



Shaft Drive Lines



April 2011



Look Out For

Sunday 3 April, Alternative Breakfast - [Lynam's](#), 77 Goulburn St, Crookwell. Group Departure, Corner Antill St and Federal Highway at 8.30am.

Sunday 17 April, Lunch run to Araluen. Meet after or depart from Bungendore after breakfast at 10.30am

Friday 6 - Sunday 8 May. Loaded Dog Rally, Tarago Showgrounds. Go to breakfast at Bungendore from the other side.

Saturday 11 Monday 13 June. 42nd Annual Alpine Rally, NSW. Yarrongabilly Homestead next to the Snowy Mountains Highway between Kiandra and Tumut.

SHAFT DRIVE LINES VOLUME 31, APRIL 2010

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Cover Photo: Richard Gallimore practises his foot-peg steering and river crossing technique on his R1150GS following the Adventure Bike Course. G Smee.

ABOUT THE CLUB

Meetings: 7.45 pm, fourth Monday of each month at the [Canberra Services Club](#), Manuka Circle, Manuka (next to Manuka Oval) or by [Google Map](#).

Membership: A membership form may be in this magazine or available for download from our website <http://bmwmccact.org.au/>.

Web Site: <http://www.bmwmccact.org.au>. Check the web site for updates to rides and social events and keep in touch by joining our Yahoo groups:

BMWCCACT: <http://autos.groups.yahoo.com/group/actbmwmcc/>.
ACTGravelsurfers:

<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>.

Activities: The Club endeavours to have at least one organized run and social event per month and listed on the [What's On](#) page. The Club welcomes suggestions that should be emailed to the Ride Coordinator or Social Secretary.

Whilst we make every effort to ensure the [What's On](#) page is accurate, changes to meeting times and places can occur between publication dates. The Club uses email to inform Members of late changes to rides and activities or general information including ad-hoc events. If your email address has changed or your mailbox is full, we cannot contact you, so advise the Ride Coordinator of changes to your contact details. Our website contains the most up-to-date information.

Charity Support: The club supports a nominated charity using profits from the Kosciuszko Rally.

PRIVACY OF CLUB MEMBER INFORMATION

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a *Privacy* and *Spam* policy available on the website or email request.

SHAFT DRIVE LINES

Whilst the editor has absolute discretion, we welcome contributions to the Club's magazine 'Shaft Drive Lines'. Please email copy to the editor@bmwmccact.org.au or by @mail to

The Editor, Shaft Drive Lines
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WESTON CREEK ACT 2611

For emails, do not embed pictures & compress their size to ≤ 500 KB each.

DISCLAIMER

Participants in Club activities do so at their own risk as is obeying the law. The BMWCCACT, its Committee and members are not responsible for personal injury or loss arising through any Club activity. Remember your riding style impacts on the enjoyment of other road users.

The opinions, articles and pictures published in this magazine are those of the individual writer and not the Editor, BMW Motor Cycle Club ACT Inc or BMW Motorrad. Technical articles and other such information where provided is for use at the discretion of the individual and are not intended to detract from genuine BMW spares, service and warranty.

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FROM THE PRESIDENT

Hi,

The ride out to Coonabarabran went well. Only slight detour getting there was having to go via Cowra rather than Frogmore and Wyangala Dam, given that a bridge was out (as a result of the recent floods) on the Frogmore road. Pity it wasn't listed on the RTA web site that I checked before the ride. Would have been nice to have seen the dam given its currently at near full capacity. The last time I saw it there was just a small puddle of water in it. On the Sunday, a group of us did a hike around the Warrumbungle's while the others checked out Siding Springs observatory. Beautiful scenery around there. On the way back we got a bit of rain around Bathurst. It was quite patchy though, with those of us who went via Taralga getting rained on from about Black Springs onwards while those going via Cowra had mostly sunny conditions. So, good to see that we are getting some decent sunny conditions to go riding in.

The rain around Bathurst led to one interesting moment. Just this side of the bridge going over the train lines is some gnarly tar and as I wound the throttle on in a gradual sweeper, the rear tyre lost traction and spun up and then starting fishtailing. Got the bike heading straight but by then the front end was starting to go out in sympathy. Up until then I had been keeping a constant throttle, so I wound it on a bit more and it eventually came under control.



