

BMW Touring Club of NSW NEWSLETTER



BMW Touring Club
of New South Wales



FEBRUARY 2011

Member of the International Council of BMW Clubs

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BMW Clubs
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BMW Clubs
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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 6pm on the 2nd Thursday of the month. Members gather at the Berry Bowling Club 140 Princes Hwy, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Friday of the month. at the Hexham Bowling Club for a chat and something to eat.
North Coast Social Sip	8:30 Breakfast at The Sandbar Café, North Haven. The after "breakfast ride" to be determined over breakfast.

Club Pointscore

Organise a Ride or Event	2
Attend a Social Sip	2
Attend a Social night (Restaurant night, party, etc)	3
Attend a Maintenance Day	2
Attend a Day Ride	6
Attend a Weekend Run or Rally	10
Attend a Long Weekend Run or Rally	12
Self written Newsletter article	4
Attend a Club Meeting – City Member	4
Attend a Club Meeting – Country Member	6
Attend a Night Run	6



Rock Motorcycles

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Presidents Report

The Far Cairn Rally Committee for 2011 held it's first meeting in January. The following members are on the committee Sandra Gluck, Mike Day, Paul Evans, John Ryner, Ian Horsburgh, Mick Moriarty, Warren Buffet, Balaji Padmanabhan, George Schwarz and myself. The Rally will be held the weekend of 17th – 18th September 2011. Keep you diary free.

FRONT COVER

Ice covered bridge on the Road of Bones in Eastern Russia. See story starting on page 7

RIP TONY KIRBY

I just read in the Advrider forum that Tony Kirby passed away on 17th Dec.

TK started Sidetrack magazine and was involved in many others. I got to know him quite a few years ago and no matter how long since I'd seen him he'd always come up and say g'day, remembered my name and started to talk about rides we had been on.

He wrote the book on adventure riding in this country as far as I'm concerned, and will be missed, his laugh, his smile, his presence...
He's missed by many.

Ride on mate.
...DOT

There's a lot more info and accolades on the advrider website

<http://www.advrider.com/forums/showthread.php?t=645375>

The last page of this thread has an editorial by Tony that says it all..

EDITOR'S RAMBLINGS

G'day folks. Good to be back after the Christmas break.

Thanks again to Kydo for filling in for me with the December issue. I was out west getting a bit of 'country', helping my mate with the wheat harvest.

The first ever NSW Motorcycle Strategy Forum took place on 23rd January at Parramatta town hall, with the second to be held on Sunday 20th February.

This is a great opportunity for our members, through the club, along with other clubs, to have a say in our motorcycling future.

Bruce Cambell is our delegate on the Motorcycle Council, & nominated himself to attend the forums.

He recently made a call on the egroup for matters we would like him to raise at the forums. So far there have only been a couple of things raised.

If there is something bugging you about our roads, rego, insurance, tolls, road rules, something you wish the government would change/fix/develop, please tell Bruce about it so he can bring it up.

As the MCC's Rob Colligan says, if you don't bring it up now, you can't complain about what happens in the next five years or so.

The MCC is getting a bit of traction with the rule-makers now, so NOW is a good time to help shape YOUR motorcycling future!

Ian Horsburgh.

