

BMW Touring Club of NSW NEWSLETTER



BMW Touring Club
of New South Wales



May, 2010.

Member of the International Council of BMW Clubs

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Regional Coordinators

ACT	Dave Ramsay	02 6278 3895 bockbock@netspeed.com.au
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<i>Sydney - South</i>	Graham Johns	02 9731 0934 graham.johns@countryenergy.com.au

Meetings

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6pm on the 2nd Thursday of the month. Members gather at the Berry Hotel for a chat and something to eat. (Pub at the Sydney end of Berry)
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

Presidents Report - Wato.



I have been a bit busy with work so this will be brief but not as brief as last month!!!

The trailer has been repaired and signage has been put on, you definitely won't miss it if you see it on the road. By the time this goes to print it will hopefully be back in Sydney, with the essential equipment back in and getting ready to go to its new home at the Cattermoles.

Elections for committee positions will be coming up in a couple of months and it would be good to see some fresh faces on the committee, a couple of the current committee members have advised they will not be standing again next year.

Ed – Being bundled over by a few in cages lately is becoming a pain. – Thinking Kydo & I might go bush, too.

Editors Report

Hi all, Send in all your articles and photos....

Or there will be lots of good stuff from me.

Are you ready?

Also this is all new to me so be gentle.

And a huge thank you to Marie Pennkid again, for her help in keeping all this going.

Adrian

Sniffing Tyres - with Kydo

After the raging success of last month's nag – thanks for all the great feedback by the way, it seems that some of you may think I've got plenty of articles coming in so there is no need to send me any. Let me just set the story straight – there is never enough articles coming in. I'm not a camel either – I'm a dog (and a bitch at that). I require constant feeding to keep me content.

Positively, maybe it has had something to do with the fact that April has had so many long weekends in it and all you blokes are out riding.

Following on from last month's centrefold featuring Henning Jorgenson showing off his stroke 5 (both varieties) I'd thought I would follow on and present more info about these superb machines.

Graham Johns – AKA Johnsey, our CA delegate, got hold of some archives and some are re-produced here – See Pages 5, 7 & 10. With the 30th anniversary of the GS coming up hopefully we can get our hands on some of those archives too.

Thanks also to Sean Plunkett – who is this month's centrefold. Sean sent in a story about a ride in his chair. I've only just stopped drooling (It's a dog thing) and in a rush now to complete the nag in time for the printers to have it ready for next Wednesday's meeting.

I must tell you all - I also went over to Motohansa and checked out the 2 race bikes. The front ends have arrived and have been fitted. Rob tells me the chain driven S1000RR has 20 more horses than both the R1 and the Gixer. The boys should enjoy the more open circuits of Wilton and the Creek as a result. Getting control tyres off the manufacturer is proving to be a problem however so much valued practice has been quite limited.

It's a dog's life.

Till next month – Kydo.



Front Cover – Check out the landscape from Hennings' cockpit – of course he's on the Stroke 5.