President Mark @ Captains Flat explaining how pancakes affect his Ducati's centre of gravity and handling (a bike fact, not food).

Would be interesting to see what effect traction control would have under those conditions.

I assume it would engage quickly enough to avoid the drama.

Don't forget about our AGM in March at Rolfe's. Rolfe's will be raffling a Rallye Pro 3 jacket, with the proceeds going to the flood appeals.

See you out & about,

Mark

WELCOME TO OUR NEW MEMBERS

None this month; bring a friend to the AGM

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30TH KOSCIUSZKO RALLY 2011

Your Club Rally will be held on 22-23 October 2011 at the Geehi campsite on the Alpine Way between Jindabyne (70km) & Khancoban (30km). Fuel & Drink at Khancoban, show restraint from Khancoban. 254km from Canberra. Contact the [Ride Coordinator](#)

2011 MEMBERSHIP RENEWAL

After 3 months reminding you are now over due and reading this magazine for free. Help the Club and renew now, before your magazine privileges are rescinded! You must be a financial member to vote at the AGM.

WHAT'S ON

Here is a list of Club arranged activities. This does not stop you from arranging a ride, and if you want company, let the [Ride Coordinator](#) know and they will pass your planned trip on to the Club members. Do not forget an article and pictures of your ride for the magazine! Send them to the [Editor](#)

2011	Date	Detail	Contact
April	Sunday 3	Alternative Breakfast - Lynam's , 77 Goulburn St, Crookwell. Group Departure, Corner Antill St and Federal Highway at 8.30am. Return via Goulburn & Tarago ~300km	RSVP to Sue at social@bmwmccact.org.au or by phone by 31 March.
	Tuesday 12	Committee Meeting 1930	Contact the President
	Saturday 9	Autumn BBQ – Doonkuna Winery Estate 3182 Barton Highway Murrumbateman 2582 (02) 6227 5811.	RSVP to Sue at social@bmwmccact.org.au
	Sunday 17	Lunch at Araluen. Depart Bungendore after breakfast at 10.30am. A good 'hood down' run for those with four-wheel vehicles; the rest of us will ride out bikes.	RSVP to Sue at social@bmwmccact.org.au by 12 April.
	Monday 18	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	Contact the President
	Friday 22 Sunday 24	April, Easter Weekend - Scrapheap Adventure Ride to Cameron's Corner. Martin Robertson went last year and had a ball. Now is the time to start building that old bike in the back of the shed into an "Adventure Bike". Details are on the website http://scrapheapadventureride.com.au/	Contact Martin Robertson, Ride Coordinator .
		Easter & Anzac Long Weekend - Siva Poobalasingam is going to Lightning Ridge for Easter. For the festival http://www.lightningridgeinfo.com.au/Lightning-Ridge-Easter-Festival.html . 5 days of Tarmac and a tiny bit of smooth dirt, that cannot be avoided. Leave at sunbreak Friday and get back Sunset Tuesday. Camping will be the preferred accommodation for the trip; lattes optional.	Contact Siva at siva.poobalasingam@gmail.com
May	Tuesday 10	Committee Meeting 1930	Contact the President
	Friday 6 Sunday 8	Loaded Dog Rally, Tarago Showgrounds. Go to breakfast at Bungendore from the other side! Garry Smee (editor@bmwmccact.org.au)	Queanbeyan Tourers Jim/Lynne 0732 215 072 or email lynneandjim@grapevine.com.au
	Monday 23	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	Contact the President



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2011	Date	Detail	Contact
June	Saturday 11 Monday 13	42nd Annual Alpine Rally, NSW. Yarrongabilly Homestead on the banks of the Yarrongabilly River, next to the Snowy Mountains Highway between Kiandra and Tumut.	Henning Jorgensen. 47 Palmerston Avenue Dromana VIC 3936. 03 5981 0140 / 0457 034 488
	Tuesday 14	Committee Meeting 1930	Contact the President
	Saturday 18	Christmas in July. Meet & dinner with the BMW MCC Victoria. Organised by the Victorian's at a venue to be advised	Contact the Social Secretary
	Monday 27	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	Contact the President

WORLD SUPERBIKES @ PHILLIP ISLAND



Ride Report... Kiwi Martin went to the WSBK 2011 @ Phillip Island and sent us these pictures of Troy Corser and friends!