Ride Calendar

January		
Fri 28 th	Hunter Social Sip – Meet at the Mozzie Club (Hexham bowling Club) from around 6.00pm	Mark Tempest 0409 064 328
Sat 29 th	North Coast social sip – Breakfast at The Sandbar Café, North Haven. – meet there at 8.30am. The after breakfast ride to be determined over breakfast.	Lin & Prue 02 6582 5931
Sat 29 th – Sun 30 th	Jaffle run – to Halfway House on Putty Rd. The camp fees are \$10/per Person and there are BBQ's and picnic tables on site plus new toilets. They can put on a sausage sizzle. No fuel on site anymore but you can look and buy any sculptures you desire.	Paul Evans 02 9674 2361
February		
Sun 5 th	First Sunday of month Day Ride - Call Mark between 6pm and 9pm for more information.	Mark Thomson 02 4647 0678
Sun 5 th	Brekky @ Brooklyn – Meet at 9.30am at Leah's Alfresco, on the wharf, Dangar Road, Brooklyn. Possibility of a ride afterwards if you're keen!	Geoff Hickin 0417 290 663
Sun 5 th	Port Macquarie Day run – Ride, Morning Tea at "Jenz" (Pacific Palms) and then possible swim at Blueys Beach.	Lin & Prue 02 6582 5931
Thurs 10 th	South Coast Social sip – Berry Bowling Club from 6pm. Bowling Club is located at 140 Princes Hwy, Berry.	Lex Welham 0427 319 906
Thurs 10 th	Thursday Night Bike ride – to Alex Hotel Leura. For all riders, makes and models you are invited to the Alex Hotel Bike Nights. Share your love and passion with others, fortnightly with live music and sausage sizzle. All welcome from 7pm – 9pm top car park.	Jane Blackburn 0405 069 171
Sat 11 th – Sun 13 th	Karuah River Rally – Frying Pan Creek, Chichester State Forest. See map on website or in the Bank Hotel Dungog and flyer on the Club website & here in the newsletter.	Rob Lovett 0417 267 425 rob@gaslightbooks.com.au
Sun 13 th	Central West NSW Social sip – at the Tourist Info Cafe at Bathurst the second Sunday of every second month. Meet at 9.30am for Coffee followed by a ride for a pub lunch.	Pat Dwyer 0418 403 438
Sun 13 th	Port Macquarie Day run – SALTWATER (near Old Bar). Ride, Swim, Picnic. There are also OK coffee shops in Old Bar.	Lin & Prue 02 6582 5931
Sat 19 th – Sun 20 th	Port Macquarie Weekend ride – to Hawks Nest. Start from Kew 8am and then round trip via Bucketts Way. Accommodation at "Ocean Side" motel. Motel Room with queen bed is \$110. Mention BMW Club. Motel is 70 metres from the beach and has swimming pool and a licenced restaurant. There is also a caravan park opposite. Motel Tel: 49970941 www.oceansidehawksnest.com.au. After B'fast, swim, etc on Sunday, return via Mungo Brush to Seal Rocks or Buladelah. There is some "Dirt" on this section. Road Bikes can loop round and meet others further on. This Trip is also possible to do as a Day ride.	Lin & Prue 02 6582 5931
Thurs 24 th	Thursday Night Bike ride – to Alex Hotel Leura. For all riders, makes and models you are invited to the Alex Hotel Bike Nights. Share your love and passion with others, fortnightly with live music and sausage sizzle. All welcome from 7pm – 9pm top car park.	Jane Blackburn 0405 069 171
Fri 25 th	Hunter Social Sip – Meet at the Mozzie Club (Hexham bowling Club) from around 6.00pm	Mark Tempest 0409 064 328
Sat 26 th	Bushwalk and Brekky – 7am Bush walk and Breakfast at Parramatta Lakes. (Access from Bourke St in North Parramatta.) There is a 3.5 km bush walk around the lake that is just spectacular. Get the heart rate going and then either cook your own breakfast on the BBQ's or get food from the Gourmet Cafe. Then just sit around and chat with friends. Dogs are welcome but must be on a leash.	Paul Evans 02 9674 2361

Sun 27 th	Track Day - Introduction to Motorsport Course (including Hill climb) at Marulan Driver Training Centre, Marulan. Bring your Car or Motorbike to ride around the track. Contact Ian Ramsay for details.	Ian Ramsay 0414 746 992
March	Upcoming Rides!!	
Sat 12 th – Sun 27 th	Ride to Lake Gardiner, SA – Mick and Evan Furchert are going to the Lake Gardiner Salt bike racing in South Oz. They will be riding along the coast till Adelaide, and then heading out to the salt racing. Most of the ride will be tar, except out West to the lakes on very good dirt road. Anybody who wants to come along for the trip or part of the way, they are more than welcome to join in.	Mick Furchert bmwfurch@gmail.com
April	Upcoming Rides!!	
Sat 2 nd – Sun 3 rd	Weekend Pub Stay – at Tuena, NSW. Nestled in the heart of bushland, between Trunkey Creek and Binda, i.e. Blayney and Crookwell, Tuena is located 90 km from Bathurst and 100 km from Goulburn, with just a few remaining dirt sections either side of Tuena, but they're quite good dirt, OK for road bikes, 4-5 patches; less that 19 km all up. Check the News Letter for Details on Accommodation.	Margaret Barlow Margaretbarlow@netwit.net.au

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Club Attendees at the **MICALONG CREEK RIDE** on 29th Dec 2010.

They included:- Bala Padmanabhan, Gerry Bloemen, Mara Bloemen, Tony Schmidt, Dave Ramsay, Cheryl Ison, Dave Barlow, Marg Barlow and Rob Lovett.

Same thing for the **CAPITAL RALLY** on 7th-9th January.

Attending were:- Andrew Watson (as in Pres), Gerry & Mara Bloemen, Dave & Marg Barlow Warren Buffett, Ian berry, Tony Conliffe, Allan Murray, Tony Schmidt, Ian & Jenny Gillam Cheryl Ison, Rob L, Dave Ramsay, Dave Blunn, Dayn Jackson, Rob Edgar, Stan Kuchera

KARUAH RIVER RALLY

WHEN **11 – 12 – 13 February 2011**

WHERE Frying Pan Creek Campsite off Frying Pan Road,
Chichester State Forest, via Dungog

The BMW TC NSW invites you to its 34th KRR situated in some of the prettiest country surroundings in NSW with some of the State's best riding roads - sealed or unsealed.

