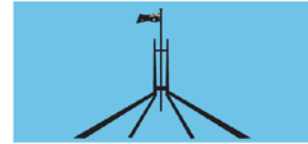




Shaft Drive Lines

January 2012









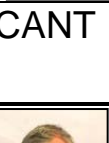



What's On

- February 11-13, 35th Karuah River Rally, BMWTCNSW
- February 18-19, Club overnight ride to Buchan Caves, Vic
- February 23-26, Round 1 World Superbike's @ Phillip Island
- March 10-12, 27th Annual Cold Flame Rally
- March 24, Bermagui Bike Show. Bermagui NSW.

Club meetings have moved to 1945 on the 4th Wednesday of each month at The Canberra Club 45 West Row Civic ACT. Membership Renewals are Due Now!

SHAFT DRIVE LINES VOLUME 32, JANUARY 2012

2011-12 COMMITTEE

President: Mark Edwards - R1200GS (02) 6125 5530 (w) 04282 58676 president@bwmccact.org.au	
Vice President: Ian Warren - K1200GT H 02 6166 1466 C 04 1478 9632 vicepres@bwmccact.org.au	
Secretary: Gary Melling – R1200GSA 0410 142 835 secretary@bwmccact.org.au	
Treasurer: Jack Foley – R1200GS & R75/7 0488 036 007 treasurer@bwmccact.org.au	
Editor: Garry Smee — R1200ST / R100GSPD (02) 6201 7915 (w) & F650GS 0400 264 372 (m) editor@bwmccact.org.au	
Ride Coordinator Martin Robertson ridecoordinator@bwmccact.org.au rides@bwmccact.org.au	
Social Secretary: social@bwmccact.org.au	VACANT
Public Officer: Steve Hay publicofficer@bwmccact.org.au	
Webmaster: Alan Walsh – R1200GS web@bwmccact.org.au	
Membership Secretary: Ian Hahn - K1200LT / R90/6 / R26 (02) 6288 8126 Ah members@bwmccact.org.au	
Clubs Australia Delegate: Gary Melling – R1200GSA 0410 142 835 delegate@bwmccact.org.au	



Cover Photo: Martin Little at the Glenorchy Franz Josef Glacier Wharf. Alison or Martin Gilbert and Martin Little.

ABOUT THE CLUB

Meetings: 7.45 pm, fourth Wednesday of each month at [The Canberra Club](#) 45 West Row Civic, ACT or by [Google Map](#).

Membership: Check this magazine for a membership form or down load one from the Club's website <http://bwmccact.org.au/>.

Web Site: Check the Club's website <http://www.bwmccact.org.au> for updates to rides and social events and keep in touch by joining one of our Yahoo groups:

- BMWCCACT: <http://autos.groups.yahoo.com/group/actbwmcc/>.
- ACTGravel surfers: <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 and welcomes suggestions for rides or social events. Send your suggestions to the Ride Coordinator or Social Secretary.

Whilst we make every effort to keep the [What's On](#) page 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 Membership Secretary of changes to your contact details. Our website contains the most up-to-date information.

Charity Support: Profits from the Club's Kosciuszko Rally, held each October, are used to support a nominated charity. For 2010, this was the RFDS.

PRIVACY OF CLUB MEMBER INFORMATION

The Club's *Privacy & Spam* policy is available on the webpage or on request.

SHAFT DRIVE LINES

Whilst the Editor has absolute discretion, we welcome contributions to the Club's magazine 'Shaft Drive Lines'. Email is preferred to the editor@bwmccact.org.au or by @mail to

The Editor, Shaft Drive Lines
BMWCCACT
PO Box 4042
WESTON CREEK ACT 2611

For emails, do not embed pictures & compress their size to ~500kB each.

DISCLAIMER

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

The opinions, articles and pictures published in this magazine are those of the individual writer and not the BMWCCACT Inc, Editor 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.



<http://www.clubs.bmw.com.au/scripts/main.asp?PageID=12927>
<http://www.bmw-clubs-international.com>

FROM THE PRESIDENT

Hi,

Happy New Year to everyone and hope you all had a great time over the festive season. The weather has been doing strange things of late, but one good thing about the unseasonable cool weather is that it is perfect for riding. That is as long as it's not also raining or windy...We will be arranging a few rides, including one down to Buchan (see what's on) but, of course, if you are arranging a ride and would like a bit of company on it, don't forget to send the details of it to Martin, our Ride Coordinator.

Everyone, well at least Ian, Martin, Alison and Jack, getting their old airheads looking good got me motivated to do some work on my G/S. So before the break, I got the tank and guards painted – I had tracked down a new set of PD decals for the tank awhile back. Was thinking about removing the engine & painting the frame, but decided that I (and by "I", of course, I really mean Roger) could do a good job of painting the frame with the engine in situ. The rear sub-frame and engine bars I got powder coated. It's all back together now, but, of course, once you start these things, you get carried away with it, so I think I'll get the 1000cc kit, bigger sump and complete exhaust from Siebenrock and also beefier fork braces for it. Hopefully have it all done within a month. Looking forward to riding it again. Anyone else out there with an airhead or old K-bike that needs a bit of work to get it back to looking good? Maybe we will see Hoss's R100RS and Alan's K75C on the road in the not too distant future.

Finally, don't forget that the AGM will be on Wednesday 28th March. Once again Josh and his team at Rolfe's will be hosting it so it should be a great evening, so hope to see you all there. If you have been thinking about getting more involved in the club, now is a good time to do something about it. If you want to find out what being on the committee entails or if you want to nominate for a position, get in contact with me, or anyone else on the committee.

See you out & about,

Mark

WELCOME TO OUR NEW MEMBERS

Daniel Hopkins

BMW F800GS

Robert Ellison

BMW F800GS

Welcome, see you on a ride ☺

IN THIS ISSUE

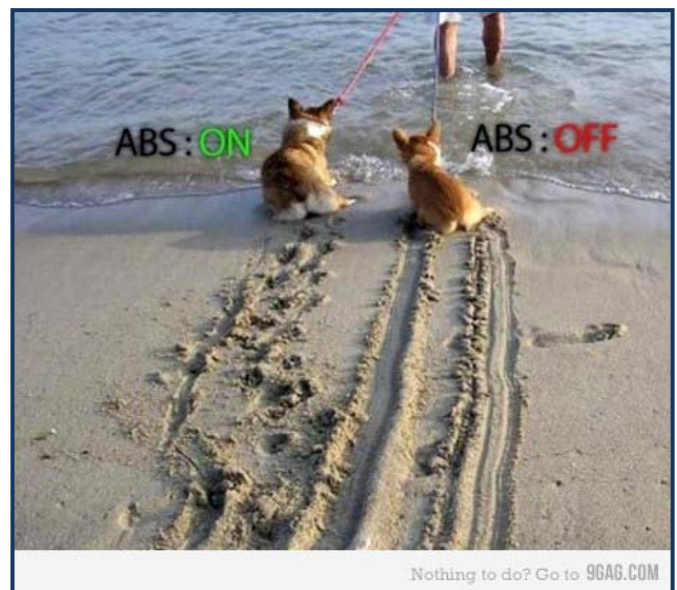
From the President	3
Welcome to Our New Members.....	3
In This Issue.....	3
The Canberra Club	3
New Zealand Trip RWC 2011 Part 1 – The South Island.	4
BMW Touren Safari 13-18 May 2012	12
The Monthly Farkle	12
30 th MRA Capital Rally.....	13
What's On	15
U Torque	17
Wakefield Park Extreme Ride Day Calendar 2012.....	18
Gary Melling's Unfinished Business 2011	19
The Editors Fill.....	26
BMW MCCA Awards Night & Christmas Dinner, 9 December 2011	28
Club Going On's	29
Classifieds.....	29

THE CANBERRA CLUB

The Club meets 1945 the 4th Wednesday of each month at The Canberra Club 45 West Row Civic ACT.

- Phone: (02) 6248 9000
- Directions: [Google Map](#)
- Web: <http://www.canberraclub.com.au/>

The club has a restaurant no need to book!



ABS Fundamentals 101

**NEW ZEALAND TRIP RWC 2011
PART 1 – THE SOUTH ISLAND**

Day One: 05 September: Canberra to Christchurch. With work done, I am out to the airport to rendezvous with Martin and Alison and once the check-in formalities are done and I'm through screening, it finally feels like I am on holiday.

The flight to Sydney is uneventful, although there seems to be heavy smog across the Sydney basin as we descend. From domestic, we shuttle across to the International terminal and repeat the check-in routine before finally ensconcing ourselves into the Koru Club Lounge (Air NZ) where Martin G manages to get me in as a guest. Thanks Martin!

It's a good flight, typical of Air New Zealand, quietly professional but relaxed: love it. The immigration process through Christchurch airport is easy, which is exactly what you want at midnight, and before long we are ensconced in our motel unit near the airport.

Day Two: 06 September: Christchurch to Akaroa. It

dawns foggy and cold in Christchurch, not quite a frost, but close. Somehow it feels colder than Canberra due to the amount of moisture in the air. Breakfast is at the café next door, and the first coffee of the day with toast is oh so good. Check out complete it's off to Te Waipounamu Bike Hire to get the business part of the trip underway. The drive through Christchurch is sobering as we see the earthquake damaged CBD and inner suburbs. There are a lot of damaged buildings awaiting repair or demolition and there is a slightly surreal feel to it all.