ADVENTURE BIKE RIDING COURSE @ BATEMANS BAY 19-20 FEBRUARY 2011



Rear: James (R1200GSA), Stephen (Instructor), Steven (F650GS), Garry (R100GSPD)
Front: Richard (R1150GS), Camron (G650GS), David (F650GS), Jack (R1200GS), Ian (KTM990)

Five ACT and three NSW BMW Club members attended the Yamaha Academy of Off Road Riding Adventure Bike training course. Run over a 2 day weekend the course covered bike selection and preparation, riding position, steering, braking, use of the clutch to make the most of your adventure bike on the flat and hills, in and out of corners, starts (rolling and on hills) and stopping (up & down hills).

Les supported Steven our instructor, who managed to keep us all well fed and watered whilst Lyndon (Heffo 7 Academy owner) was running a parallel training course for NSW Police (Trail squad).



The more hardy camped on site, whilst others made the most of our close proximity to Batemans Bay and B&B'd or Motel'd it.

After an initial registration, we were straight into the fun starting with slow speed riding mastering the standing position and intricacy of foot peg steering and counter-balance techniques to enable faster and more stable cornering.





Stephen: Foot peg counter steering combined with brake, clutch and throttle control... easy really.

This led on to the use of front and rear brakes separately and in tandem for different scenarios including ascending and descending hills and emergency stopping or starting. Handy if you stall on a hill and need to restart or recover your self by turning and heading back down the hill. There was even some opportunity to practise picking your bike up, after it decided to have an unscheduled and planned rest.

Sunday saw us practise using the learnt techniques in a variety of different scenarios and challenging environments before heading out to the local fire trails to put it all together. This included techniques to approach and roll over the various features built into tracks to control erosion and water flows. A continuing and oft repeated theme, was to ride to your ability, take your bike to places you and it are correctly equipped to including the correct choice in tyres and ride in company – preferably three in case something goes wrong.

With our farewells said and certificates handed out, the 8 of us headed our separate ways all having improved our skills and gained confidence in our ability to enjoy our adventure bikes.

Garry Smee, R100GSPD, until I get some bar risers and fit the knobbies to the R1200ST.

TIRE PRESSURE – NOT A LOT OF HOT AIR: TIRE PRESSURE LEADS TO HIGH PERFORMANCE AND OPTIMAL GRIP ON THE TRACK

Editor's Forward: Following the recent Adventure Bike course and at the February 2011 meeting, there was discussion on the merit of low, normal, normal+ tyre pressures when riding on dirt. I found this article, and have noted my thoughts at the end. If you have a different view, why not share it with the Club and members. Send your letters to the editor@bmwmccact.org.au.

From the June, 2010 issue of Sport Rider

Although many riders spend a great deal of time discussing the virtues of various tire brands and rubber compounds, rarely does the subject of tire pressure enter the debate. Besides performing the essential function of holding a tire on a wheel, tire pressure affects a variety of factors. While most riders know that the wrong pressure can reduce a tire's life expectancy, the amount of air you carry can also dramatically affect handling and stability.

For optimum performance while heeled over on the track, tire manufacturers usually recommend running pressures lower than those reserved for the street. Why? The lower pressure allows for a larger contact patch and therefore more grip in the corners. How low should the pressures be? They shouldn't be so low that they allow the carcass to deform and cause handling problems. Also, if the pressure is too low, the tires could overheat and the extra traction being sought will slip away. In the days of bias-ply tires, setting tire pressure was critical for keeping the tread in the correct operating temperature. Although radial tires have minimized some of the temperature fluctuations caused by pressure sensitivity, setting a tire to the proper pressure will pay off dividends measured in lap times.

While the most scientific means of determining if a particular pressure is working for a tire is the use of a pyrometer to assess whether the rubber has reached the manufacturer's recommended temperature, charting the pressure increase of a tire after track sessions will give a good impression of how hard a tire is working. Dennis Smith of Dunlop's Sport Tire Services recommends an increase of two to four pounds in front tires and six to eight in the rear. But he adds, like most of the tire representatives we contacted, that club racers should talk to their tire vendor at the track since their knowledge base will negate the need for a lot of trial and error.