May Upcoming Rides!!		
Sun 2 nd	International Female Ride – The Broadmeadow Harley Chapters Ladies of Harley. Gold coin donation (Westpac Rescue Helicopter) to participate. Contact Nicole on elocingraphics@harboursat.com.au	Nicole Sutton
Sun 2 nd	First Sunday of the month Day Ride – Call Mark between 6pm and 9pm for more info	Mark Thomson 02 4647 0678
Sun 2 nd	Brekky @ Brooklyn – Meet at 9.30am at Leah's Alfresco, on the wharf, Dangar Road, Brooklyn. Possibly a ride afterwards if you are keen	Geoff Hicken 0417290 663
Sun 2 nd	Port Macquarie ride "Rock around the block" – ride to Kew, Gloucester, Nowendoc, Walcha, Port Macquarie. Meet 7.30am at Kew.	Peter Feeney 02 6559 8470
Wed 5 th	Jaffle Run – To Mt Banks on Bells Line of Road. Meet at the BP at Kurmond for a 6.30 p.m. departure	Paul Evans 02 9674 2361
Fri 7 th – Sun 9 th	Loaded Dog Rally – At Tarago Showground on the Braidwood Rd, Tarago	Al Pennykid 02 4739 3093
Sat 8 th	Port Macquarie ride to Gloucester – Meet at Legends café and Servo at Kew 9.00am. Route to Coopernook, back roads to Taree, Wingham, Kramback and onto Gloucester.	Ian 02 6582 4082
Fri 14 th – Sun 16 th	BMW Motorcycle Club of Victoria Rally 2010. Details in the Newsletter.	
Sun 16 th	Port Macquarie ride to Manning Point – Ride via the back roads. Meet at Kew 9.00am	Harold 02 6559 6199
Wed 19 th	Jaffle Run – To Bayview Park. Located on the Concord end of Burwood Rd. Meet from 6.30 onwards. BBQ's supplied	Ian Berry 0414 467 789
Wed 26 th	Club Meeting 7.30pm Possible dinner before meeting at the Toongabbie Hotel 6.00pm.	Andrew Watson
Fri 28 th	Hunter Social Sip – Meet at the Mozzie Club (Hwham Bowling club) from 6.00pm.	Jennie Banks 02 4982 8073
Sat 29 th	North Coast Social Sip – Breakfast at the Sandbar, North Haven. Meet there at 8.30am. The after breakfast ride to be determined over breakfast	Jo 02 6559 6199

June Upcoming Rides!!		
Fri 4 th – Sun 6 th	2010 Formula Xtreme Calendar – Support Glenn Scott and Jeremy Crowe on the BMW S1000RR. Round 2. Winton Raceway VIC.	Andrew Watson 0419 255 290
Sat 12 th – Mon 14 th	Port Macquarie Weekend Ride to Tabulam – Meet at donut at 8.30am	Ian 02 6582 4082
Sat 19 th – Sun 20 th	Watagans Trail Bike Rally - Australia's premier two day rally and rated by ADB as a 'must do' ride.	Trailbikerallys 0427 277 888

July Upcoming Rides!!		
Fri 2 nd – Sun 4 th	2010 Formula Xtreme Calendar – Support Glenn Scott and Jeremy Crowe on the BMW S1000RR. Round 3. Eastern Creek NSW.	Andrew Watson 0419 255 290
Sat 17 th – Sun 18 th	Club Annual Awards Night – Details to follow in next newsletter.	Bala 0434 350 817
Fri 23 rd – Sun 25 th	GS 30th Anniversary Rally Riverwood Downs, Monkerai Valley 25k NW of Dungog. (www.riverwooddowns.com.au). Entry form in magazine.	Sandra Gluck 0419 022 025
Sat 31 st – Sun 1 st	Port Macquarie Xmas in July – lookout Motel, Dorrigo. \$130pp includes pre dinner nibbles, 3 course dinner, entertainment, Santa and breakfast following morning	Dale 02 6559 8470

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40 YEARS OF BMW'S /5 SERIES

The launch of the /5 Series in 1969 marked a milestone in BMW's motorcycle history, not only because it was the first generation to be completely manufactured in the Berlin-Spandau BMW Plant, but also because it was the first motorcycle in fourteen years to feature a completely new design and construction. Moreover, it represented the rediscovery of the motorcycle in the Seventies like no other BMW model line.

From the middle of the 1950s, the market gave the motorcycle a hard time. Only a short time ago, it had been celebrated as the symbol of individual mobility and the economic boom in the 1950s, the so-called "Economic Miracle", and now it found itself in the grubby corner with poor people's vehicles. All over Europe, the number of registrations was slumping, and by the end of 1960 numerous popular brands had completely disappeared from the market altogether. BMW was affected by this slump as well, but was at least able to prevent a complete stop of its motorcycle production, thanks to a relatively high demand in America and a stable business with public authorities.