The Rally site is about 30 km north of Dungog via the Monkerai and Main Creek Roads between Dungog and Stroud, or the Wangat Trig Road past the Chichester Dam turnoff. Directions will be signposted from both these roads (each involves 14 k of dirt), and a map can be checked at the Bank Hotel, Dungog.

The rally is for motorcyclists only; cars are not permissible unless by prior arrangement. Cost is \$20 per person (no prepaids) and covers badge and breakfast voucher.

BBQ sandwiches and soft drinks for sale on Saturday afternoon - all other supplies available in Dungog. A number of rally awards (including best BMW) and raffle prizes presented on Saturday evening, and the site has male and female toilets.

Contact Rob Lovett on 0417 267 425 (leave a message) or email rob@gaslightbooks.com.au. See also the BMWTC NSW Website. Note for all e-mails, please put Karuah in subject line.

The BMW TC NSW acknowledges the valuable support of Forests NSW in providing us with the Chichester State Forest campsite. Rally participants are asked to respect and protect this valuable resource, its facilities and access roads.

The standard of behaviour is left to the individual – we ask you not to spoil it for others

TUENA WEEKEND 2nd-3rd April

Details from Margaret Barlow

Accommodation:

The pub has a room with 2 queen beds and 2 bunks which could become 1 queen and 6 bunks
What's now a dining room could have 6 bunks plus 5 or 6 more bunks
1 dbl room; (\$45 for the dbl room, but Dave and I have bagged it!)
Anyway, at least 24 people can be bedded and there's also plenty of camping space.

Cost:

They will do a deal for us, of \$25 per bed, which includes a breakfast of cereal and toast, tea / coffee.
They will do a cooked breakfast – bacon, eggs, toast and cereal, tea/coffee – for an additional \$7.
They normally get up early, but breakfast time would be negotiated.

Main meals: \$18 for steak, done many ways;
\$10 for a hamburger or sausage sizzle.

The coffee is good, Lavazza coffee, (even for breakfast) and they do Devonshire teas, and may even cook up some cakes for us. Maccona instant is also available.

There's undercover parking for a few bikes, if they take the cars out of their 3 car shed. Those who really want undercover parking need to tell them when they ring.

Activities:

You can go gold panning while you're there. You can buy a pan, and you can pay \$3 for some dirt that's guaranteed to have gold in it.

There's a General Store, Craft shop with photos and memorabilia as well as the pub.

Abercrombie Caves are about 22 km north of Tuena, about 2 km south of Trunkey Creek.

There's further dirt and tar roads around for those who'd like to explore the area.

The Pub closes at Midnight

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Riding the Road of Bones

The Kolyma highway, M56 or the Road of Bones, no matter which name you know it by, has become synonymous with adventure biking and in recent years one of the last great challenging rides for bikers still wanting a destination has hasn't been ridden to death.

Long before Ewan McGregor and Charley Boorman put this place on the map it had a far more sinister history. Built during the Stalin era by Gulag prisoners, it is said that up to two million people died during its construction, the bones of the dead of which lay under the road. It is also in this region that the coldest temperatures ever recorded outside Antarctica exist. We knew we were in for the "ride of our lives".

A group of anxious bikers had gathered at the Ace Café in London aboard their assortment of BMW GS's, fitting, as it is the 30th anniversary of the launch of the GS range, the group had gathered to begin a 100 day expedition from London to Magadan being conducted by Compass Expeditions.

The trip started with a quick ride across Europe; through France, Switzerland, Austria, Hungary, Romania and Bulgaria which gave the riders a great taste of this compact yet fascinating continent, with all riders declaring they will return for a "European only" tour one day; however we were on our way to Siberia and didn't linger in Europe for too long.

The wonderful city of Istanbul spelt the end of Europe and the beginning of Asia and a chance to get off the bikes for a few days. We continued on into Central Turkey stopping at the Troglodyte city of Goreme where we were accommodated in caves for 3 nights, enjoying a magnificent hot air balloon ride over this remarkable landscape.

Up onto the Anatolian Plains we visited the Ottoman city of Safranbolu and the UNESCO listed city of Amaysa, both little known yet both amazing, a real surprise. We eventually reached the Turkish Black Sea coast and rode the shoreline until Trabzon, our departure point for Russia.

The 12 hour ferry from Trabzon, Turkey to Sochi, Russia turned into a 24 hour marathon, the delays and incompetence only matched by that of the Russian border post at Sochi. An agonizing six hours after disembarkation and a plethora of paperwork we were allowed into Russia, at 1am.

It was s thrill to be riding in Russia, something that was not possible only a decade or so ago. We rode into Volgograd, (formerly Stalingrad), home to the bloodiest battle of WW2 and then onto Moscow with its infamous Kremlin and Red Square. It was an amazing feeling to be sitting astride our bikes on the edge of Red Square when it wasn't that long ago we all saw footage of Russian leaders watching over military parades as they rumbled across the square displaying Russia's military might.