Since maximum grip is a good thing, why not just run race pressures on the street? First, according to Michelin's Claude Leroux, increased cornering grip comes at the expense of stability and feel. Lower

pressures decrease straight-line stability, and regardless of how talented the rider is, most street bikes spend a high percentage of their time straight up. A side benefit of using the proper pressure is that the front tire will feel more precise and turn in quicker—a good thing during point-and-shoot sessions. Second, you can easily overheat your tires simply riding in a straight line by running the pressure too low. Remember, the lower pressure is to ensure a large contact patch, which is created by the carcass flex. The same process happens when you're not cornering. Take your sport bike out on an extended interstate ride with too little air, and all that flexing of the tire's carcass can cook the life right out of it.

Tire manufacturers spend a lot of time determining what pressures will provide the best compromise of performance and tire wear on the street. While some manufacturers recommend running the same pressures listed in the owner's manual for the bike's OE tires, a significant number—such as Metzeler and Pirelli—have proprietary pressures that should be run on particular tire/bike combinations. Be sure to ask your dealer or check the tire manufacturer's product literature for specific numbers. And check the pressure before every ride! Cory Johnson from Metzeler/Pirelli says between 75 and 80 percent of the tire warranty claims he reviews are caused by under inflation. When the cost of today's premium rubber is considered, investing in a good tire gauge—and using it religiously—is cheap insurance.

This story was originally published as part of the tire test in the February 2000 issue of Sport Rider (<http://www.sportrider.com/index.html>).

The Editor's opines...for me low tyre pressure equals heavy steering and poor handling on the road and noticeable even when only <2 Bar/psi at the servo. When checking tyre pressures, I use a reputable and trustworthy tyre gauge or the fixed digital ones at newer servos. The combination gauge & trigger found at older servo's should never be trusted. I check my tyres cold when filling up, every time unless refilling on the same day during a trip. When riding two up with gear, my experience is that slightly higher tyre pressures equal greater tyre life with the last Michelin Street Pilot 2 getting 20k front and 15k rear. My punctures generally occurred trying to squeeze that last 1500km out of the tyre. Fortunately, not something I tend to do now not having to use the bike to commute and being old enough not to enjoy that warning slip when a tyre is near its end.

On sand or mud and other soft surfaces, the lower tyre pressure argument has merit, but you would need to be confident that the surface/sub-surface is not going to change too often and be prepared to carry a pump and use it. There is also the risk of dislodging the tyre from a tubeless rim, or tyre-rim slipping and tearing the inner tube. Whilst I ride on both mud and occasional sand, it is usually on a formed road of variable surface condition, so I do not change tyre pressures at all.

I can attest to the merit of fat road tyres giving greater confidence on dirt whilst rallying the 1200ST, but like the predictability of the R100GS' front knobby a TKC. The rear dual-sport though is definitely biased to the road and for me has clear shortcomings on dirt and after the Adventure Bike Course. The next change in tyre will see a change to a more dirt biased tyre but likely at the expense of tyre life.

Lastly, tyre brand, selection and pressure will continue to be debated both on the road and off at cafes and campfires, but for me with the miracle of hindsight, all my offs' attributed to tyres and loss of traction were equally attributable to my riding style immediately before the lay-down including over exuberance, misreading the conditions or surprise – in reality a combination of both or / and fatigue. My advice, look after your tyres, change them before they go flat, and ride to the conditions.

Advertisement

Following a misadventure at the 2010 Cold Flame and Jane sacrificing her wet weather gear to protect the paintwork, I had to get some clothing repair patches. Through the miracle of the Internet, I found and ordered some Tear Aid from Florida USA. You can read more here <http://www.tear-aid.com/> with pictures.