John Rains greets us at Te Wai bike hire and once the formalities are dispensed with, we change into our bike gear and we are finally into the riding. Our initial destination is Lyttelton for lunch beside the port, and then to Akaroa for the night. The ride over to Lyttelton is a mere 11 kms, but it's in reasonably heavy traffic, and after warning Martin and Alison of the left hand rule that applies in NZ, I immediately forget it at the first intersection and wonder why an irate motorist gives me the eye as I take their right of way through a busy intersection. Make a mental note to do better next time!

We lunch in Lyttelton at the Coffee Culture Café, good local food and coffee help set the scene for the trip. Lyttelton is a pretty working port, but has suffered serious damage from the February earthquake, and work is in progress on demolition and rebuilding, but it's going to be a long haul.

Replete with food and coffee, we head off to Akaroa via Governors Bay. This gem of a road is glorious in its location and nature, as it twists and winds its way beside Lyttelton harbour, uphill and down, it's a delight. Not overly fast but delightfully scenic. The only blemish is the grit on some of corners from de-icing.

The turquoise coloured harbour sparkles in the bright afternoon spring sunshine, all framed against snow-capped hills, which make it kinda hard to concentrate on the road. It only gets worse as the scenery gets better and better the closer we get to Akaroa. I zoom away on the flats near Little River and receive a nasty surprise when the bike insists on accelerating, even after I have throttled off. Oops turns to oh shit as the next corner zooms up quicker than planned. I

get through it OK, and then have a straight to decide what to do...a quick declutch confirms the engine is jammed on full throttle, so I kill the engine via the kill switch and coast to halt while I wait for Martin and Alison.

A bit of jiggling unsticks the throttle, but confidence in the bike is gone, so I take it easy through Little River and the climb to the summit, where I ring into Te Wai and arrange for a replacement bike. I decide to take the short route to Akaroa, while my companions take the longer and hillier route.

Once checked into the overnight accommodation, I spend the rest of the afternoon wandering around in the sunshine, buying some art and books before pulling stumps and adjourning to the bar for a few local Sav Blancs and ales. Tough, but someone has to do it.



Day 1 - Picking our bikes up



Day 2 - Akaroa Hills

Day 3: 07 September Akaroa to Wanaka. I leave early, ahead of Martin and Alison as I have a bike to change over at the Blue Duck café corner near Governors Bay road. Conscious of *yesterday's* throttle problem, I travel the coastal road back to Little River and it's an understatement to say the road and the scenery are stunning. The early morning sun is glistening off the harbour, the road is dry and snakes around the harbour, with each corner offering glorious vistas of water and rolling green hills. I make sure I do the road justice and arrive at my rendezvous to find my replacement bike waiting as planned. A quick change over and chat with John, and then once Alison and Martin arrive we change over Alison's seat (from a normal to a low one) and we're off southwards.



Day 2 - Akaroa Township

The next leg of the day's journey takes us across the Canterbury plains to the base of the Alps. Riding across every back road I can find (honest, I wasn't lost) leads us to Hororata, where we refuel and push on in brilliant spring sunshine with the snow covered Alps glistening ahead of us. Morning tea is at Alford's Forest Café followed by Geraldine and then the climb up through the first of the passes to Fairlie. This section is great, dry roads, warm temps and the ever closer presence of snow covered mountains leading us on. Needless to say the GS gets a good workout over this pass.



Day 3 - Akaroa harbour

Lunch at Fairlie uncovers a problem with Martin Gilbert's bike. Diff oil smeared liberally across the back wheel, brake disc and tyre is not good, and after a phone discussion with Te Wai, another replacement bike is on the way, arriving at 4:30pm. This means a late evening/dark ride into Wanaka and we set off on the lengthening shadows, stopping at Lake Tekapo for fuel and photos of Mt Cook, which looks majestic in the southern twilight.

By the time we arrive at the Lindis Pass it's dark, and it's a slow ride up the pass into the snow line and beyond with the white stuff clearly visible down to road level. I am now regretting not having plugged in my heated vest back at the Mt Cook photo stop, but I'm not going to stop in the dark on the side of the Mountain pass to plug it in. Once over the Pass things warm slightly and we press on in the pitch black, arriving in Wanaka at about 7:40pm, very tired and glad to be back in civilisation.

Day 4: 08 September Wanaka to Queenstown. It's raining in Wanaka, and threatening to snow, so we decide to skip the Crown Range Road and got to Queenstown via Lake Dunstan and Cromwell. As predicted, as

soon as we pass the airport the showers stop and we ride into glorious warm sunshine on the road to Lake Dunstan and the magnificent Kawarau Gorge.

This road follows the river valleys between the hills and mountain ranges (awesome scenery by our standards, but merely average for the locals). It's warm, there is little traffic & the GS is happily humming away underneath. Although it's a short ride today, it feels good to be on the road. The bike feels good, but I can't help comparing it to my GS1150, clearly the GS1200 is a better bike in so many areas, lighter/more powerful engine/better gearbox... but yet doubt lingers. My Wilbur's equipped GS1150 handles and steers better; I remain to be convinced about the ergonomics of the 1200 compared to the 1150, and the engine of the 1150 feels more engaging, it doesn't demand to be revved to give its best. Hmmmm, well let's give it time, as there are a few days ahead for the GS1200 to win me over. I decided to ride out to Glenorchy for an early lunch. Martin and Alison are off doing the tourist thing, the Gondola followed by Arrowtown, so we'll catch up later in the day.

With the luggage off the bike it's transformed: lighter and instantly more fun, which suits the road ahead as it follows the lake shore heading westwards to Mount Aspiring National Park. To say this road is fantastic is an understatement. Well-shaped with a great surface, thousands of corners and towering snow-capped mountains combined with pine forests make this ride one of those to remember. Wow! Then there is Glenorchy, what a pretty little alpine hamlet nestled beside the lake. God must have been a South Islander.

Photos are followed by a coffee and a chicken sandwich which are the equal of anything elsewhere. How do these guys do this stuff? They are so laid back, yet the food is world class. I do the obligatory walk up and down what constitutes the main street, and then head back to Queenstown, albeit at a slightly quicker pace having checked out

the road on the way in.



Day 3 - Stranded in Fairley

More traffic this time, but easily dealt with. I stop to help a farmer and her daughter change a flat tyre on their 4WD, The farmer is true blue high country, weather beaten, hardy and resilient, but also grateful for the assistance. She can't help having a dig at me over the Rugby, oh well we are in NZ after all. Good Samaritan duties done, I continue on and after arriving back in Queenstown decide to ride up to the first lookout on the Crown Range road on the way to Cadrona ski field. The first 5 kms of this climb up into the ranges consists of a near vertical climb with 15km/hr switchbacks every 500m, challenging and an absolute blast in the afternoon sun.

After soaking up the atmosphere and scenery at the lookout, I head back to Queenstown for domestic duties and a session of paper reading to recover from the arduous morning.

We pull off at the 45th parallel marker stone beside Lake Dunstan. What a day, it's warmish, the sun is sparkling off the lake and the snow glistens off the distant mountains. Photos taken and legs stretched after those arduous 45 kms since Wanaka, we push on past Cromwell to the famous Kawarau Gorge, home to the AJ Hackett bungy jumping enterprise.

In the Gorge, I can't help myself and with the benefit of no traffic and dry roads, I make good use of this twisting piece of road to build my knowledge of the bike. Needless to say I feel well satisfied by the time we roll into Queenstown. Accommodation sorted we are now ensconced in the adventure capital of the NZ and the most scenic town as well!

Day 5: 09 September Queenstown. It's an easy day today, (and for the next 3 days) so a slow walk down the waterfront followed by coffee and toast upstairs in a café overlooking the action on Shotover St gets things started. The sun is out and lighting up the snow covered peaks towering over Lake Wakatipu. There are still plenty of people heading up to the ski fields for a day's skiing, plus the worker bees going about the start to their Fridays.

Day 6: 10 September Queenstown.

It's raining here today, West Coast rain and it continues all day. The motorcycles stay parked all day, and it's a day of coffees, reading, and watching rugby. We make loose plans to try for a day ride tomorrow, but the forecast doesn't look promising.

The TV gets a good workout and thank goodness there is a rugby tournament on. I see the Romania Rugby team are staying in town and there is a small crowd watching them train at the local oval, just 100m from where we are staying.

Of concern is the fact that even a true blue Australian such as Alison with nought a rugby bone in her body, is starting to provide rugby details to me. Let's face it, there is no escape from the RWC, and it seeps into your semi-conscious whether you like it or not. (This was to worsen as the trip wore on, with Alison able to tell me who certain good looking rugby players were, as they sat next to us for dinner.)

Day 7: 11 September Queenstown. I wake early pre-dawn, and check for the sound of rain on the roof. There is none, so I peek out the door, hmmm, overcast and slightly drizzly but could be as good as it gets. Buzzer it, after the necessary shave and shower, I saddle up and point the GS southwards towards Te Anau. As I motor out of Frankton taking the scenic route southwards the road is dry and the Remarkable Mountains tower over my left shoulder, the snow glowing in the dawn light.

This road follows Lake Wakatipu but is more open and flowing than the Glenorchy road. It doesn't take long before the bike is flowing from corner to corner. Careful not to get distracted by the lake and the mountains I make the most of virtually no traffic.