Even then, BMW remained true to its market strategy and continued to manufacture "quality on two wheels". The production of simple and small models, or even mopeds or autocycles, was out of the question. The BMW entry-level models with 250 cc one-cylinder engines were classified as upper-middle-class on the market. Both the top of the range model BMW R 68, featuring 600cc displacement and an output of 35 hp, and its successors, R 69 and R 69S, boasted road performances only very few sports cars could achieve back then. Even then, BMW did not offer their customers simple and economic means of transportation, but rather dynamic driving machines on two wheels. Yet these motorcycles suffered one drawback: their price tags equalled those of many small cars – and in the times of the "Economic Miracle" a car, no matter how small or odd it was, embodied many people's dearest wish.

(Continued on Page 7)



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BMWTCNSW Club Meeting

31st March 2010

Chairperson – Andrew Watson

Meeting opened – 7.55pm

Apologies – P Maloney & M Pennykid.

Visitors – Larry Brown, Chris from Oberon.

Previous Minutes – Acc – Phil Field, Sec – Chris Huddy

Correspondence -

* Magazines from –BMW MCC of UK, VIC, Gold Coast, NZ, WA & ACT.

* Statement from St George Bank..

* Minutes of MCCNSW March Meeting.

* Receipt from Holroyd Council for rent paid.

* Invoices from One Eleven Media & Aust Post

President's Report – Andrew advised trailer has been repaired and is at Maitland at present. Have a quote for \$440 all up for Club logo to be painted on trailer. To be voted on in general business. Far Cairn Rally, entry form in newsletter. On page 15 of newsletter there is a break up of costs involved in running the club – fee increase to be voted on at April Meeting. Some members have suggested emailing the newsletter.

Vice President's Report – Nothing to report – calendar good.

Secretary's Report – As per Minutes.

Treasurer's Report – Chris discussed reasons/costs for increasing membership renewal fees from \$40 to \$50. Bank balance is approx \$11K but trailer repairs still to be paid for. Newsletter costs the most expensive.

Membership Secretary – Apologies.

Editor – Adrian and his assistant are having a great time doing the newsletter.

Regalia – Andrew had nothing to report.

Assets & Archives – Wozza had nothing to report.

Clubs Australia – Apologies.

Webmaster – Apologies.

MCC – Bruce advised the MCC is working on merchandising to raise awareness of the MCC.

Past Events –

* Frasers Day – not advertised so not many people turned up – mostly club members. Chris test rode few BMW's. The Club sold some regalia and raised some money for MARI. Chris to

price a cabana so we don't have to keep hiring one.

* Cold Flame Rally – Dave Beers went via the dirt, a bit or rain & mud, approx 100 people in attendance.

* Brekky at Brooklyn – no one in attendance went.

* St Ives Showground Jaffle Run – Mike Day advised it is a good spot, drizzled a bit and 6 members attended.

* Lake Parramatta - 9 members went and enjoyed the walk.

* Mt Banks Jaffle Run – Ian advised Dave ran out of fuel but it was a good evening – good jaffles and company.

* Visit to Oberon – Ian thanked Pat & Deb Dwyer for their hospitality last weekend.

Coming Events – Refer to Newsletter.

General Business –

* Venue for Awards night – Bala has been investigating options. The Grand View at Wentworth Falls looks to be the best option. Can accommodate 36 but other accommodations are available in the area.

* After much discussion, Andrew moved a motion "to have Club logo put on the club trailer at a cost of \$440 (incl)". Seconded by Adrian. Motion voted on and carried.

* Ian moved a motion "to ask BMWCA to pay for the Club logo on the trailer and for a cabanna (when purchased), or part thereof". Seconded by Mike Day. Motion voted on and carried. Graham Johns to be approached to put request to BMWCA.

* Dave Cattermole has his licence now.