Given the packaging and freight costs, I ordered both Type A (everything) and B (PVC) retail products and offer them here to you for \$10 a pack (+postage if required). If this sounds like something you need, please contact Garry on a/h on (02) 6291 5901 or email editor@bmwmccact.org.au



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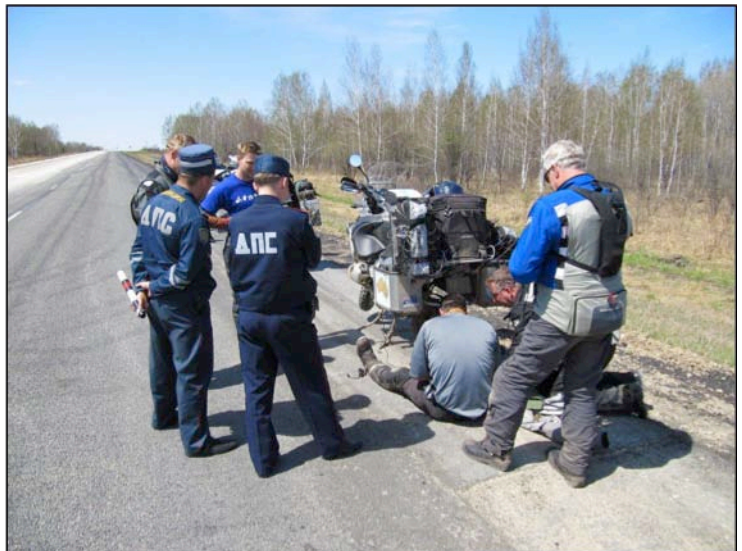
After attending the club meeting in Feb I thought it might be time to go for that Pulitzer Prize that Garry Smee is often mentioning. Garry, at the risk of not including any food pictures and the boring you all to tears here goes...

Russia and the unknown. The planning started around 2007 after conceiving the general idea for the trip while watching an ABC series of vintage cars doing a re-enactment of the great Peking to Paris race of 1904. My thoughts were why not do it on a motorbike instead and time it to finish in Paris on the July 14, the French national birthday and mine as well! In the end, the Chinese authorities just made it too hard so the concept was modified to start up the road at Vladivostok and it just took off from there. The planning wasn't too hard (actually quite enjoyable) with only the need to find someone else to share the trip with seeming like the largest hurdle (turned out going with four others). Now let's see, simply research the route, do a risk analysis, plan around those issues, choose the bike, do some training and rehearsals and go for a date and launch; quite simple when you say it quickly.

On The 27th April 2010, we bid farewell to family and friends flying into the unknown via South Korea after sending the bikes forward some months earlier by boat. Planning was pretty well on the money except when dealing with a large group of people; it can be like herding cats at times. The Russian authorities were the real unknown and they seemed to operate off a different book of plans to us. Two weeks after arriving, we finally had the bikes and were on our way. There seemed to be a lot of money that exchanged hands and there were some very difficult moments in managing expectations amongst the group but by and large, everyone was eventually smiling as we headed up the M60 highway towards the Amur River and Khabarovsk.

Tip for new players. Always check the calendar for major public holidays in the country you are going to. Try to have someone amongst your group that can speak the language and fully expect to be delayed anyway. There will always be delays and you should expect them as part of the trip anyway – dealing with the unexpected is half of the fun.

Highlights of Vladivostok. Living with a Russian family in their home for nearly two weeks, sharing their meals, going out together, drinking with them and their friends, witnessing the May victory celebrations over the Nazis, seeing all of the Russian military equipment on parade, drinking some more, participating in a Russian spring bike riding celebration, having a banya (Russian sauna) where you are whipped with birch tree leaves then jump into a freezing pool of water before repeating the dose another three times, drinking some more and generally seeing the real Russians and how warm and generous a race of people that they really are. Incredibly poor people who will give you the shirt off their back to help out a stranger on a bike.



Pulled up by the police for speeding at a construction site. They ended up with assisting to change the flat tyre, which developed as we were pulled up. Notice that there is no construction going on!

Highway and tyres. The M60 highway is the major road across the vast Russian expanse. We generally followed it and it followed the Trans Siberian Railway (all electric) as it snaked its way across the country. The distances were enormous, some 10,000kms from Vladivostok to Moscow with another 1200kms to St. Petersburg before finally exiting into Finland. The highway is the scene of a vast construction project in varying stages of completion. It must be remembered that they have to build the road above the permafrost and deal with a very short period of suitable weather. The winters can be bitter and they damage what has been constructed already. Sometimes it was nothing more than a goat track (complete with holes, mud and crazy Russian drivers) before changing to a silky smooth surface not unlike Phillip Island racetrack and anything in between.