Day 7 - Alison & Martin Gilbert on way to Glenorchy

45 kms later the small village of Kingston comes up at the head of Lake Wakatipu

and I pull into see what life there is so early on a Sunday morning. Not surprisingly, there isn't much happening, although the keen trout fisherman gives me a cheerful wave as I idle past. I think to myself he's probably thinking, "look at that crazy motorcyclist" whereas I'm thinking the same of him standing in freezing water casting for fish. Still we both have one thing in common; we are out enjoying the splendid peace and solitude of a Sunday morning dawn.

Back at the main road, I decided to head back to Queenstown via Arrowtown. The ride to the Frankton junction proves I made the right decision to ride early; the tour buses are out heading southwards past me to Milford Sound. The ride back is as good as the ride out, maybe slightly better, as I'm feeling even more comfortable with the bike now. At Frankton, I take the Wanaka turnoff, then the Arrowtown road a few kms later.

As the road climbs up to Arrowtown I can feel the temperature plummeting. It feels close to freezing, although with it being overcast there is no ice around. The village of Arrowtown is stirring and I have coffee and toast to warm up, followed by a wander up and down the main street. This is a gorgeous little mining village, now glammed up for the tourists, worth visiting when it's quiet but I can imagine it would be packed with tourists in the peak periods.

Heading back to Queenstown I take the Cadrona Road via Shotover Gorge, my goodness it felt really cold here as the road snaked down into the gorge from where the world famous Shotover jet operates from. The road is wet and almost slushy with ice again, and care is required for the last few kilometres into town. I'm back at my unit by 9:30am, (not bad for a 200km dawn ride) and catch up with Martin & Alison.

We decide to do a ride out to Glenorchy, which is good for me as this is an opportunity to ride again one of the world's best roads. We take our time, with photo stops along the way and generally just soaking up the scenery and the ride. Words cannot do this road justice; suffice to say world class scenery (snow-capped mountains, glacier fed lake) makes this ride oh so good. After checking out the sights of Glenorchy we retire to the café for the obligatory coffee and food. The ride back is a rerun of the ride out, you know... snow-capped mountains, glacier fed lake bathed in sunshine as the road twists and undulates beside it.



Day 7 - Steamer on Lake Wakatipu

Day 8: 12 September Queenstown to Franz Josef Glacier.

The day dawns with the weather not looking promising. Snow is forecast for later this morning, so worried about the Cadrona Range Road we head towards Wanaka, taking the Skippers Canyon road out of town. The road is wet and slushy, plus it's cold so we take it easy. We have some distance to cover today and with the potential for snow it's steady as she goes. Having said all that, any ride through this countryside is simply spectacular. It's world class and every time I come through here I am lost for words.



Day 9 - Franz Josef Glacier

Retracing our steps through the Kawarau Gorge, we see an immediate improvement in the weather, the road is dry, and this is all the encouragement I need. Another sublime set of corners mixed with equally impressive scenery makes for a happy rider. After waiting for Martin & Alison on the other side of the gorge, we complete the ride into Wanaka, where we refuel both bikes and riders. The ride into Wanaka was dry and really impressive with the snow covered mountains providing an impressive backdrop for our entrance.

Coffee complete we head out of Wanaka for Haast on the West Coast. On review of my handwritten notes, I must have had some trouble finding appropriate words to describe this section of road...Ride to Haast Beach from Wanaka...past Lake Hawea then Lake Wanaka....WOW!, WOW! WOW!...the Climb from Lake Wanaka up to Haast Pass sublime, with the forests almost eerily beautiful.(Lord of

the Rings stuff) Ride down to The Gates of Haast...stopped for photos and to recalibrate brain....shit that last 100kms were out of this freaking world... and then following river into Haast one of the best.

I hope the photos do this section of the ride justice! Talking to Martin & Alison, I was glad to see it wasn't just me who couldn't believe how good this section of the trip was.

As we follow the Haast River into Haast Beach we have the first heavy rain of the ride. Thankfully the worst of it lasts for only about 25 minutes and when we stop for lunch at Haast, it is dry again. Most unusual for the West Coast, where



Day 3 – Mt Cook @ twilight

it rains for approximately 12 months of the year, and where Fiordland (about 100kms from us) has an annual rainfall of 7m. After a hearty lunch of hot soup and a short walk and the obligatory chat with locals and tourists alike who are drawn to the bikes we headed off to Fox Glacier, our planned overnight destination.

Leaving Haast we continue to motor westwards until we strike the beach, and then the highway turns north and we start our trek up the West Coast of the South Island. This area of NZ is famed for many things, its outstanding beauty, its rugged coastline and its isolation. I always find it dour and too isolated for my tastes. There's no mistaking where we are as the road tracks through moss covered beech forests and then spits you out beside iron grey beaches. All the time the Southern Alps loom above our right shoulders, capped with blindingly white snow. The good news is it's not raining and the roads are dry... in fact it stays like this all the way to Fox Glacier where we fuel up and confirm we will continue onto to Franz Josef overnight.

It's only 25kms to Franz Josef, but it's now lightly raining and the road is slippery. We take our time and arrive safely. Locating accommodation is easily done (based upon a recommendation from our motel in Queenstown) and we settle in for the usual evening of good food and wine. The food in the Franz Josef pub is excellent, including the spectacular desert special of Pavlova, west coast style. There is no trouble sleeping this night, not after such a ride.

Day 9: 13 September Franz Josef to Westport.

The day dawns dull and overcast: a typical west coast day. As usual, I'm up early and ready for coffee and toast, so I motor off into the village to see what's available. The weather changes in a matter of minutes as I motored down the main street. The sky clears, the sun is shining and the snow covered mountain is glorious as it towers over the village.

Coffee and toast is a challenge, still we have had superb cuisine to date, so a strike out was expected sometime and this morning is it. Quite frankly the coffee and toast were crap. M&A leave ahead of me while I finish up. Then I rug up, turn on the heated vest and ride northwards to catch them up, on our journey up the coast.

It's a typical west coast road, awesome scenery with snow covered mountains and glaciers, mist shrouded valleys all crowding down to a rugged and unforgiving shoreline. Amongst all this the road snakes and weaves it magic.

Special mention must be made of a section of road between Whataroa and Harihari. This is outstanding with about 10ks of 15-25km corners every 100m uphill and downhill, it is like being on a roller coaster with changes in direction every 50m both up and down and side to side. Awesome! The road surface is good, but overall a very challenging section of road.

I stop in Ross Township to stretch my legs and to have a rest from riding. This place has seen better days and it has that typical West Coast feel about it, perhaps even more so. The General Store has the annual rain fall figures for 2010 posted on the shopfront window and it makes for very impressive reading (Glad I don't live here):

- Rainfall for September 2010. 562.9mm (that's more in one month than Canberra gets in a year. 793mm recorded in 1995.
- September days with rain 27/30, and
- It wasn't the wettest September on record, with
- Total rainfall for the year was.3596.6mm (3.5m of water)

Riding into Hokitika, it's really windy, with the bike on a permanent lean into the strong westerly. Hokitika was our lunch destination where we caught up with Leena Ward. Leena is also doing the RWC holiday trip, but on four wheels not two and in the opposite direction to us. Lunch was a very pleasant affair in a great deli. Farewelling Leena and Phil, we leave the Deli and we are almost blown off our feet. Man was it windy!

Onwards to Greymouth and Westport we ride. The road is dry and demanding as it undulates between headlands, rising up and then down again to river crossings making for a very pleasant way to pass an afternoon. Just like the Great Ocean Road but only better. At Punakaiki we stop along with a squill ion other tourists to view the pancake rocks. These are very impressive geological formations which look like pancakes. Worth stopping for, but be prepared for the wind.

From Punakaiki, it's the final run up to Westport, about 70kms of more spectacular coastal road which makes the Great Ocean Road look ordinary. By the time I arrive at the Buller Gorge junction, just outside of Westport, the tyres on the GS are looking worse for wear, but I'm a happy camper. I pull over to wait for Martin & Alison. After 20 minutes I'm starting to get concerned and am about to start riding back, when M&A arrive. They have had drama with Alison's pannier falling off just at Punakaiki rocks. Fortunately the Givi panniers fitted to our machines are interchangeable and the delinquent pannier is now a top box temporarily. All Ok apart from the scratches where the pannier has gone skating down the road.

We arrive in Westport, locate accommodation and settle in just as the rain arrives. In true west coast style it's heavy rain with wind as an added bonus; perfect timing on our part as we completed our day's riding in dry weather.

Day 10 14 September: Westport to Nelson. It rains overnight, heavy rain all night. A quick morning walk shows Westport not at its best: a mining and fishing town where it rains a lot by NZ standards does not make for a pretty tourist destination. The smell of burning coal lingers and adds to the melancholy.

Bike packed I head off for my early morning coffee, toast and to read. The Whanake gallery provides excellent coffee

(out of character for the town) and I end up buying some art to be posted back home.

Once M&A arrive, we fuel up and set off for Nelson in the hope of warmer weather. It's not raining now but the roads are wet and slick and as we enter the Buller Gorge the conditions demand caution. It's a narrow winding road, following the scenic Buller River, and due to the heavy overnight rain there are numerous slips on the road making the conditions greasy.

Having said all that this road is just riding excellence in terms of corners and rugged terrain and it's a choice of blocking out the scenery and just concentrate on bike and corners or forget the riding and just soak up the wilderness while letting the road gently twist and snake by.

We stop at Murchison for morning tea, taking our time to soak up the alternative lifestyle café, with surprisingly good coffee. Continuing on to Nelson it's like we have crossed an invisible line, where the rain shadow from the mountain range changes the terrain, bush and more importantly the roads! Dry roads mean to hell with the views and it's giddy up time as the big GS gets its head on the climb up to Gowanbridge and Kawatiri.