* Ian Horsburgh advised Lachlan Shire Council asked what they can do to assist in raising money for MARI. Suggestion was put that they could advertise MARI on their website. Paul to organise something to put to Council and for the local newspapers also. Charis advised there is lots of info on MARI at the MCN website – www.motorcyclenetwork.com.au.

* Paul advised that lots of our own members have accidents and are on their own. He suggested we should also look after our own members by keeping in touch, helping where needed, * Wozza had a raffle prize – a book called GP Motorcycles – donated by Peter Thoeming. Woz will do a thank you letter to Peter. Woz also advise the MARI cylinder had raised approx \$400. Woz suggested the money from the raffle and cylinder be donated to 2G2K – 2 ladies riding around Australia to raise money for MARI. Agreed. Chris drew the raffle and Deb Dwyer won the prize.



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40 YEARS OF BMW'S /5 SERIES - Cont'd

In the 1960s, production figures were still at rock bottom. There was not enough money for new developments, and the out-of-date models hardly attracted any new customers. The middle of the decade finally saw a light at the end of the tunnel. Overseas, especially in the USA, the interpretation of the role of the motorcycle had changed and promoted it from a means of transportation to a popular sport and leisure equipment.

When BMW started to develop a completely new motorcycle series in the middle of the 1960s, the engineers relied on this glimmer of hope. They customized the new models according to the new demands, even though this meant that they had to give up many a dearly held habit. For example, sidecar compatibility, a feature that had characterized almost every model since 1923, was given up, so the new models were only designed for one person. For the first time the fenders were made of synthetic material. Also, the model range became more colourful: whereas BMW motorcycles for private customers had generally only been available in black, the /5 Series came in different colours. As well as black and "cream white", already used for the R 69S, the new models were also available in silver, blue, red, green, and curry.



BMW offered three engine variants. The top-of-the-range model, the R 75/5, featured 750 cc displacement and an output of 50 hp. The engine was built into a newly developed tubular double cradle frame. The rear wheel was guided in a swing-arm, and the front wheel suspension featured a telescopic fork, which replaced the previous leading link fork. Building on components tried and tested since 1923 – the boxer engine, the cardan shaft drive, and the tubular double cradle frame – BMW had managed to develop a modern motorcycle to meet the demands of the new times. The motorcycle no longer served as a means to get from A to B; people now rode it for the sake of the riding pleasure. It was virtually reinvented as sports and leisure equipment.

This new image propelled the motorcycle market forwards enormously. At the end of 1960, numerous manufacturers brought powerful models with 750 cc displacement onto the market, thus meeting the needs of a growing clientele demanding maximum performance. (Cont'd on Page 10).

Guyra - Inverell - Glen Innes - Gyra

Approximately 220km. Head west from Guyra towards Tingha, Gilgai and then Inverell. It makes a triangle and an easy and relaxed day ride. Roads are sealed all the way on the main roads but there are numerous opportunities to take detours on both dirt and tar.



The main road between Guyra and Tingha is fully sealed but quite rough in places. My K100 RT outfit has no actual suspension on the chair itself, and the rough surfaces can be quite noticeable. Beware Wobblies, they can be encountered in daylight as well as after dark.

The locality of Wandsworth has a war memorial by the side of the road, which might be worth a look for the passing traveller. Turn right at the old staging house to take a nice gentle ride to Ben Lomond on tar and dirt. From Ben Lomond you can ride back to the New England Hwy and north to Glen Innes or take another ride through nice country back to the Tingha road a bit further on from where you left it.

At Tingha you can get fuel and food and there's a pub there. There is also the Wing Hin Long department store, which is now a museum and can be visited by appointment,

Tingha is not an aboriginal name, but rather a conglomeration of Tin, which the locals mined for many years; and Gha, a reference to a Chinese family who lived in the area. For a town with a very small population, it punches well above its weight, (at least in NRL terms), having produced Nathan Blacklock, Preston Campbell and Owen Craigie in recent times.