Camping in Siberia

The Continental and Karoo tyres ended up copping a pasting and had to be changed in Moscow, they were going no further. The Heidenaus showed the best wear and resilience to the conditions and were to last another 8,500kms before being changed in Germany. They probably could have gone a lot further but I decided it was time to change as I was picking up my wife in Italy in a few days and I wasn't going to risk it with the pillion in a million on the back.

Bike mechanical issues. Of the five bikes we had (2 x F800's and 3 x R1200GSA's) the only real mechanical problems experienced were with the F800's. Being a new model, they both suffered failure of the front fork oil seals on day 1. Our team mechanic performed miracles with a coke can and the assistance of some locals. The seals were to hold for the rest of the trip. Two of the 1200's did also experience failure of the tyre huggers mounted at the back wheel (by chance on the same day in central Siberia). Our team mechanic left his in Australia because he thought it was a weak point of the bike design and not really necessary for the trip (how right he was)! It was extremely disappointing to have to forcefully negotiate with BMW Australia for the hugger's replacement under warranty. The Head Office kept on insisting that the hugger was being used in a manner it was not designed for. Despite eventually reaching a mutual agreement, I feel that this part of their product support could be improved or they should perhaps reword some of their marketing. The 1200's themselves were bullet proof and were the right bike for most conditions.

Fuel/Benzene. Fuel had to be paid for at the stations before they turned on the pumps. It was never more than about 200kms between stations so the big GSA's never went short. In most cases, we used the limitations of the F800's range as a general guide to fill up for everyone. The lowest grade we put into the tank was 85 octane and the engine ran just fine. It probably was mixed with some of their vodka (nicknamed sputnik benzene), which brings up the octane rating.

What were some of the most memorable moments and what was so different from the planning or completely unexpected?



That is Lake Baikal behind me and completely frozen. Who is for a swim?

- Arriving at Lake Baikal, the largest freshwater lake in the world to find that it was completely frozen coming into late spring. No swimming that day and an amazing site!
- Riding through a snowstorm (a real hoot for the first time in your life) for around two hours where the temperature dropped way below zero. The next day we were drinking beer in the city of Irkutsk on the other side of the lake and it was a very pleasant 15C (go figure).
- Coming across a military airfield in the middle of Siberia where the jet fighters were parked against the road in dirt bunkers and were doing touch and goes on the dirt runway. There were no fences or guards and it was all-surreal.
- Witnessing a trans Siberian train go past with hundreds of tanks and artillery pieces. Probably more equipment than the whole of the Australian Army on that one train.

- Camping in the middle of Central Siberia and witnessing the most beautiful sunset across a series of lakes and mountains at 11pm at night. It does set late in that part of the world! Then, receiving a SMS message from my wife and discovering that the Russians have the most amazing telecommunications network that works across their whole country. I can't get Optus to work in Canberra at Lyneham. Why did I bother with a satellite phone!

- Acknowledging that Russian woman can indeed be very beautiful and they dress to kill despite their lack of funds. Nearly ran off the road sometimes because I was looking at the scenery and wasn't watching where I was supposed to be.

- Being completely lost in a Russian village and finding that somehow the Russians just seem to know you have a problem and will go out of their way to help you out. This was without being asked and despite the language barrier.

- Watching your companions at a cafe try to tell the Russians that they want eggs and bacon for breakfast by making barn-yard noises, imitating a chicken and speaking more loudly when they thought they were not understood. The look on the Russian ladies face was absolutely priceless.



This is the Tyumen Bike Club president and some of its members. The guy in the US Army uniform is the Chief of Police and was responsible for getting us through a host of police road blocks, without stopping, on the way to Yekaterinburg (where the Czar and his family were murdered)

- The sheer size and majestic beauty of the Hermitage and its treasures in St. Petersburg. It makes Buckingham Palace look like a paupers home.

- The city of Kazan in the independent state of Tartarstan. It turned out to be one of the cleanest and most beautiful cities I have ever seen in the world. It had its own Kremlin (fort) that contained an interesting mix of Muslim and Christian structures living in total harmony together.