Crossing into Kazakhstan we entered the mighty Kazakh Steppe, a region so vast one can see the curvature of the earth, it a is lonely, silent place and roaring across it on our BMWs seemed to be almost irreverent. The nights spent camping out under the stars shall long be remembered by all.



We entered the fabled storybook lands of the Silk Road as we crossed into Uzbekistan. We were riding the edge of the Kyzulkym Desert and the riding was hot, well into the 40s on a number of days. With some days off the bikes we visited the mighty Registan in Samarkand, built by Tamerlane and wandered the bazaars of and spice markets of Bukhara.

Sadly Kyrgyzstan had to be removed from the itinerary due to violent civil unrest; a quick itinerary change was made that saw us riding the Western Tien Shan Mountains in southern Kazakhstan. A fantastic home stay was organised were we had a break from the bikes and wandered the small village watching small children wander freely and playing on the road. It was a scene that would not exist in western society these days, and we all lamented that fact.

After a service of the bikes at BMW Almaty and fitment of the super tough Heindineau tyres to all of the bikes, we rode north across the Kazakh Steppe and into Russia again. We rode the Trans Siberian Highway towards Irkutsk were we stopped to visit the jewel in the Siberian crown, Lake Baikal, one of the worlds largest supplies of fresh water.



Mongolia was our next country of destination and promised to be a highlight of the ride. Riding Mongolia has often been described as riding the worlds biggest paddock, there are very few roads, mostly dirt tracks, and the majority of riding is across open grasslands. The riding here was epic as we rode down vast yawning valley's under a huge blue sky, all the while the rare Bactrain Camels grazed nearby, the landscape was dotted with gers of the Mongolian herdsmen always situated near a crystal clear river and stands of pine, it was great stuff.

The riding was tough in sections with a number of creek crossings and mud holes to be negotiated. Along with the constant battering the bikes and riders took, much of the day would be spent standing on the pegs, and part of the day would be spent retrieving dropped bikes in rivers.

Khovsgul Nuur is renowned as one of Mongolia's scenic highlights and it didn't disappoint. This stunning alpine lake is surrounded by lofty snow capped peaks and forests of pine, brilliant white gers stood on the shoreline of the deep blue lake and long haired Yaks wandered freely. Staying in these gers was a wonderful experience and surprisingly warm.



We continued back into Russia for the third and final time riding the Trans Siberian Highway once again. We rode onto Chita were we all celebrated Joe and Carmen's 30th wedding anniversary with the local prostitutes and their pimps at an adjoining restaurant to our hotel, it was a humorous night to say the least. The Trans Siberian Highway is now paved for its entire 7000km length from Moscow to Vladivostok making it the longest highway in the world. We turned off the Trans Siberian and rode north up the M56 or Lena Highway into another world. This road was all dirt and rough, however the riding was as stunning as the autumn colours of the Taiga forests that stretched off into the distant horizon.

Looking for a camping spot one evening a local Reindeer hunter insisted we camp with him by his log cabin. The cabin was spectacularly set on the banks of a tannin filled river that brilliantly reflected the bright yellows and reds of the



Taiga, a Sable Cat, recently shot, was being stewed and fish from the river being dried on the wall while Siberian Huskies were frantic with our presence. It was a great night spent with three generations of family living in a single room log cabin, truly in the middle of no-where.

After days of doing our best to destroy the bikes we arrived at the remote capital of Yakutia, Yakutsk, where we had a welcome break off the bikes. We were greeted by the Nord Brotherhood Motorcycle Gang who showed us the sights of the city and helped us immensely finding parts and getting work done on bikes and support vehicle trailer. Riding in these parts takes a special breed of

biker as the winter temperatures drop well into the -30s and they would be lucky to have 100km of paved road in total to ride, curiously they all had road bikes.



We left Yakutsk crossing the Lena River by ferry and began what we had all come for, the Road of Bones. The weather had turned against us and we rode in light rain for many hours as the temperature struggled to top 5 degrees. Stopping at one of only a handful of truck stops we savoured the hot Borscht soup and the warmth of the basic café that was owned by an old couple. Living out there is an existence that could not have been more removed from ours and we wondered out loud how they survived. The traffic was non-existent now and we had the Road of bones to ourselves.

The Road of Bones is cut in two by the mighty Aldan River and a torturously slow ferry served as the link. From the Aldan we steadily rose to a height of around 900mts, usually no big issue however this far north it spelt trouble. In a heartbeat the majority of us were on our sides all having fallen, we had hit ice on an incline few of us had barely noticed. Even walking proved difficult as I took my heaviest fall winding myself when landing heavily on my back, (my bike was still laying on its side down the road, photos first)

The further we rode the more spectacular the scenery became. Autumn had well and truly arrived and the entire landscape was a spectacular shade of yellow and red. We rode the stunning valleys that wound there way through the lofty snow capped peaks of this wild uninhabited land. Silt laden rivers roared by under decade old rickety wooden bridges that looked about ready to give up and collapse. The campsites were some of the finest on the entire journey, wild, empty and silent.