Inverell is a sizeable town offering plenty of accommodation and amenities. A possible attraction is the Australian Transport Museum on the Yettman road. It houses plenty of cars and busses but only a couple of dozen bikes; of which only one is a BMW; an R75. There's a curious Mike Hailwood Replica Ducati, which just doesn't look quite right....

I suspect the fairing has been modified to tuck in and give more ground clearance. There is also a 1959 T120R Triumph in need of restoration. If the twin carb alloy head and engine numbers match up, its one of the very first Bonneville's.

Beware of Inverell after about 1pm on a Sunday. You could fire a cannon down the main street and the only place open for a coffee is the multinational imperialist joint with the golden arches.

From Inverell over to Glen Innes is a quick jaunt of about 65 km or so. Beware of the highway patrol on this road.

Anna and I did this ride last weekend and were surprised to see quite a few R model BMWs on the road plus an eclectic collection of other bikes. An SR500 single, several K model Honda 4s, even a CB400N. Actually, there was apparently some kind of rally on in Inverell. Not sure what it was for.

Glen Innes is petrol head lap after lap on a Sunday afternoon but there is a café open until 3pm. The food is good and the coffee and hot chocolate not bad either. From there it's a hop, skip and jump back down the New England to Guyra, where there are 2 motels, 2 pubs and accommodation and a couple of restaurants.

I have a key to the Guyra Historical Museum if anyone wants a tour.

Sean Plunkett.

40 YEARS OF BMW'S /5 SERIES - Cont'd

After the launch of the BMW R 75/5 and the Honda CB 750, motorcycles suddenly attracted many younger fans again. Numerous celebrities, such as the Bavarian Minister-President Franz-Josef Strauß and the multi-millionaire Gunther Sachs, had their pictures taken on BMW machines, thereby promoting a new acceptance of the motorcycle in high society.

When sales figures rose again, BMW benefited from the boom. In 1970 the sales volume exceeded the amount of 10,000 units for the first time in fourteen years. With roughly 30,000 vehicles sold, BMW established a new sales record in 1977. The company's commitment to the motorcycle turned out to have been the right decision; more than that, the /5 Series had been the right product at the right time. Even though its nominal performance ranked behind motorbikes like the Honda CB 750 with an output of 67 hp, the BMW R 75/5 revealed its strengths in comparative tests on the Nürburgring race track when it achieved better lap times thanks to the excellently tuned chassis.

A look at the sales figures shows that the /5 Series was the first to have a top-of-the-range model achieve the highest sales volume. Apart from the authorities, few private customers picked the 500 cc model R 50/5. This was clear evidence that riding pleasure had become the decisive factor in choosing which motorcycle to buy.

The production start of the /5 Series exactly 40 years ago symbolized another new start for BMW as well: the transfer of all motorcycle production from the Munich Plant to Berlin-Spandau. BMW had taken over the plant in 1939 as an aircraft engine production plant when they merged with the Brandenburg Motor Works (Bramo). After World War II the plant was used to manufacture scythes and sickles, and later machine tools.

From 1958, BMW motorcycle frames were manufactured in Berlin. As of 1966, the final assembly of the motorcycles was also moved to Berlin. The complete components manufacture was then transferred to Spandau in May 1969. In June, the first motorbike of the /5 Series was assembled by hand. Mass production started in September; the same month saw 202 R 60/5 units rolling off the production line. Roughly 1.9 million BMW motorcycles have followed to this day.



Alpine Motorcycle Rally no 41

Queen's birthday — June long weekend
12-14 June 2010

- All motorcyclists (no cars please) are invited to be a part of this rally. This year's site will be at Brindabella, midway between Tumut & Canberra. The site is approx. 8 km up the Brindabella Valley Road on the eastern side of the Goodradigbee River, just follow the signs.

- Please don't forget to bring some olde memorabilia to share with us all.

- This year's presentation will be 9 am Sunday.

- The usual activities will be experienced.