Things only get better as I sprint up the Hope Range, with the distant towering mountains covered in a fresh dusting of snow from last night's weather front. Nevertheless, the roads are dry and warm and it's endless kilometres of corners. We stop to take photos at the summit lookout and it's seriously impressive. You can see all the way back to the West Coast and its snow covered mountains, as well the East Coast Mountains and below us Tasman Bay sparkles in the midday sunshine.

From here it's the final descent down the last of the mountains followed by the relatively boring ride through lush green river valleys and finally into Nelson, home for the next few days, and our final stop in the South Island.

Nelson is renowned for its warm temperate climate at the head of the south island, and today it doesn't disappoint. It's warm and we can't wait to shed bike gear as we find suitable digs for our stay and then walk into town for a late lunch

Day 11: 15 September Nelson. Today is nominally a rest day, but once the chores are done and the morning coffee and toast are dispensed with I feel the urge to be out riding. It's been drizzling off and on all morning, but looks like it's clearing for the afternoon so I decide to go to Takakka as an excuse to ride the Takakka Hill Road.

Setting off just after lunch, the sun is coming out and slowly drying out the wet roads. The traffic is light as I make my way out to Richmond, and then take the turn of to Mouetaka. From here it's an easy gallop through the horticulture areas of regional Nelson (very pretty) with the rolling countryside green and lush.

Coming into the village of Riwaka the roads provide a bit of motorcycling excitement, just enough to keep ones heart rate up and on your toes. I pass the Home Brewery in Riwaka and make a mental note to bring Martin Gilbert back tomorrow for this. Bigger all traffic now as I motor out of Riwaka and cruise the last few kilometres to the base of the Takakka Hill.

Now a little context here to set the scene: Takakka is a pretty little alternative lifestyle village in Golden Bay (the name says it all). It is set in a stunningly gorgeous river valley protected on 3 sides by mountains so high they can carry snow on them during the winter, with the 4th side being Tasman Bay. The only way in and out by road is the inappropriately named Takakka Hill road. In Australia, this hill would dwarf Mt Kosciusko, and the road is a simple 2 lane affair well surfaced but incredibly steep on both sides of the hill and very unforgiving to any mistakes. Oh, did I mention this road consists of approximately 300 corners over a mere 55kms? Over half of them are 35km/hr or less and a good proportion being hairpin corners.

The base of the hill arrives and I'm into it as the gradient steepens up and the corners come thick and fast. This side of the hill is still damp but that doesn't detract from the riding pleasure. 25kms later I pop out at the summit and tip the GS downhill for the steep descent into the valley. If I thought the ride up was fearsome, I get a rude shock on the way down: the corners are tighter, the gradient steeper and the room for error is even less. By the time I arrive at the valley floor I'm feeling exhausted and the last 10kms into Takaka Village, which in any normal course of events would be a riding dream, feel quite ordinary.

Afternoon tea in the village provides a much needed rest and the opportunity for the heart rate to return to normal.



Day 12 - The Sprig & Fern Tavern

Heading back to Nelson, it's now quite warm in the valley, although the snow covered mountains in the distance suggest otherwise.

I feel better prepared for the hill now and the bike flows from corner to corner as climb towards the summit. Two-thirds of the way up, progress is slowed temporarily as I come up behind a police car... Hmmm, what to do? My quandary is solved for me, when a hand comes out of the driver's window waving me on. There's no mistaking the instruction, so the GS receives a handful of throttle and we are past and tipping into the next corner. The rest of the hill is simply sublime, an overwhelming number of corners set against a scenic background straight out of a picture postcard. Life is beautiful.



Day 13 - Morning tea at Havelock

evening out. Only in Nelson would you find a pub residing in a 100 year old house in the middle of a similarly aged suburb.

Day 13: Nelson to Wellington via Picton. This is our last day in the South Island, and the weather gods are smiling on us today. The ride out of Nelson alongside Tasman Bay in the early morning sunshine is stunning, with the rising sun highlighting the snow covered mountains of the West Coast. Leaving the coast to commence the climb up and over the Bryant Range into the Rai Valley, I encounter the perfect combination of circumstances: dry weather, no traffic and a road that would rate as one of the world's best in terms of corners and road surface. I motor up to the summit of the range, my boots gently kissing the tarmac on each corner. One wouldn't think it could get much better, but arriving in Havelock, the entrance to Marlborough Sounds, the water glistens in the mid-morning sunlight. Wow.

We stop for photos and morning tea on the waterfront in Havelock. It's also a chance to pinch ourselves by way of saying we haven't been dreaming.

After morning tea, we motor on beside the Marlborough Sounds, on the Scenic Route (as opposed to the main highway) into Picton. Checking into the ferry terminal, we are the first into the gates where my BMWOR membership scores us a \$90 discount on our fares. That's paid for itself. Before long we are safely ensconced on the Ferry and sailing out of the Marlborough Sounds in the warm spring afternoon on our way to Wellington.

So that was the South Island of New Zealand, where I think we managed to ride about 75% of the must do rides. We did very well with the weather, enjoyed the local hospitality and simply had a wonderfully relaxing time. Not sure about Martin & Alison, but I will be back.

Martin (Kiwi) Little R1150GS, but not on this trip.

Day 12: 16 September Nelson. Things are slower today; we ride to Mouetaka for morning tea where I am forced to consume fresh carrot cake and the best coffee. Martin & Alison also imbibe in the local cuisine so I don't feel lonely. The ride back is very pleasant: lush green rolling countryside with lots of snow covered mountains in the background.

We then spend a very pleasant few hours strolling around the WOW Museum to view the cars and motorcycles (highly recommended if you are in Nelson).

After such an arduous day, we feel obliged to recover at the Sprig & Fern Pub (awesome) for dinner and to view the NZ vs. Japan game. Now the Sprig & Fern Pub is essentially a very old weatherboard 3 bedroom house converted into a pub. The atmosphere is awesome and, combined with the delivery of fush n chups from the Fish & Chip shop next door, makes for an excellent



Day 13 - The scenic route to Picton

BMW TOUREN SAFARI 13-18 MAY 2012



Route travels from Bathurst to the Sunshine Coast with registrations opening late January 2012.

You can register your interest to receive BMW Safari updates here:
<http://www.bmwsafari.com/index/ts-safari>.

The GS Safari booked out in 3 days so get in quick!

THE MONTHLY **FARKLE**¹



Maxwell & Williams, Microstoven Round Mini Casserole Dish, 300ML Red Gift Boxed.

Just the thing to prepare dinner for 1 or 2 at your next rally and only \$9.95. Barcode: 9315121648736 Product code: BW0111

I saw this one at Myers, but probably available at all kitchenware stockists.

¹ Fancy Accessory Really Kool & Likely Expensive.

30TH MRA CAPITAL RALLY



The MRA 30th Capital Rally is held on the banks of the Goodrabidgee River; turn left before the bridge on Brindabella (to Tumut) Road. The weekend was marred by our arrival at Piccadilly Circus and John (KTM990) phoning 000 to update the ambos on a DL650 Vstrom rider vs. 4WD HiLux collision about 1km down the hill. Our involvement saw Jane hold our tarpaulin shading the injured rider and my assisting to move the bike to the edge of the road. In my opinion, the Brindabella and Bobeyan Roads would have to be two of the most dangerous roads in the ACT. The ambulance arrived in good time and took the rider, who appeared to be in reasonably good spirits following his 'flying somersault' and crash landing in the road culvert to Canberra Hospital. We left shortly before the Police and SES arrived making an otherwise uneventful ride to the rally.

An early start from home saw us set up camp, enjoy a cold one and take a swim before, a 1st for us, afternoon tea in-between catching up with friends, acquaintances and meeting new friends on the rally circuit. Along with a green river side camp, catering by the MRA, limited bar and toilets; what more could a girl want!

Our raffle good fortune continues with Jane the happy winner of a pair of summer gloves donated by Canberra Motorcycle Centre. The evening continued the afternoon theme of pleasant conversation amongst friends, each



Who needs a GS or GSA to tour or rally? A Ducati 900SS (eBay \$18-35k) & F800ST

enjoying their tippie of choice. Sunday morn we woke to light and then increasing steady drizzle... ahhh that's how I could fit in afternooner's, by leaving the wet weather gear at home. Fortunately, whilst the rain fell steadily on the tent, outside it turned out to be only light and bearable given the warmth before easing. Our MRA hosts sold 95 badges plus a few other riders, whilst our club accounted for 3 - Steve (F650GS), Jane and me – a somewhat poor showing given the short 62km to home and less to Canberra.

Jane & Garry Smees, R100GSPD, because the R1200ST gets to Karuah in February.



Rolfe Classic BMW

Sales
Service
Parts & Accessories
Rider Equipment
Finance



The Ultimate
Riding Machine



A HEADLIGHT THAT SHOWS YOU THE FUTURE? VISION ACCOMPLISHED.

Gran Turismo – or Grand Touring – is all about high speed, instant acceleration, and total comfort over long distances. And now, the new BMW K 1600 GT makes this vision reality. The most compact in-line six-cylinder engine ever seen in a production motorcycle delivers its output of 160 hp (118 kW) and 175 Nm of torque with an irresistible blend of brute force and refinement. And with the world's first Adaptive Headlight on a motorcycle included as standard, even darkness won't dim the riding pleasure. See Rolfe Classic BMW Motorrad for a test ride on the new K 1600 GT today.