We battled on through more spectacular snow covered scenery, however the temperatures were savagely low, at times below zero, but with a few more bike drops temperatures quickly rose. What very few villages we did pass looked as if they had been a victim of a long ago bomb blast. Never had any of us witnessed such run down forlorn looking towns and we truly wondered if they were inhabited, indeed they were. The towns were more in line with what we expected in this historically tragic region of Russia, not the absolutely stunning scenery we had spent days riding and photographing, it was hard to imagine the horrors of Stalin's Gulags.



A broken axle stud on the support vehicle trailer meant a chance encounter with some incredibly helpful and friendly Russians. A long night was spent with these wild but generous men drinking way too much Vodka and a little welding then more vodka. These were tough guys living in a tougher land yet their generosity and friendliness will stay with us forever. An invite for our next group to go bear hunting with them was genuine.

Our last day, after 100 days on the road, was greeted by spectacular sunshine but very low temperatures. The stunning scenery continued on unabated as we remained at around 700mts. Coming to another pass, that few noticed, again we were down, I slid for 30mts while still in the riding position and managed to reach up and turn the key off while still sliding, it was about as gentle and tranquil of a spill as one could have. After a week on the Road of Bones and 3300kms since we last saw a paved road we reached pavement and immensely enjoyed the ride into Magadan.

Emotions ran high as we stood under the Magadan sign after 100 days and 28000km on the road. We knew we had accomplished what so very few bikers have before and we could be proud of that. We had experienced every kind of weather, road and emotional condition one could hope to experience and we all stood under that Magadan sign, no trip ending injuries, no fatal bike problems, we had made it.

For the blog on the 2010 Road of Bones expedition visit www.londontomagadan.com for more info on the 2011 expedition visit www.compassexpeditions.com
Alternatively email us at info@compassexpeditions.com

ORGAN DONATION AWARENESS RIDE – 2011

At 26 Melody Gough was on the threshold of a promising career as a photo-media Assistant Curator at the National Art Gallery in Canberra when her life was tragically cut short. David and Robyn's Daughter died as a result of a motor vehicle accident near Boorowa NSW as she was returning home to Cowra on Christmas eve 2009.

As a registered organ donor Melody wished to give back the gift of life. Her gesture saved the lives of three critically ill people.

David felt the overwhelming need to do something and Melody's gift has inspired his Solo Organ Donation Awareness Ride (O.D.A.R.) which he hopes will inform the public of two important issues relating to organ transplantation in Australia:

- 1 very few organs can be recovered for transplant as the donor needs to be in hospital care and
- 2 a donor's registered wish can be denied by a next of kin.

These issues can be alleviated by donors taking two steps: registering their wish to be an organ donor via www.medicareaustralia.gov.au and just as importantly discussing the importance of their wish with their families to ensure those wishes are understood and complied with in the event of their death.

PROPOSAL To ride his BMW GSR motorcycle from the National Art Gallery beginning at 11am Friday 4 February 2011 around NSW and finishing at Parliament house in Canberra at 11am Friday 25 February during Donate Life Week 2011.

ROUTE:

Canberra, Bateman's Bay, Wollongong, Gosford, Newcastle, Bellingen, Grafton, Tweed Heads, Tenterfield, Goondiwindi, Collarenebri, Bourke, Cobar, Broken Hill, Mildura, Swan Hill, Shepparton, Albury, Wagga, Tom Groggin, Narrabarba, Bega, Moruya, Canberra (about 5000km).

"This ride is more than a memorial to Melody; hopefully it will serve as a reminder to us all that one day we too may need a life giving organ donation".

For more information www.odar.com.au

Notes of Far Cairn Rally Committee Meeting held 12th January 2011

Present : Paul Evans, Mike Day, George Schwarz, John Rayner, Andrew Watson, & Sandra Gluck