- Also let's try & encourage our younger generation to attend this & other rallies so we don't lose our tradition, therefore the three youngest riders under 22 years of age will have their entry fee refunded (or free on the day).

Rally site →



• **Rally cost:** \$16 prepaid and \$20 on site.

Don't forget to bring a towel for the hot bath in the bush

Alternative routes

For those of us who prefer a more challenging ride, one could consider travelling via Wee Jasper, Long Plain, Rules Point, Brindabella, Broken Cart, Tantangara Dam or Sue City, etc. Please obtain detailed maps.

No responsibility

will be accepted by the organisers or land owners for any loss or damage to persons or equipment

**Prepaid entries close
Monday 31 May 2010.**

Please send details to:

Henning Jorgensen
PO Box 1477
Geelong 3220

For more details, please phone
ph (03) 5222 8070 or 0457 034 488

e: hj333@bigpond.com



GS 30th Anniversary Rally



23rd, 24th & 25th July 2010

Our beloved GS will be 30 this year. Australia will be honouring the birth of adventure tourers at Riverwood Downs, set in the beautiful unspoilt Monkerai Valley 25kms north west of Dungog. (www.riverwooddowns.com.au)

There will be a Bike Show with prizes for Best Mono Lever, Para Lever, Tele Lever, F Series and People's Choice. Entry to the bike show is free. There will be a gate prize to be drawn on Saturday night and you must be there to win.

All types of accommodation and camping are available, with BBQ facilities and hot showers available. Accommodation bookings need to be made direct to Riverwood Downs. A celebration dinner will be held on Saturday evening for those people that pre book only, (this is due to catering requirements). Lunches and breakfast will available over the whole weekend or byo.

Weekend schedule: Friday – Early arrivals registration. **Free** sausage sizzle in evening.
 Saturday – Registration on arrival.
 10am – Morning navigation ride.
 2pm – Bike Show. & display of history
 6pm – Celebration Dinner, Bon fire
 9pm – Presentations.
 Sunday – Farewell breakfast and departure.

*Please send entry in by **Friday, 2nd July 2010** (Late entry fee is an additional \$5.00)*

Entrants Full Name:		
Pillion/Partner:		
Address:		
Email Address:		Number
Friday evening Sausage Sizzle – For catering please indicate numbers		Free
Entry fee/ person (includes a Badge)	\$20.00	\$
Saturday morning breakfast	\$ 5.00	\$
Celebration Dinner/ person	\$35.00	\$
Sunday morning breakfast – For catering please indicate numbers		Free
Rally Polo Shirt – Size	\$30.00	\$
Rally Zip-up Polar Fleece - Size	\$45.00	\$
Rally Beanie	\$15.00	\$
Rally Cap	\$15.00	\$
TOTAL		\$

Please make cheques/money orders payable : BMW Touring Club of NSW
 PO Box 53,
 Rydalmere BC, NSW, 1701

ALL MAKES & MODELS WELCOME

For more information – Jennie Banks - 02 4982 8073, Sandra Gluck - 0419 022 025 or Rob Tiedeman - 02 4963 1901(AH) – or check out our website - www.bmwtcnsw.org



*The BMWTCNSW presents the
Far Cairn Rally*



18th & 19th September 2010

The BMW TOURING CLUB of NSW proudly hosts the 3rd Far Cairn Rally in aid of fund raising for **MARI** (Motorcycle Accident Rehabilitation Initiative) that was started and funded by George and Charis Schwarz and now run by St Vincent's Hospital in Sydney.

A back to basics rally held at Tottenham Race Course and Showground and just three klms from the town centre. Tottenham is approx 120kms north of Condobolin and 120kms west of Dubbo. The Centre Cairn monument is located 33kms out of town near Five Ways and marks the centre of NSW. Erected in 1988 as part of our Bicentennial celebrations, it stands 2m tall and is made of slag taken out of one of the local copper mines.