**ROLFE CLASSIC.
CANNBERRA'S ONLY AUTHORISED BMW MOTORRAD DEALER.**

Rolfe Classic BMW Motorrad

2 Botany St, Phillip ACT 2606
Tel : 02 6208 4135 Fax : 02 6208 4112
motorrad@rolfeclassic.com
rolfeclassic.bmw.com.au

LMD17000534

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](#).

Sunday Breakfast Ride: Club members meet for an informal breakfast each Sunday from 0900 at the [Thymes Thirty Three Cafe](#), 3/33 Ellendon Street, Bungendore. Everyone is welcome and often a short ride afterwards.

2012	Date	Detail		Contact
February		2012 Membership Renewal is now due!		Contact Ian Hahn members@bmwmccact.org.au
	Wednesday 8	Committee Meeting, The Canberra Club		Contact the President
	Saturday 11 Sunday 13	35th Karuah River Rally, BMWTCNSW. Frying Pan Creek, Chichester State Forest. 30km out of Dungog NSW (14km dirt). Directions @ Bank Hotel Dungog. The Editor is going editor@bmwmccact.org.au .		www.bmwtcnsw.org or Rob Lovett 0417 267 425
	Saturday 18 Sunday 19	Club ride and stay at Buchan Caves (camp or book your own). Leaving williamsdale 0830 and accomodating GS (Barry Way) and TS (Bonang Hwy) riders		Contact Martin Robertson rides@bmwmccact.org.au
	Thursday 23 Sunday 26	World Superbike's Round 1 @ Phillip Island http://www.worldsbk.com/en/tickets/tickets-a-travel.html		No planned ride, but Club members do go if you're looking for company.
	Wednesday 22	General Meeting, The Canberra Club		Contact the President
March	Friday 2 Monday 4	National Ducati Clubs Rally, NSW. The Station Resort, Jindabyne. Registration form, how to book accommodation, meals, costs and payment options available at http://www.cddc.org.au/ndcr2012registration.htm		Canberra District Ducati Club President Doc Rutherford email president@cddc.org.au Ken 0419 604 136 or email ndcr2012@cddc.org.au
	Sunday 4	Alternate breakfast ride to the Kings Highway Diner, Braidwood		Contact Colin McNally
	Saturday 3 Sunday 4	Khancoban Motorcycle Festival. Live Music, Show & Shine, Local wine and food. \$20 entry		http://khancoban.com.au/
	Friday 10 Monday 12	27th Annual Cold Flame Rally. 65kms south of Jindabyne (~40km dirt) on the Barry Way / Pinch River junction. In the National Park with toilets, but take your rubbish out with you.		Cold Flame Tourers. (ex-Prez) Bob & Sue Coleman; email srcoleman@bigpond.com
	Saturday 10 Sunday 11	7th Once Bitten Rally. By the Redback Tourers at the Humula Citizens Sports Club, 16km SE of Tarcutta, turn left and follow the road. \$15 @ the gate		Contact Shane Gibbs on 02 69225632 or email SDGIBBS@bigpond.com
	Wednesday 14	Committee Meeting, The Canberra Club		Contact the President
	Saturday 24	Bermagui Bike Show. Bermagui NSW, opposite Bermagui Hotel. CRAB (Cancer Research Advocate Bikers)		email bikeshow@crab.org.au web www.crab.org.au
	Wednesday 28	BMWCCACT Annual General Meeting, 1945 @ Rolfe Classic Motors Phillip Motorrad Show Room. BBQ from 1800. If you only make it to one Club event in 2012, make it this one. You must be a financial member of the BMWCCACT to vote.		Contact the President
April	Easter Friday 6 Monday 9	Friday 6 Saturday 7	#3 Scrapheap Adventure Ride. Destination Macphersons Plains Resort, Snowy Mountains. See http://scrapheapadventureride.com.au/	Contact Martin Robertson rides@bmwmccact.org.au

2012	Date	Detail	Contact
	Wednesday 11	Committee Meeting, The Canberra Club	Contact the President
	Saturday 28 Sunday 29	Autumn Leaf Rally, Tumorrana Hall by the Tumut Valley Riders. 35km from Tumut on the Wee Jasper Road. \$20, catered, raffles, bands and bonfire	http://www.angelfire.com/in/tvrmc Contact the Editor
	Wednesday 25	Anzac Day	
	Wednesday 26	General Meeting, The Canberra Club	Contact the President



Some more Martin (Kiwi) Little happy snaps with Alison & Martin Gilbert's trip to NZ.

Here's your chance to tell the Club about yourself. Email your answers including a photo of you and the bike to the editor@bmwmccact.org.au:

This month the Club Secretary Gary Melling tells us a few things about himself...

When did you start riding and why? I was 18 when I rode my first bike, straight into a fence if I remember correctly. Nobody told me how to stop it and I wouldn't have probably listened anyway. Mate was a bit upset about his toy at the time!

What was your first and current motorcycle and was there a favourite along the way?

My first was a Suzuki TS250 chookie which somebody else wanted more than me. It was found by the police after a short chase. Apparently you can't outrun a radio and police cars are pretty solid barriers. One bike stuffed and two kids under arrest. Current motorcycle is a BMW R1200GSA which I want to ride just about everywhere I can afford to ship it to. Don't have a favourite; just love anything with two wheels.

How often do you ride? Not enough but retiring in three years and hope to fill my time with those roads and tracks never ridden.

Who do you ride with (Club, friends, social)? A bit of all of the above but not often enough in every case.

Where is your favourite ride and why? Tough one. The roads in Norway were pretty special particularly around the Bergen region and a place named Trolstegen (Home of the Trolls). Absolutely awesome with a view to match. Loved it so much did it three times.

What is your favourite BMWCCACT activity? I really liked the Snowy weekend for the 30th anniversary and want to get to more of the Sunday breakfasts.

If you could ride any bike anywhere, what bike would that be and where would you ride it? BMW S1000RR suitably prepared and ridden around the Isle of Man at a good rate. That would be ridden at my rate which would be a speed just a little more sedate than Cam Donald.

What top motorcycling tip would you like to share with us? Always take tyre repair gear with you and you will never have cause to take on the motorcycling gods and actually use it! Helps if you know how to use it (just in case I am wrong).



This leads to this after 1 day.



Do something special. Make an appointment **13 14 95**

Don't forget to tell them that you are with the BMWCCACT!



REGISTRATION FORM

Please Fax completed form to 02 4823 5744
 Or email to admin@formula-xtreme.com.au
 All enquiries phone: 02 4823 5711

Please complete all the details below:

Name Mobile

Bike Model Year.....

You will receive email confirmation of your booking. Email

Rider Group please tick your selection: Novice (slow/new) Intermediate (medium)
 Advanced (medium/fast) Racer (Modern Race bikes/fast)

Ride Day Dates please tick your selection

..... Friday 27th January Friday 3rd February Thursday 23rd February Friday 23rd March Thursday 5th April

*** Saturday 14th April - Advanced Group only run in conjunction with 'Race Your Mates' fee including timing transmitter \$199.00 in GST

..... Friday 11th May Friday 25th May Friday 27th July Friday 3rd August Friday 24th August

..... Friday 14th September

*** Wednesday 26th Sept - Advanced Group only run in conjunction with 'Race Your Mates' fee including timing transmitter \$199.00 in GST

..... Friday 25th October Friday 23rd November Friday 7th December Friday 21st December

*** For more information on Xtreme 'Race Your Mates' Days please check out our website www.aus-superbikes.com.au or call us on 4823 5711.

Fee: Rideday \$169.00 inc. GST; 'Race Your Mates' Day Advanced Group only \$199.00 inc. GST.

Discounts: pre-book 3 ride days receive \$10 off per day;

Pre-book 6 ride days receive \$20 discount per day and we will give you a pit lane garage

Number of Ride Days	@ \$169.00	\$
Number of 'Race Your Mates' Days Advanced Group only	@ \$199.00	\$
Discount (if applicable)		\$
Sub Total		\$

Licence: Participants must have either a Wakefield Park Club Licence, AASA competition licence or MA competition licence.

..... I require a Wakefield Park Licence for \$50, this Licence is valid for 1year from first rideday. \$

Total \$

Credit Card Payment:- Visa and MasterCard only.

Credit card: / / Expiry Date: / Amount: \$

Cardholder Name Cardholder Signature

Direct Deposit: Australasian Superbike Company Pty Ltd BSB 082755 A/C 56683 4979

This document is a TAX INVOICE please retain a copy for your own records. Australasian Superbike Company Pty Ltd ABN 12107909277



The route as recorded by SPOT the tracker.