Apologies : Warren Buffett & Bala Padmanabhan

- **Date of Rally :** 17th & 18th September 2011
- **Badges** – Badge colour this year to be Orange with White writing. **Sandra** to email logo to **Paul** to have year changed . Sally Field to receive a tshirt from this years rally. **Sandra** to organise badges.
- **Advertising** – **Sandra** will organise mail out to clubs – approx 50+ picked from Just Bikes Clubs listing. Sandra to send info to magazines for inclusion in their events calendars.
- **Promotion of Rally** – This is very important issue. It was agreed that two things to be done to promote the rally with other clubs such as Ulysses, etc.
(1) A powerpoint presentation on a DVD with photos and information on MARI. **Mike** will ring Andrew LL for input and work with **John** to put DVD together. Ian Berry may be able to provide lots of photos.
(2) Once presentation complete, we will need to get out to various club meetings and show presentation on what MARI is and does.
- **Club Magazine deadlines** – **Andrew** will find out deadlines for Ulysses Club magazine, as well as what info we can submit and the format required.
- **Club website** – **Woz** to be asked to do a blurb on MARI. This would then go up on the club website. **Sandra** to also send this out with entry forms in club mailout..
- **Regalia** – Price to remain the same.
- **Entry Form** – **Sandra** to change the year in the logo, entry due date (2nd Sept 2011) and date (17th & 18th Sept 2011), the rest to remain the same. Entries to be ready by Karuah – so can be distributed at the rally.
- **Laptop slide show and screen** – **Bala** has agreed to organise again this year. **Bala** to arrange some movies again this year – they were very popular last year.
- **Posters** – George suggested printing some large posters to display around m/c shops, etc. **Paul** to speak to Josh re designing a poster.

Next meeting : Wednesday, 16th February 2011, at 7.30pm – at Paul's. Mike to bring munchies.

Pigs fly at Micalong Creek

By Roger Martyn

With a view to clearing the cobwebs both out of myself and the K1200RS, I set off on new years eve for the Micalong Creek rally at Wee Jasper. It was a stinking hot day, so prior to departure, I made a make-shift air conditioning unit by soaking an old denim jacket in water, lightly ringing it out, and then wearing it underneath my ventilated summer riding jacket. I have to tell you, it is the ducks nuts; it kept me comfortably cool the entire trip. The K1200 behaved impeccably, choosing to ignore the double demerits day by exploring the 140 to 160km/hr regions of speed when executing overtaking manoeuvres - all in the name of safety of course. Fortunately the bike learned to slow down for the Yass – Wee Jasper league of the journey as there was melting tar and patches of ball bearing gravel to negotiate. It got its fun out of foot scraping the corners and switchbacks instead.

Micalong creek is certainly a slice of paradise and for those who are not familiar with it, is well worth the effort to visit and camp there. Unfortunately, the local store and pub at nearby Wee Jasper are now closed although I did hear from a local that a 'city business man' had bought the store and is looking for someone to lease it.

New Years eve passed with little more than a slight head ache to show for it and New Years day presented as hot and humid. Needing to move the bike, I tried starting the bike but problems were apparent. While it started OK, it spluttered about and refused to rev up until it would eventually die down and stop. Repeat attempts gave the same story.

'Sounds like a fuel problem mate' said more than one knowledgeable biker passing by. Having had the bike on its side stand overnight, something I rarely do, and knowing the fuel level was only at about 1/3 fuyl, the best received theory was that the pump had failed to pick up fuel when the bike was lent over, and with the heat, a vapour lock had occurred. I left the bike for a few hours hoping the problem would go away. As with every other time in my life I try this strategy, the problem did NOT go away but I never claim to be a fast learner.

I decided it was then time to be more systematic in my approach to trouble shooting. Ie, check for fuel, check for spark etc. That meant off with the fairing in order to even get to the spark plugs. Fortunately I packed plenty of tools, not sufficient for a major engine re build, but close to it. I removed the plugs and tested them for spark. No problem there, the spark nearly lifted me off the grass, over the road and into the creek.

Next the fuel. Along comes a Biker, apparently fresh from the Mad Max movie set. 'Pull ya fuel hose off going into the injecta rail, put ya finger over the hose, start 'er up and tell me what ya feel' he spat. Fearing slightly for my well being, I quickly did as he asked. I felt the fuel pressure rising then dying, mimicking the action of the bike when starting. Perhaps Mad Max's mate was onto something. 'The problems in ya fuel pump mate, relax, ya won't be going far'. Yeah, I seens a lot a BMdouble-your-yars with fuel injection has problems at deese rallies; nice bikes, but far too f***en complicated' he hissed as he moved on. Expertise certainly comes from the most unexpected of places. After thanking him profusely, I made a cup of tea to contemplate my fate. 'Got BMW roadside assist'

asked one well heeled biker –' yeah right', thought the storeman.

'What about extended NRMA? I think they do ride side assist for bikes' ventured another. 'I wish' thought the storeman. After a second cup of tea the storeman thinks, Well I've got the tools, I've got the time, and I've certainly got enough collective wisdom about to have a look and see if I can figure out what's going on before I have to call Ghostriders and then explain the bill to she who is always obeyed.

The decision was easy. I'm going in!

I pulled off the remaining fairings, hoses and bolts and finally got the tank off.

The fuel pump on the K1200 sits in the rhs bottom of the fuel tank, and is accessed by unscrewing a huge 120mm diameter cap. Just like unscrewing the lid to a cookie jar. Easy except this cap was designed to keep out both weak and strong cookie monsters. Try as I might, I couldn't budge it.