Accommodation: Tottenham Hotel on 02 6892 4211 or camp on the manicured lawns at the racecourse. No fires on course grounds but there will be a bon fire on Saturday night. There are flush toilets, showers, undercover seating and sleeping available.

Food Supplies: Lunch on Saturday (sandwiches, cakes, hot dogs and drinks) provided on site by the CWA. The Lions Club will cook up a country BBQ Saturday night and will provide breakfast on Sunday Morning.

Fuel: No PULP in town and Sunday trading between 8 and 10am.

All proceeds to MARI . – Motorcycle Accident Rehabilitation Initiative.

The entry fee of \$25 includes the Rally badge and sausage sizzle for Sunday breakfast, and Rally awards.

The Far Cairn Rally is open to all motorcyclists who enjoy a relaxed ride into country NSW. Tottenham is accessible by sealed roads, as well as dirt roads for off road riders, from several directions.

Please send entry in by Friday 3rd September 2010

Visit www.bmwtcnsw.org

Entrants Full Name:			
Pillion/Partner:			
Address/Contact details:			
Club (if any):			
Entry fee/ person (includes a Badge & Sunday breakfast)	\$25.00		\$
Rally Tee Shirt – SizeColour.....	\$25.00		\$
TOTAL			\$

Please make cheques/money orders payable : BMW Touring Club of NSW
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For more information – Andrew Watson – 0419 255 290 or Sandra Gluck – 0419 022 025



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shane_j09@bigpond.com

FOR SALE

1994 model K75RT with ABS
Dark metallic grey with 125,000 k's
Fitted with full tourer fairing, panniers and top box.
A great bike - ever reliable! Regretful sale.
Ph: 0414 906561 or email create.steve@gmail.com



BM74 number plate for sale N.S.W my husband had it on his R97 , bike has gone , no longer require it.
Please email legal49@hotmail.com. Price \$2,000 o.n.o

81 Model R100RT

Have many bits and pieces to suit
Call – Ian RAMJET Ramsay

ianstranni@yahoo.com.au or M - 0414 746 992

EXCELLENT Condition, Extremely Reliable & Economical NEW BATTERY NEW CARBY KITS, NEW TYRES.

Accessories include panniers, tankbag, and top box. Bike has been used for touring.
No oil leaks! Price: \$6,800
Call Ray: 0400650140 -location: Wynn Vale, S.A.



BMW R69s, 1967 model-Australian delivered. Bike was bought from Gyro of Ecco BMW Engineering fame who had it as his personal bike for many years and was fully restored from top to bottom by him. I have owned it for 3 years and the bike has been part of my collection. The engine is still not yet run in as I only have done 220 kms since its purchase.

This bike is rare and a genuine collectable. Please email me if you have further questions. The price is negotiable and I'm open to realistic offers. Bike is on Club plates which are not transferable.
paulbray21@bigpond.com





APPLICATION FOR MEMBERSHIP/RENEWAL
BMW Touring Club of New South Wales Incorporate
(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 _____

_____ Postcode: _____
 (Address)

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.

_____ Date: _____
 (Signature of Applicant)

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

I, _____
 (Full Name & Membership No. or Dealer stamp),
 nominate the applicant, who is personally known to me, for membership of the BMWTC of NSW.

_____ Date: _____
 (Signature of Proposer)

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 BMWTC of NSW.

_____ Date: _____
 (Signature of Proposer)

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 \$ _____

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

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

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 payed 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.

If undeliverable return to :
BMW TOURING CLUB OF NSW
P.O. Box 53
Rydalmere BC,
NSW 1701
Australia

BMW TOURING CLUB OF NSW NEWSLETTER

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AUSTRALIA

Watch out for

2nd May

Breakfast at Brooklyn

7-9th May

Loaded Dog Rally

14-16th May

BMWCC Vic Rally

4 - 6th June

Formula Xtreme at Winton

12-14th June

Alpine Rally