, contact (02 6548 2062) or write to The Rally Organiser, 133 Bettington St Merriwa, NSW 2329. (The Merriwa River Rally is run as a fundraiser for the Merriwa community, no MC club is involved)

23-24th October

23rd ACTBMWCC Kosciuszko Rally - at Geehi Hut camping ground on the Alpine Way. Access by Thredbo or Khancoban. \$15 fee covers enamel badge and firewood. Proceeds to club charity. Self catering. Additional detail: www.actbmwcc.org.au

5th - 7th November

9th Trout Rally

Three Mile Dam, approx. 16kms east of Cabramurra. \$8/\$10 inc. badge. Back to basics, ie not catered, so BYO. Free tea or coffee on arrival, water, firewood and toilets available at the site. Saturday afternoon gymkhana, plus fishing competition with prize for biggest trout. Raffle, awards Saturday night. Leave bad attitudes, glass and cars off site. Contact Tumut Valley Riders MC Inc PO Box 583 Tumut NSW 2720 02 6453 8718 or e-mail tvrmc@yahoo.com or web

<http://www.angelfire.com/in/tvrmc>

13th November

Annual Snowyride for 'The Steven Walter Fund' for Childrens Cancer Research. www.snowyride.com.au or ph 9589 3339 or snowyride@optusnet.com.au

8th-9th January

Capital Rally Brindabella

12th - 13th February, 2005

Karuah River Rally

At Frying Pan Creek Campsite, in the Chichester National Park, near Dungog. Firewood provided, fresh running water, swimming holes, toilets, usual awards. Karuah River Rally, PO Box 53, Rydalmere BC, NSW 1701.

The 10th Off Centre Run at Innamincka

I planed a mostly dirt run to and from Innamincka on the K75 G/S two days in a rear spoke broke and another one bent I hobbled home on the tar. With that fixed I took off again only to have the fuel injection run lean. At this stage time was running out so I took the K11 LT northwards up to Goondiwindi (overnight Bingara) westwards to Innamincka (overnights Cunnamulla, Thargomindah [site of Australia first hydro electric plant the Queensland of 2/2/1924 notes "Hot and cold baths are common in Thargomindah and the drinking of water is very general."].

Makes you wonder what other Queenslanders were drinking at that time. XXXX?], Noccundra).

A huge roll up for this off centre with over 190 bikes! One known casualty going in, a broken ankle on the bore track only a short distance from Innamincka. Another casualty going out, ? broken leg. Robby Winn tried to get there but had an intermittent on his yellow Subaru based trike (towing a trailer!) - every time he hit a bump the engine would cut out so he turned around and went home. At least 4 sidecars crossed the Simpson Desert to get to the event (165 tyres did better than 195 tyres on the sand hills). They found a Japanese rider crossing the Simpson; he had a fair amount of fuel, little water and less food. He had the idea that he could use pills as emergency rations.

He stuck like a leech to the sidecars! A postie bike with the original large orange panniers was another notable bike to make it there along with a Blackbird from Darwin.

Having arrived Friday, attended the meeting on Saturday where it was decided to have the next off centre at Gascoyne Junction I left on Sunday going east to St George (flat front tyre at Nocutundra, overnight at Eulo) then southwards (overnight at Warialda where I looked at the weather and decided on going through Tamworth rather than Gloucester as it looked like less possibility of being rained on.)

It is desirable now to start planning for the next off centre in Western Australia for 12th of August 2006! Interesting possible adventure routes are the Gunbarrel Hwy (fuel range approximately 500km), the Gibb River Road, The Railway line (fuel range approximately 800km), the Ann Beadell Highway (fuel range approximately 800km).

I'm inclined to go north (5 days?) to the Plenty Hwy to get to Alice Springs (5 days?), then the Gunbarrel Highway to Gascoyne Junction (9days?). Going back through Laverton (3 days?), then the Ann Beadell Hwy to Cooper Peady (8 days?), the Flinders Ranges and return home (5days?). The numbers of days are just initial values - subject to change and added 'rest' days. But it looks like I'd need something like 35 days off to do this... that needs planning. Possible meeting places - Boulia for the Plenty Highway, Curtin Springs for the Gunbarrel Highway (not Ayres Rock - it is a tourist rip off and the camp ground is near the generator). I'd go for Mt Augusts Station for Thursday and Friday night before the Off Centre - it is a nice place with things to see and do. Gascoyne Junction - well it is a pub and that is about it. I'd like to do the Ann Beadell Highway on the way back. If you want to go on this you will need at least an 800 km fuel, food and water

range. You may not be able to get the food you want at the 800 km refuelling point so maybe 6 to 8 days of food would be good if you can squeeze that on?

Frank Warner

Recipe of the Month from Greg Daly

Also a good camping dessert that I enjoy is as follows.
Dutch oven cobblers

2 cans fruit (peaches, cherries, pineapple, apricots,).....
1 small carton sweetened condensed milk.....
1 box white cake mix.....
Cinnamon, almonds walnuts etc.....

Start fire so that there are plenty of hot coals. (or set oven to 350F).....
Line camp oven with aluminium foil.....
Spray foil.

Mix fruit with ½ cake mix with cinnamon and almonds, place in camp oven.....

Mix condensed milk with remaining cake mix , pour over top.

Place top on camp oven with coals on lid.....
cook 40 - 60 min.....
Check at 40 mins.

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APPLICATION FOR MEMBERSHIP/RENEWAL
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 and we celebrated our 35th anniversary in October 2000. 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.

I, _____ and _____
(full name of applicant) (additional person/s)

of _____

(Address) Postcode: _____

Preferred Telephone Nos. 1) _____ (2) _____

E-Mail _____ Join the Club email list? (Circle one) Yes No

Motorcycle/s Make, Model & Year: _____

hereby apply to become a member of the above named incorporated association. In the event of my admission as a member, I agree to be bound by the rules of the club for the time being in force.

(Signature of Applicant) Date: _____

For New Membership only
(may be completed by authorised BMW Dealers)

I, _____
(Full Name & Membership No. or Dealer stamp)

a member of the BMW TC of NSW, nominate the applicant, who is personally known to me, for membership of the BMW TC of NSW.

(Signature of Proposer) Date: _____

I, _____
(Full Name & Membership No. or Dealer stamp)

a member of the BMW TC of NSW, second the nomination of the applicant, who is personally known to me, for membership of the BMW TC of NSW.

(Signature of Proposer) Date: _____

If an existing member introduced you: Introduced by: _____

Is this a Renewal, New or joint Application? _____
Joining fee \$ 10
Annual Membership \$ 40 per year (for city or country memberships)
Total amount payable \$ _____

Mail to:
BMW Touring Club of NSW
PO Box 53
Rydalmere BC
NSW 1701

(Make cheques and money orders payable to BMW Touring Club of NSW)

NOTE:

- 1/ New members joining after 1st January will not be liable for their next annual membership until the end of the following financial year (eg membership paid in Feb 2002 would not need to be renewed till July 2003).
- 2/ All membership fees are due by 1st July each year.
- 3/ Membership not renewed by 31st August will be considered as a resignation of membership, and a new application will have to be completed.