I thought to myself, who's the biggest strongest guy you know here at the rally who looks like a cookie monster? Easy, that'll be Mal Cattermole. I soon hunted him down and had him on his way to visit my bike. Meantime my camping buddy Michael suggested wrapping a piece of rope around the cap, twisting it tight and turning the cap that way. I had a nice length of 25mm wide nylon strapping and tried just that. Incredible, it came off as though the thread had been lubricated with one of Woz's specialist saddle lubricants. I soon had the fuel pump out and laid out on the ground. Staring straight back up at me, a small split was showing on the short length of fuel pipe connecting the discharge side of the fuel pump to the fuel filter. There was the problem!! Obviously as the fuel came up to pressure, the split widened and the petrol gushed back out lowering the pressure again.

By this time cookie monster Mal had arrived flexing his muscles

in anticipation of removing the stubborn cap only to find the job done. He took it all in,



learned the news about the split hose and really looked quite forlorn no doubt troubled that he wasn't able to demonstrate his cookie jar opening skills. Then a spark appeared in his eyes. 'Just wait a mo' he said, 'I'm going for a walk but I'll be back, don't move!' He soon arrived back and presented me with a length of fuel hose he said he'd had tumbling around in the back of his 4x4 for several decades.

'Nah couldn't possibly be' I thought, 'haven't seen any pigs flying'. But yep, there it was, a fair dinkum fuel line, complete with the fancy writing on the side. Won't be the right size I predicted gloomily.

Well guess what, exactly the correct size. Who would have thought? I quickly reassembled everything and pushed the starter button. The bike roared into life as though nothing was ever wrong. Just that moment I heard a squeal and out of the corner of my eye, I swear I saw a pig flying by.



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Twist your throttle quickly and quietly,
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 Even the dull and ignorant cagers;
 They too, have their rights to the road.

Avoid loud pipes and aggressive drivers,
 They are vexations to the spirit.

If you ride with others,
 You may become vain and bitter,
 For there will always be faster and slower persons than
 yourself.

Enjoy your rides as well as planning them.

Keep interested in your own bike, however humble,
 It is a real possession in the changing fortunes of time.

Exercise caution in your riding;
 For the world is full of arseholes.

But let this not blind you to what pleasure there is;
 Many persons strive for excellent riding;
 And everywhere life is full of good riding experiences.

Be yourself.

Especially do not feign affection for other bikes.

Neither be cynical about other bikes;
 For in the face of all cages and accidents
 They are as perennial as the grass.

Take kindly the counsel of years,
 Gracefully surrendering the rashness of youth.

Nurture good riding skills to shield you in sudden misfortune.
 But do not distress yourself with imagined problems.

Many fears are born of fatigue and loneliness.

Beyond an overpowering desire to ride,
 Be gentle with yourself.

You are a child of the universe,
 No less than the trees and the stars;
 You have a right to be here and out on the road.

And whether or not it is clear to you,
 No doubt the road is winding as it should.

Therefore be at peace with your ideal bike,
 Whatever you conceive it to be,
 And whatever your labours and aspirations,
 In the noisy confusion of bikes,
 Keep peace in your soul.

With all its sham,
 Drudgery and broken dreams,
 It is still a beautiful experience to go riding.

Be careful.
 Strive to be happy.

ANNUAL USA BMW CONVENTION

Dear BMW Riders,

In the USA they hold an annual BMW Rally which they call "The (year) BMW Convention". It is an upmarket get-together of BMW Riders from all over the North American Continent and increasingly, all over the world. Prue and I are thinking of attending in October next year. It is being held in Durango in Mexico (which is about 60km north of the Tropic of Cancer and about 200km inland from the West coast - Golfo de California)

I love the way the Americans put on a bike show. Check out the roads, scenery and the town of Durango in the promotional video by clicking the link below (click the blue http:// line below the words "You can watch it here:")

Let me know if you want to know more.

Regards,
 Lin

Watch the promotional video here.
<http://vimeo.com/16194680>

1 Man's Dream— The Britten Bike Story

A few of us got together at Ian Berry's workshop on Friday night 14th Jan to watch the story of John Britten & his motorcycle.

John Britten was a Kiwi who conceived, then built, on a shoestring, in his own garage, one of the most sophisticated & innovative racing motorcycles of the 90s.

It was a 1000cc V-twin, racing in Superbike classes of the time, with extensive use of carbon fibre, radical suspension & airflow design. The designs were based on the premise that a part or structure had to be the most simple, practical & efficient he could achieve. If there was a new process or material that was best for the job, Britten learnt to use that material or process. From it's first outing at Daytona in the Battle of the Twins in 1990, first in 5 rounds of the 1993 local NZ Superbike championship, first in the Australian TT BEARS class at Bathurst in 1994, FIM world speed records, first in 5 rounds of the BEARS World Championships in 95, through to a win in the 99 Sound of Thunder race at Daytona.