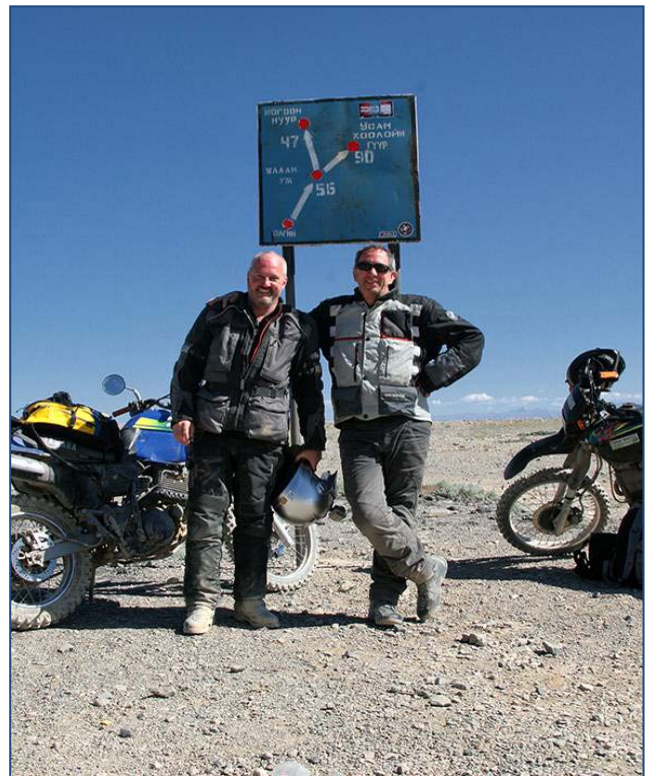
In 2010, I shortened the bucket list after completing a bike trip across Russia and Europe. One of the most disappointing parts of that journey (actually the only disappointing part) was not being able to see Mongolia as I had originally planned. In 2010 the Russian Customs created difficulty from the get go so I was more than just a little determined that second time around nothing would stop me from travelling to the land of Genghis Khan. Never die wondering is my new mantra as the years advance so 2011 was "ride Mongolia".

For this trip, I wasn't particularly keen on using the import option via China or Russia so I chose to hire a suitable bike through a Mongolian based company. Let me save you the trouble of looking up the operator. The company name is Steppenfuch and it is run by an expat German, Mr Vait (shady) Sholtz. Let me say from the outset that I thoroughly enjoyed my experience. It had many, many priceless moments and some that I would rather forget. In the world of travel, you generally get what you pay for and my three weeks came very cheaply so enough said in that regard.

I had arranged to travel on this trip with one of the original Team Russia members but he was forced to withdraw at the last minute. Out of the blue another friend from England announced that he could make it instead so I was ecstatic there would be somebody to share those special moments with, as they occur.

The beginning. The journey commenced with a flight from Canberra to Sydney then onto Beijing and through to Ulaan Baatar (UB). After 24hrs of travel, I had met up with my mate Simon from England and we boarded an internal flight to Hovd near the Kazakhstan border.

Hovd is a thriving metropolis of a few camels and goat herders cunningly located in the middle of nowhere. After arriving and looking around, I was seriously questioning if we were at the right place as there was no one else around. Eventually, after a phone call to Mr Sholtz in UB our interpreter and support crew arrived in their Russian Uaz



In front of a highway sign minus the highway.



The extensive road network

4WD. A quick introduction and it was off to meet with our hire bikes.

Chariots. The bikes that were to serve us faithfully (we hoped) were Yamaha XT600s that had probably seen their very best some time last century. In this land, it was patently obvious that all of the transport gets treated pretty harshly and our two bikes were perfect examples of how hard that could be. The operating environment is extremely unforgiving and in all fairness, there is probably a spread of questionable riders amongst the various hire groups as well. After a quick bite to eat (never did find out what it was), we hit the tar to the local markets for supplies and then out of town and onto the journey proper.

First impressions. My first impression of the Mongolian landscape was that it is not that dissimilar to the Simpson Desert region with lots of sand, rocks and wide open spaces. The one really big difference is that every now and then you would run into a herdsman tending his flock of goats, yaks or funny looking sheep while seated on his short stocky pony. Pretty much the same as they had done for centuries. Off in the distance you would always see a tent Gher in a valley or a cluster of Gher's set

against the most majestic mountain ranges.

My most enduring memory is that there were hardly any trees to be seen anywhere. For those that have been out there, think the landscape of Silverton out near Broken Hill and you have the picture.

Looking at the vast expanses of those plains and mountain ranges every day I was constantly thinking 'how did Genghis Khan possibly conquer the known world at that time'. It would have taken someone really special to get together 150,000 warriors because you have to try very hard just to find another person living not too far away. It literally is a long way to go if you want to pick a fight.

Circular touring. Four days into the journey and our route after leaving Hovd had us travelling in a very large anti-clockwise circle as part of the desire to explore the Altai mountain region in the country's west. I have read many books raving about this part of the world and it is all true. We were at an altitude varying from 10 – 14,000ft and quite often found ourselves travelling up valleys that terminated at extremely rugged mountain faces. Our tour guide had all the maps and allegedly the local knowledge so I could not always quite work out why we kept running into dead ends.

I thought a poor sense of direction may be part of the problem but a few days later, under intense questioning our guide admitted that he was not at all familiar

with this region. When the trip was arranged with Mr Vait (shady) Sholtz he gave the impression that he did tours to this region regularly. In actual fact, the tour group preceding us had wanted a challenging journey away from the normal routes. It was a one off organised tour that they had paid for handsomely. When I came along, he was simply optimising the return trip (which he had to do anyway) with very tired bikes, support crew and a bit of extra cash.

There was an amusing incident a day or two later which bore this out. We were travelling up a valley and obviously lost so stopped at a Gher to ask the local for directions. Generally, this would result in the immediate hospitality of sharing a drink (a local brew called Airag), perhaps a simple meal followed by sweeping hand gestures with lots of words and smiles. In this particular case when the question was asked, it was greeted by a blank stare and stony silence. A few more questions and still blank stares so our interpreter and guide walked away and said we will move on.



Camping in the Altai Mountains amongst the remote beauty

Turns out that we were very close to the border with Kazakhstan and the dialect they were using there was unknown to our Mongolian crew. The local Kazaks go where the animals and the ground food are so there really is no border as far as they are concerned. It is not a problem you experience in Australia unless you live in Liverpool or Cabramatta and certainly not an issue in UB and its immediate surrounds where our pit crew came from.

First Aid Anyone? Travelling east on the northern edge of the Gobi region from a town named Darvi we came across a Hi-Lux 4WD that had rolled several times, belonging to the Liebherr construction company. I can only surmise that he was travelling cross-country and hit a washaway at speed

because there was no track to talk of. The driver and one of the passengers were trying to help a third passenger who had suffered very serious facial lacerations and was going into shock. I asked through our interpreter if they had a first aid kit as you only use your own as a last resort. The blank looks said it all so I then asked our people to fetch ours from the support vehicle. To my utter shock, there was none there either.

After doing our best by using his spare clothes and keeping him warm we could do no more and had to push on. The company was sending a vehicle of some kind but it would be some time before help would be available and probably no better than my first aid. I was furious at the time that anyone could ever run a tourist company and not think through the risks of an accident and plan accordingly. Even though it was gross negligence on the part of Steppenfuch, I was angrier with myself for not checking. I made a mental note to be extremely careful and not add to

the chance of joining our friend in a similar style accident.

One Million Star Hotel or Gher. The biggest difference between camping in Mongolia as compared to Russia was that in Mongolia you could go wherever you want, whenever you want and not have to worry about the difficulty of leaving the road because of permafrost, roadside barriers, the constant perceived danger of encephalitis ticks in wooded areas and of course the drunken locals. There were no fences here, practically no tracks of any consequence, certainly no forest where we went and simply the most magnificent lakes and running streams leading from the snow capped mountain backdrops; all inviting you to just stop and enjoy the moment. It was something very special indeed when you camped on the wide-open remote plains of a foreign country and witnessed the most incredible sunsets followed by a million star night sky in all its glory.

One of the must do's was sample the simple delights of Gher accommodation. It was almost at the end of the trip in the ancient town of Karakorum before we actually managed that delight. The Gher's are a simple thick felt covered circular tent using a primary wooden frame (must be imported from Russia). There is a basic single stove in the middle that is designed for both heating during the bitter winters and of course, for cooking.

The really clever part is the fuel they use is dried camel dung or other animal droppings. The fuel tends to leave a peculiar taste in the Airag, which is the multi-purpose fermented yaks' milk that is left to simmer on the stove for some days. They feed it to their toddlers early on in the fermenting process, before it has time to morph into a volatile alcoholic beverage, which is about seven days. It is not dissimilar in taste to the Canadian moonshine known as 'Moose Milk' and certainly provides a similar kick for those cold nights.



Horse meat curing on the temporary drying rack



Another glorious sunset with the local herdsman

Everyone should have a pit crew. The bikes were indeed old models but appeared to be reliable enough to get through the trip. They didn't! The real beauty of this tour was that I didn't have to think about anything apart from breathing and getting up in the morning. The rest was all part of the deal. It really is quite nice to get up and find your pit crew checking the oil, tyres and topping up the fuel while breakfast is being put together. They even started the



Pit crew earning their keep on the only flat tyre

bikes for us and warmed them up. Every day we simply got up, had some basic breakfast, threw the gear into the support vehicle and stepped onto the bike. If there was a problem (and there were plenty) you simply put the side stand down and stepped away while the worker bees come in and did their stuff. It even extended to flat tyres which fortunately and surprisingly we only had the one. I now know how the Moto GP stars must feel when they step off and walk away.

It was around 12 days into the trip and my bike was proving extremely difficult to start. It was no surprise, after a short halt on the side of a windswept mountainside that it wouldn't. Five and half hours later it jumped into life with the fault apportioned to an electrical issue. It was the next day, late in the afternoon when the engine started

loosing all power and then appeared to seize which invited me to bite the dust. After ensuring I was still in one piece we did manage to get it started again but it ran like a dog and now had a broken brake handle to boot. What followed was a comedy of errors and frustration.