- Seeing the Kremlin and Red Square in Moscow for the first time and finding out that they were setting up for a rock concert there with AC/DC already playing in the background. Old Uncle Joe would be rolling in his grave.

- Going on the Moscow underground rail network and finding out that there is a train roughly every minute, 24 hours a day and the network shifts 15 million people a day. The stations are unique with their individual architecture, which is worth the visit alone. Cost was 28rubles (about 80c) for each trip no matter how many stations you needed to travel.

Eventually we crossed into Finland and it was like moving into another world, one that was completely structured and with rules that everyone understood. The group was to later split up in Helsinki with two of the boys heading south into Poland while the rest of us decided to go north to Nordkapp and do all of Norway before hitting Europe and the WW1 battlefields of France and Belgium.

The major effort in Finland for me was catching up with an old friend in Helsinki before travelling on to the traditional home of St. Nicholas (Santa Claus) in a little town right on the Arctic Circle, known as Rovaneimi. The remoteness of the Arctic along with bleakness of that part of the world was an amazing and truly beautiful experience. We travelled the length of Norway, through its beautiful fjords and tunnels while riding on some of the most amazing roads where the scenery was continually stunning.

Other countries visited. *Denmark*, the home of the wind turbine power generator, The Danes have them everywhere along with one of the world's longest bridges into Copenhagen. Enjoyed a Tuborg beer at the world's longest bar on the harbour waterfront while listening to the jazz festival on the harbour. Mary was away at the time so missed catching up with her and the family at the palace. *Germany* was the first time I was able to really open up the throttle (legally) as we did a very quick spurt up the autobahn from Bavaria to Berlin after initially heading down the Rhine through all of the back roads and



! Fishing from the Bridge. Different in Norway

villages. The ground passes you really quick at 200km per hour and the fuel gauge goes down very fast as well at that speed. A tour of the BMW bike factory in Berlin was a must do and well worth it along with a first class walking tour of the inner city. Dachau prison outside of Munich was a stark reminder of some of the evil in the world and I was grateful to also be able to see the Mad King Ludwig's castle from which the Disneyland castle is styled.

I then motored to *Switzerland* via *Austria* to catch up with some friends near Geneva (and to wash the clothes – thanks Lindy) before heading back into the Alps for a quick spurt through some of northern *Italy* and finally meeting up with my wife, Jayne in Venice. We had a

day to see the sights of Venice before heading off to meet up with our team mechanic who is of Italian descent. He had arranged for us all to stay at a family villa in a little village at the foot of the Dolomites and it was a wonderful few days exploring the local area and immersing in the local culture. All good things come to end and Jayne and I left to travel towards Lyon in France where we were to meet up with our eldest daughter coming in from London. There was a short stay overnight at Bellagio on Lake Como (drop dead gorgeous) before heading back into the Alps, through the Mont Blanc tunnel into France. I waved goodbye to the girls (they were off to Spain together) before heading back into the Black Forest region of Germany and onto my eventual destination of the WW1 battlefields of Belgium and northern France.

My next week was spent staying at B&Bs near Ypres and the Somme, visiting all of the famous Australian battlefields before accepting that it was all coming to an end. I motored towards Calais and caught the ferry to Dover, arriving in England on the 27 July. There was a tear or two shed as I saw the white cliffs of Dover and only then realised that it was almost at an end. The memories will be with me for a lifetime and then there are the film rights as well.

Statistics from my phone records – exchange rates adjusted:

- Distance travelled – 24,995kms
- Countries visited – 13
- Time Zones travelled – 10
- Tyres used – Heidenaus x 1 set with Michelin Anakee's still fitted
- Fuel used 960.34L
- Average \$1.46 per litre overall with a low of \$0.82 per litre in Russia and a high of \$2.87 per litre in Norway
- \$1,410 spent on fuel, \$21.37 per day or \$0.082/km and average of 605.3km per tank
- Average consumption was 5.45 l/100km
- Return airfares, food, accommodation and all other costs (including a service at BMW Moscow and Park Lane in London was \$12,122.43
- Grand Total for 3months of the most wonderful time of my life - \$13,523.63

If anyone wants any more detail just yell and it is yours!