John Britten died in 1995, but his family & supporters continued, building the 10 bikes he had planned from the beginning. Most are in the US now, with the last one, in Las Vegas in 2000, still in it's crate, unlikely to



be unpacked.

A fascinating look at a unique man, his passion, & his unique machine.

<http://www.youtube.com/watch?v=OerCb40gteY> to see a preview.

Or website www.britten.co.nz

Attending were:- as well as Ian, Bala, Woz, Paul, Bruce, Wolfgang, Povey, Andris & me.

And thanks to Mr Berry for his organizing & his hospitality.

Ian Horsburgh.

2011 Dakar, Stage 13

Saturday, 15 January 2011 19:44

Dakar 2011, Stage 13, Cordoba-Buenos Aires

Road section 645 km, Special 181 km



The Dakar 2011 came to an emotional end for Team BMW Motorrad by speedbrain. Frans Verhoeven and Pedro Bianchi Prata went into Saturday's final test with the mission to further improve their position in the overall ranks.

Verhoeven lived up to his intentions and gave a super-strong performance. The Dutch rally ace takes the stage from Cordoba to Buenos Aires and

sets an exclamation mark on a race that hasn't always been kind to the Bavarian newcomer squad. After all the blood, sweat and tears of 9.000 km racing across the south-american continent, Verhoeven claims the second stage victory for the team.

Frans Verhoeven: "I entered the day determined to post a top result for the team. The bike worked awesome today and made this win possible."

Verhoeven passed three riders during the super-fast stage to finish ahead of Portuguese rider Helder Rodrigues. Verhoeven moves up in the standings and finishes 15th overall. A lot more could have happened if the team hadn't been so badly hurt by crashes and that particular incident when a stone damaged Verhoeven's engine case.

The final stage marks a forgiving end for the team, which emphasises once more how competitive the speedbrain-developed BMW G 450 RR really is.

Pedro Bianco said farewell to the Dakar 2011 with a satisfying result also. The Portuguese finishes the rally legend among the Top 30, achieving his personal goal.

Team principal Wolfgang Fischer: "I'm happy for the whole team to post such a result as the race ends. We tried throughout our debut to make the best of any given situation. We finish inside the Top 15 and take another stage win today. We led the proceedings during five stages and owned two of them. That's a solid foundation to keep working hard and keep fighting for wins."

Dakar 2011, Stage 13

1. Frans Verhoeven (NEL), BMW Motorrad by speedbrain 2. Helder Rodrigues (POR), Yamaha, 0:05 min behind 3. Jean Azevedo (BRA), KTM, 0:19 4.

28. Pedro Bianchi Prata (POR), BMW Motorrad by speedbrain, 11:22

Final standings

1. Coma 2. Despres, 3. Rodrigues, 15. Verhoeven, 30. Bianchi Prata,

Classifieds

Anything for Sale?

Send details to

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SUMMER BLOOD CHALLENGE

Until 28th February 2011

It all began in 1979, when the Motorcycle Riders' Association (MRA) issued a challenge to other organisations to give more blood than the state's motorcyclists during the three summer months. The MRA recognised that summer was traditionally a difficult time for the Blood Service, particularly after Christmas. Groups such as the Scout Association and Police Victoria joined in and met the challenge. Today these organisations

maintain their support and enthusiasm for the challenge. They have since been joined by over fifty businesses, clubs and government departments, building the Summer Blood Challenge into a well recognised annual community event. www.donateblood.com.au

Remember to nominate complete the challenge form provided at the blood bank.

RALLY DETAILS

11 – 13 February

34th Karuah River Rally.

Frying Pan Creek campsite, Chichester State Forest. (Via Dungog) rob@gaslightbooks.com.au
Rob Lovett on 0417 267 425 See flyer on page 6.

4 – 6 March

Ulysses Tallangatta Rally.

Tallangatta Showground & Golf Club
nodigbob@bigpond.com

11 – 13 March

Cold Flame Rally.

Junction of Pinch & Snowy Rivers, Barry Way,
(South of Jindabyne) srcoleman@bigpond.com

11 – 13 March

Once Bitten Rally.

Humula Citizens Sports Club.

6 – 8 May

Loaded Dog Rally.

Tarago Showgrounds. email
lynneandjim@grapevine.com.au

11 – 13 June

42nd Alpine Rally.

Yarrangobilly homestead, on the River, Snowy Mtns. Hwy. 03 5981 0140 0457 034 488

NEW SIDECAR CLUB

We are pleased to let you know about our new SideCar Club Website for sidecar and 3 wheel enthusiasts.

It is still under construction. A nice way of saying it's not completely finished but it is up and running.

Have a look at www.sidecarclubsydney.com

The SideCar Team

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