The carby was pulled off but somehow some of the parts found their way into the abyss of the dismantled engine or on the ground. All in all, it proved too difficult and due to the late hour, we left it until the morning. I knew there were further problems when we hadn't moved an inch and it was well after lunch the next day. The bike was dismantled and placed in the support vehicle and I took my spot in the front seat as we set off towards UB. Another bike was being despatched in a second support vehicle but would be at least two to three days before we could meet up with them; at least we now had many spares for Simon's bike which was also developing a good leak around the oil filter and wasn't responding to first aid.

We did finally meet them and swap the bike for a BMW F650 that also seemed to be on its last legs; at least it had an electric start and was working. It did survive to the end of the trip. Simon's bike lasted until the final day when we were around 100kms from UB. He was frustrated with the cleaning of oil from his boots and clothes and decided it was time to fix it once and for all. One of the bolts holding the filter cover had no thread and despite the valiant attempts with thread tape and fencing fire, we concluded they were kidding themselves. The wheels were taken off and his bike was parked inside the support vehicle for the remainder of the trip into UB.

The people you meet. About three days out from the end, we had chosen to stay at another Gher camp near a lake named Olgi Nuur. The camp seemed perfectly innocent as we checked in although I was a little surprised at the Mongolian policeman wandering around the front. Looking back, I think one of the warning signs that all was not quite right should have been the strange looking, swarthy characters we saw driving past us in very modern V8 4WD's whilst we were approaching the camp. Most vehicles in Mongolia are old and clapped out.



A local herdsman in traditional attire



Even the camels have to stop for fuel (water)

We checked in (were shown to our Gher) and I was lying on the bed thinking of a nice shower when our interpreter came to us and said we had to leave immediately. It turns out that we had checked into a camp that was currently being used by the King of Kuwait. It seems that he (or at least his minders) thought that we were a security risk and should leave immediately. I suppose the two Squirrel helicopters, three large Winnebago style Pantechs along with associated vehicles and ancillary generators says that his money and status was always going to be better than two very dirty and dusty foreigners on clapped out motorbikes looking for a cheap bed.

Why were they there? I am glad you ask.

Mongolia is a great place to collect birds of prey

such as Falcons and Eagles and the King was prepared to pay \$25,000 per bird for the right ones. We did have a chat with one of the handlers on the way out and learnt more through a quick 10-minute chat than I thought possible.

Bridges and river crossings. The countryside is crisscrossed by streams that can be trickles or very rapidly flowing watercourses. They can also be quite deep as they are well fed by melting snow from the mountains. Generally, there were many crossing points but these were normally based around 4WDs. The strategy for bigger crossings was for us to sit and wait for one of the locals to come along and show us the best way across. There was only one occasion near the end where this technique failed us and my bike sucked in a gut full of water. There was no real damage apart from my pride and the wet clothes, which were difficult to dry, as it was a cool night.



The easiest way to cross the river



Pet eagles posing

The only other crossing where we struggled (for a short time) was where a new, modern bridge was being constructed. There was a young Russian just finishing dragging his Africa Twin out of the drink right next to the bridge so we decided to look for another way around. The bridge itself was in sections with gaps between them. Fortunately, the gaps were just narrow enough to string some beams across them. Problem solved!

Terror is a personal thing. There was only once in the whole trip when I genuinely feared for my safety. As we came back into UB, I was forced to stay as close as possible to our support vehicle so I didn't lose him in the peak hour traffic. Easier said than done! Our driver wove across lanes, played chicken with buses and trucks. There are no road rules in UB; only the strong survive and I was so, so glad to step off the bike for the last time.

Final nuggets

- Mongolia is an absolute must for the adventure traveller.
- Mongolians are very, very friendly people.
- The R1200GSA would have been a total liability out here. Too heavy and complex if something goes wrong.
- Horsemeat tastes pretty good.
- Airag is superb and should be marketed in grog stores back home.
- Be wary of shady Germans.
- UB has one of the best Irish pubs in the world, the Grand Khan.
- Mongolian roads are pretty much non existent but their tracks and lack of a

- single direction makes it a hoot to work out where you are going.
- Fuel is relatively easy to find if you look for a lightning rod standing above all other buildings.
 - Never have a serious accident in Mongolia or you are likely to travel home in a box (not wooden though).
 - Gher's are able to be packed up and moved in an hour
 - The scenery is magnificent and knows no bounds.
 - If you are going to go, do it now before real progress arrives and takes away the adventure.

Gary Melling 1200GSA



Gher accommodation at its finest.



BMW Motorcycle Club ACT Notice of Annual General Meeting 28 March 2012

2012-2013 Committee Nomination Form

Only a current financial member of the BMW Motorcycle Club ACT Incorporated (the Club) can nominate and be elected to the positions of President, Vice President, Secretary, Treasurer, Editor, Ride Coordinator, Social Secretary or Membership Secretary. See the Club Constitution for details at www.bmwccact.org.au.

Club members do not elect the Club Public Officer or delegate to BMW Clubs Australia who are appointed by the President having consulted the Committee. However, nominations are accepted from financial members interested in appointment to these two positions.

I (print name) of
..... (print address), being a current financial member of the BMWCCACT (the Club) wish to nominate for the following 2012-13 Committee position(s):

- 1)
- 2)
- 3) (Write on the back if you need too).

A financial member of the Club must second all nominations.

I (print name) of
..... (print address), being a being a current financial member of the Club seconds this nomination.

.....
(signature of nominee)

.....
(signature of seconder)

.....
(print date)

Return this completed form to the secretary@bmwmccact.org.au as a PDF file or @mail marked for the Attention of the Secretary, BMWCCACT PO Box 4042 Weston Creek ACT by 14 March 2011.



Smooth out your ride
We've got you covered.



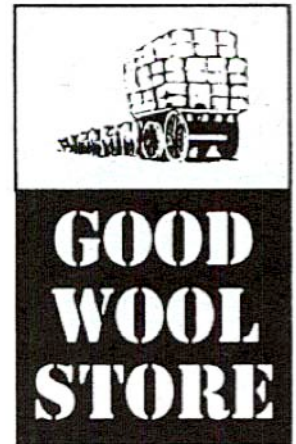
Australia's premium sheepskin motorcycle seat cover service.

LUXURY COMFORT & PROTECTION.

www.goodwool.com.au

For information on club
discounts and pattern
availability

Good Wool Store Pty Ltd
49 Queen St. BERRY 2535
Ph 02 4464 2081
Fax 02 4464 3344



THE EDITORS FILL

Wanted: Pictures of Members, their bikes and their trips during 2012 for the Magazine and Christmas Party. Send them and articles to the Editor@bmwmccact.org.au with captions and photographer credits.



Hi Riders,

Welcome back and all the best for 2012. I write this for what is looking like a bumper magazine, with two great ride reports making for holiday reading when you're not riding and will use this month's column to recap my editorial style. You are welcome and encouraged to submit articles of interest and relevance to the BMW MCCA CT but not necessarily all things BMW. All work must be credited to the author, source or publisher and where applicable verifiable if of commercial origin.

Everyone likes pictures, but please remember that you are a member of a motorcycle club so pictures of food, cars, backs of heads and table settings are likely to miss the cut. Equally photos of smashed bikes, people going to, at or leaving hospital without an accompanying story are at best depressing even with the subjects approval! For those all-important group shots don't forget to call out 'free S1000RR' and try to get most of those being snapped looking at the camera. Lastly, whilst you are there, I may not have been so include a caption of names, location and/or event. Emailed pictures need to be of reasonable size to survive the editing, processing and printing so select the medium or suitable to print option when emailing rather than bombarding my email with 6+MB files. Don't let any of the foregoing put you off from sending an article or picture through; as if there are no photos (or words) then it didn't happen. Lastly, renew your membership to vote at the March 2012 AGM.

That's my fill, have a good ride,

Garry Smee
editor@bmwmccact.org.au



Shopping Cart: 0 items



EastCoast BM's

Australia's
Largest **RANGE**
of aftermarket
BMW Motorcycle
Accessories

Search:

Languages:

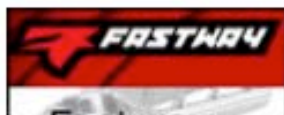


Currencies:

[Home Page](#)[New Products](#)[Specials](#)[My Account](#)[Contact Us](#)

BMW Bike Models

- F650/F800GS twin (14)
- R 1200GS /A 2008 (1)
- F 650 / CS / GS / ST / Dakar (31)
- F 800 S & ST (15)
- K 1200 RS & GT (20)
- K 1200 S, R, Sport & GT (5)
- R 1100 / 1150 RT (26)
- R 1200 GS (118)
- R 1200 R (28)
- R 1200 RT (34)
- R 1200 S (38)
- R 1200 ST (16)
- R 850/1100/1150 GS & Adv. (33)
- Remus Sport Exhaust (34)
- Accessories (4489)



East Coast BM's News
Coming soon....

TOURATECH CATALOG

Want a copy? Click here for more information to receive your free copy of the 2007 Touratech Catalog.



EASTCOASTBMS Newsletter

Sign up for the East-coastbms Newsletter. Be updated on NEW products and specials.