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LMD17000534

FOR SALE – 1ST MONTH

BMW F650GS (800 Twin) 2008, red, excellent condition, 43,700kms. Former Club concourse winner and FSH. ABS, tyre pressure sensors and BMW panniers. With custom high screen, bash plate, radiator protection and fork gaiters. Sheepskin, Touratech hand guards, tank bag, rear carrier and adj/folding gearshift lever. Tyres, chain, and sprockets good, with spare set chain and sprockets. \$12,200. Roger 0262558045.



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WANTED – 1ST MONTH

None this month

FOR SALE – 2ND MONTH

BMW Motorrad Enduro Helmet size 63/64. Gifted to Martin Gilbert's when purchasing his new GSA and not required. Contact Martin.



After market fairing - suit early 1970s R series. \$50.

Contact Garth on
0427882733.

WANTED – 2ND MONTH

None this month

CLUB RIDE TO THE WARRUMBUNGLE'S



Ride report...

Attached are two photos taken last weekend at the Warrumbungle National Park during the Club ride.

None, one or both may be of interest for the mag. Details are: Sunday 13 March Warrumbungle National Park. Start of 5-hour walk along Pincham Track to thrilling features such as "The Breadknife" and "Crater Bluff". On return one of the walkers was heard to say, "I'm stuffed".

A caption could be: "Club members prepare to challenge themselves without "wheels and helmets" or "the nightmare begins".

Over to you

Regards

John Kemp

From the house of Wunderlich.



When riding off road, better control and best results can be achieved when standing on the pegs. When standing however, your arms reach the bars at entirely different angles than when sitting and therefore, the levers should ideally be repositioned for optimum comfort and control. The best tip, and one well known by experienced GS riders is to simply rotate the bars up and forward when traversing the technical off road sections and then rotate them back again when returning to the paved or gravel road. This trick does two things: it effectively raises the bars so that you don't need to bend over as much and also positions the levers down, so they can more easily be reached while standing. As good an idea as this may be, it normally still involves the use of tools and stopping to dig out the proper wrench. With the Wunderlich Quick Adjusters, you'll be able to rotate your handlebar quickly and easily with only a brief break in the action. Once installed, you'll be able to loosen you handlebar clamps, adjust your bars and tighten them again, without the use of additional tools. **Check the Wunderlich website for your model bike.**



GSI Mini Espresso. Exceptionally easy to use this mini camp stove espresso maker brews one double shot serving in 90 seconds. Rugged yet lightweight aluminium construction for fast even heating. Includes an

enamelware cup, instructions and recipes. Look for this on the web!

If the GSI Mini Espresso is too technical, you don't ride a BMW, cannot afford latte stops or camp secretively, then perhaps a Robert Harris or another brand plunger bag which captures the flavour of the world famous Jamaican Blue Mountain Coffee, with clean, vibrant and complex tones is more your style.



Instructions

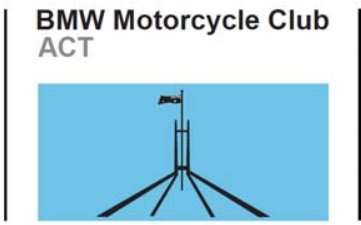
- 1 plunger bag = 2 cups of coffee
- Simply place one or more plunger bags into the plunger
- For every plunger bag, add 1 ½ - 2 cups of hot, not boiling water
- Plunge five or more times to suit
- Infuse for 3 - 4 minutes, the longer the stronger, then plunge and enjoy.
- Store in an airtight container.

Drinking coffee? Then you will need a light titanium mug, with **MSRs** weighing a microscopic 50g, once you've used it you'll never go back to clunky plastic mugs. Take one sip from this svelte titanium coffee, soup, or whatever cup and you'll be tempted to throw out your best china. Folding wire handles make it easy to carry and pack.



What is it like in use? This photo shows the cup holding boiling water on a cooker while I was doing the shoot. This is perfectly safe as it is a single wall construction so the mug won't explode! After a few moments, the cup is safe to handle as the

cup holds the heat, but not enough to burn your lips like an insulated mug.



To:

From: BMW Motorcycle Club ACT

PO Box 4042 Weston Creek ACT 2611