If you already have account you can sign up under E-mail Notifications in your account

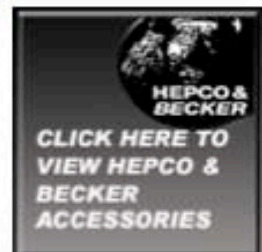
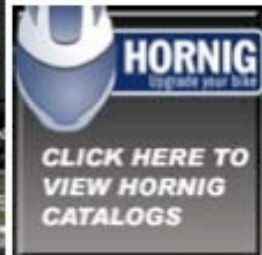
Welcome to East Coast BM's

East Coast BM's is dedicated to bringing you the finest quality accessories from the most respected manufacturers. We have hundreds of products available for you to customise, modify and repair your BMW motorcycle.

We stock products for all BMW motorcycles including the F650, F800S, R80, R100, R850, R1100, R1150R, R1100, R1150RT,

R1200GS, R1200S, R1200RT, K1200S, K1200R, K1200GT, K1200RS and many more!!

Some of the high quality companies we source out products from include:-



Mick Owen Motorcycles trading as East Coast BM's:

<http://www.eastcoastbms.com.au/>



Best Sports Tourer, Ian Leyton Grant

Club German Autofest Awards 2011



Best...

- Tourer - George Penfound, K1100.
- Sport / Tourer - Ian Leyton-Grant, R1100RS.
- Sport - Ron Andrews, K1.
- G/S - Alan Walsh, R1200GS.
- Veteran - Jack Foley, R75/5.
- Cruiser / Roadster - Mandy McAlister, R1200C.

Ian Hahn K1200LT
Membership Secretary

Thanks again to our sponsors BMW Motorrad Australia, Rolfe Classic BMW and Mick Owen Motorcycles.



CLUB GOING ON'S

COMMITTEE MEETING 11 JANUARY 2012

Meeting commenced at 1930 at The Canberra Club, Civic.

Apologies from G. Melling.

Attendees were S. Hay, I. Warren, I. Hahn, M. Edwards, J. Foley, A. Walsh, G. Smee & M. Robertson.

Xmas party wrap-up – J. Foley presented final figures and receipts etc.

Step Off Award – M. Edwards advised that the award will be going to D. Morgan and that I. Hahn is having the award engraved. It will be presented to Dave, but will not stay at the hospital with him.

Location of general meetings – S. Hay advised that the Canberra Club is willing for our monthly general meetings to be held at the club. Steve has asked the club to consider quoting for a Christmas function.

Harmony German Club – Mark Edwards will write a letter of thanks to the club for their hospitality during the past year.

AGM – although all future meetings will be at the Canberra Club, the exception will be the AGM which will be hosted by Rolfe BMW on the 28th of March. M. Edwards to confirm arrangements.

Committee – M. Edwards reminded the committee that his time is almost over as President and that committee members should be active in considering potential committee positions for the next year. S. Hay advised he would be willing to be Social Secretary next year but to do so he would relinquish the Public Officer position.

Member profile – G. Smee advised that the Gary Melling's profile article will appear soon in the January club magazine and he is looking forward to contributions.

Rally wrap up – J. Foley advised that \$600 profit from the rally had been contributed to the Royal Flying Doctor Service. Jack also advised that the combined bank balance for the club is \$6162.

Membership – I. Hahn advised that we have 148 full members with 63 associate members.

Promotional membership – suggested by S. Hay that a positive membership drive could be sponsored by the club providing one year's free membership to new BMW motorcycle purchasers. The mechanics of this process to be discussed with Rolfe BMW by M. Edwards.

Magazine – G. Smee will investigate having our club magazine printed in colour. Alan Walsh advised that our magazine would appear more attractive especially in the commercial locations that we deliver them to.

Buchan - Ride Coordinator M. Robertson is suggesting a ride to Buchan February 18th and 19th. It was suggested that two routes would be considered to give GS riders a break from the bitumen as one option.

Braidwood – Col McNally is organising some future trips to Braidwood and, later, to Captains Flat.

Web site – A. Walsh (webmeister) is to review our present

site and others to provide the best system for the club to use in future. This would include a review of convenience, privacy and size.

The meeting closed at 2037.

CLASSIFIEDS

BMW MCCA members can place an advert in this newsletter and on the website (including a photo) free of charge. Please include your membership number when placing your ad. Ads from non-members may be restricted due to space limitations. The Editor and Webmaster have the right to refuse or reject any ad without reason.

FOR SALE

R1200GS Adventure



Odometer 15,000km. Service history at Rolfe Classic. Rego ACT until 23/11/2012. Includes Traction Package (ABS, ASC-traction control, RDC-tyre pressure monitoring) and Electronic Suspension Control. Metzeler Tourance Tyres fitted at 11,000km. [Selling new for \$33,000.00]

Extras Included:

- Aluminum panniers (\$1,400)
- Remus Titanium Hexacone Muffler (+ Original Exhaust) (\$1000)
- 3rd year warranty (BMW warranty and Roadside Assistance until November 2013) (\$570)
- Black dog cycle works bash plate and centre stand piece too (\$600)

[Total value of extras=\$3,570.00]

Asking for \$27,500.00

Email: Joshua.edwards@rolfeclassic.com

BMW K1200S - 2007 model - 58,000k in very good condition and equipped with panniers. Coloured silver with yellow rims (ie standard colours). The bike is located in Canberra - asking \$15,500.



Phone Nandor Daday on 0413 877 487.

BMW K75S (1989)



Reluctant sale of a beloved, utmost reliable and trusted companion of nearly eighteen years, in excellent condition and meticulously serviced (for the past 3 years by Mick Owens). Winner of Clubs Australia Best In Class 2 Valve K series 2004, Classic 2009 etc. Includes pannier system and luggage rack, specialized rear shock absorber with re weighted fork springs, stain tune sports exhaust, genuine low seat option, fork gaiters, braided fuel and brake lines, polished honeycomb wheel rims and custom paint highlights. Heated handgrips, hazard lights, hubcap and sheepskin throw over – original manual and handbook complete this bike. Recently serviced (July) and registered until Jun 2012.

All mechanical documentation and history provided.
Glass valuation certificate supplied
\$5150.00 ono, for more information or pictures contact paulsherriekye@bigpond.com.

Due to a bike upgrade, the following items are now surplus and for sale:

- Brand new top box (still in the original carton); Colour – Black; 49-litre capacity, will suit R1200RT, K1200GT, R1200. \$850.00 ONO



- R1200RT sheepskin seat covers. \$85
- Wunderlich bike cover will suit K1200LT, R1200RT (unfortunately it does not fit my bike), \$90. Contact Mark Nugent on (02) 6155 1001



**WANTED TO BE ☺
NONE THIS MONTH**

None this month

APPLICATION FOR MEMBERSHIP

PO Box 4042 Weston Creek, 2611
 EFT to: BSB 805-022, account 03318092.
 Account name: BMW MCCA

BMW Motorcycle Club
 ACT



Membership expires on the last day of February each year.
 Applications are subject to committee approval and may take several weeks to process.
 Please don't send cash. We do not have credit card facilities.

Payment Type: (please check) EFT Cheque Money Order

SINGLE MEMBERSHIP

\$40.00 plus \$5.00 joining fee. Total \$45.00
 (If joining after the general meeting in October the fee is \$20.00 + joining fee)

PARTNER/JOINT/FAMILY MEMBERSHIP

An extra \$5.00 is required for Partner, Joint or Family Membership.

PERSONAL INFORMATION (*mandatory)

* LAST NAME _____
 * FIRST NAME _____
 * ADDRESS _____
 * TOWN _____ POSTCODE _____
 PHONE _____
 MOBILE _____
 E-MAIL _____

PERSONAL INFORMATION (*mandatory)

* LAST NAME _____
 * FIRST NAME _____
 * ADDRESS _____
 * TOWN _____ POSTCODE _____
 PHONE _____
 MOBILE _____
 E-MAIL _____

I would prefer the club magazine: electronic mailed
 I am willing to accept information on club events via e-mail.

Motorcycle 1	MAKE	PREFIX	MODEL	CAPACITY	YEAR
Motorcycle 2	MAKE	PREFIX	MODEL	CAPACITY	YEAR
Motorcycle 3	MAKE	PREFIX	MODEL	CAPACITY	YEAR
Motorcycle 4	MAKE	PREFIX	MODEL	CAPACITY	YEAR

The fees paid as above entitles member/s to receive the Club Magazine, a club badge, sticker and membership card (for each member) and to participate in all the Club activities.

Participants in Club activities are advised that they do so at their own risk. You are required to obey the law at all times and ride with your safety and the safety of others in mind.

I / We agree to comply with the rules of the BMW MCC ACT according to its Constitution.

SIGNATURE 1

SIGNATURE 2

DATE

(Not required if submitting via e-mail)

MEMBERSHIP SECRETARY ONLY Membership # Date

Application considered by the committee on / / and accepted or declined

Pres V-Pres Sec Tres Ed Ride Soc Pub Web Memb Clubs


Cash \$ Cheque \$ Money Order \$ EFT \$


Mailing list Badge/s Sticker/s Membership card/s



Show Hal your current membership card to receive 10% off any purchase.

 19 Lonsdale Street Braddon ACT 2612

 (02) 6247 6804

 (02) 6257 5485

 gearup@tjstyres.com.au

BMW Motorcycle Club
ACT



BMW Clubs
Australia



To:

From: BMW Motorcycle Club ACT Incorporated


PO Box 4042 Weston Creek ACT 2611



See Hal at TJ's for all your motorcycle tyre, accessories and service needs at:

 19 Lonsdale Street Braddon ACT 2612

 (02) 6247 6804

 (02) 6257 5485

 gearup@tjstyres.com.au