



Shaft Drive Lines

June 2012













What's On

- July Saturday 6 Christmas in July, Joint BMW MCCA ACT and BMW MCCVIC Dinner in Beechworth
- August Friday 3 Sunday 5 Hat Rally, Araluen NSW.
- September Sunday 16 Saturday 21 BMW GS Safari 2012 Ballina – Bathurst

SHAFT DRIVE LINES VOLUME 32, JUNE 2012

2012-13 COMMITTEE

President: Martin Robertson - R1200GSA President@bmwmccact.org.au	
Vice President: Ian Warren - K1200GT 02 6166 1466 04 1478 9632 Vicepres@bmwmccact.org.au	
Ride Coordinator David Morgan - R1200GS 0429 105 155 Rides@bmwmccact.org.au	
Secretary: Gary Melling - R1200GSA 0410 142 835 Secretary@bmwmccact.org.au	
Treasurer: Jack Foley - R1200GS & R75/7 0488 036 007 Treasurer@bmwmccact.org.au	
Membership Secretary: Ian Hahn - K1200LT / R90/6 / R26 (02) 6288 8126 Ah Members@bmwmccact.org.au	
Social Secretary: Steve Hay 0422 006 727 Social@bmwmccact.org.au	
Editor: Gary Smee - R1200ST / R100GSPD (02) 6201 7915 (w) & F650GS 0400 264 372 (m) Editor@bmwmccact.org.au	
Public Officer: Steve Hay 0422 006 727 Publicofficer@bmwmccact.org.au	
Webmaster: Alan Walsh - R1200GS Web@bmwmccact.org.au	
Clubs Australia Delegate: Gary Melling - R1200GSA 0410 142 835 Delegate@bmwmccact.org.au	
 Cover Photo: Mal Elliot looks intently for the best line.	

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: Membership forms are printed periodically in the magazine or can be downloaded from the Club's website <http://bmwmccact.org.au/>.

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

- BMW MCCA: <http://autos.groups.yahoo.com/group/actbmwmcc/>.
- ACT Gravel 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. The 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 2011, 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@bmwmccact.org.au or by @mail to

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

For emails, do not embed pictures or compress their size to less than 200 dpi.

DISCLAIMER

Participants in BMW MCCA 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 BMW MCCA 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>

PRESIDENT'S BANTER

Hi fellow members,

Winter has truly arrived, how do I know? The 43rd Alpine Rally was held on the long weekend. I along with several ACT members rode into the Brindabella's to join a large group of fools, according to my wife, to spend a chilly night next to the Goodrabidgee River. The ride in and out could be described as a challenge for those not used to muddy and icy roads, the GS pilots agreed that the conditions were "technical". A full story on our exploits at the Alpine is in this edition.

The other big event this month is Christmas in Winter, held in conjunction with the Victorian BMW Club at Beechworth on the 30th June and 1st July. From previous reports, it will be an enjoyable weekend away and an opportunity to share some good cheer with our southern cousins. Time is running out to book a seat at the Christmas table and get a bed, but, if you are considering going, contact Steve Hay our Social Secretary.

As we all know, motorcycling involves a degree of risk and too often accidents occur. So, what do you do when a mate goes down? Stand by and hope that someone knows what to do or step in and assist in the confidence that you know the basics of first-aid? Your Committee has decided to organise another first aid course with the focus on first-on-scene support, especially targeted on motorcycle accidents. This course will be similar to the popular and well received one held a few years back.

Details of the course content and a suitable venue are still being worked-out before we can promote the course, but the expectation is that the course will be run some time in August. Similar to last time, the club will also subsidise paid-up members who wish to attend. If you know of a suitable venue that would be available for free on a Saturday or Sunday in August, give our treasurer, Jack Foley a call.

Ride Safely

Martin Robertson

CLUB MEETINGS



The Club meets 1945 the 4th Wednesday of each month at [The Canberra Club](#) 45 West Row Civic.

WELCOME TO OUR NEW MEMBERS

Peter Fisk

R1200RT

Bill Looyen

R1200GSA

Welcome, see you on a ride 😊

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The President stops to inspect the road condition and ice on his way to the 43rd Alpine...

WHAT'S ON

Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Owners Karen & Alison offer BMW Club members a free small coffee when they purchase the big breakfast of 2 eggs, bacon, sausage tomato and mushrooms for \$16.00.

Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to make way for other customers.

This calendar lists Club activities and updated on the web page (www.bmwccact.org.au) or by the [Ride Coordinator](#) by email to members. This does not stop you from arranging a ride, and if you want company, email the [Ride Coordinator](#) who will pass your planned trip on to the Club members. Do not forget an article and pictures of your ride for the magazine! Send those to the [Editor](#).

2012	Date	Detail	Contact
July	Saturday 6	Christmas in July. Joint BMWCCACT and BMWCCVIC dinner	Contact the Social Secretary
	Friday 6 Sunday 8	2012 BMW Motorrad Days, Garmisch-Partenkirchen, Germany. http://www.bmw-clubs-international.com/en/index.html	Contact the Secretary
	Wednesday 11	Committee Meeting, The Canberra Club	Contact the President
	Wednesday 25	General Meeting, The Canberra Club	Contact the President
August	Friday 3 Sunday 5	Hat Rally, NSW. Araluen camping area approx 3kms before Araluen pub. Signposted from Braidwood, \$15.	Contact Al 0447 278 122. Back to basics. Firewood, limited water and toilets provided. Usual awards inc Best Hat.
	Saturday 4 Sunday 5	Border Run, another unofficial rally for the hardcore rider meeting at the Border Village SA (to WA). For those that need a map .	Not a Club Run, but some rider's plan on doing both this and the OCR the following weekend.
	Saturday 11	Have a need to ride hard-core dirt and looking for a destination? Then start planning for OCR 2012 meeting on Saturday 11 August 2012 at Bramwell Station , far North Queensland, 3300km from Canberra and ~200km from Cape York. 2014's will be in the Pilbara WA.	You can read all about it on ADVrider (http://www.advrider.com/forums/showthread.php?t=668527) or load the Google Map Reference (12.093483 142.558383) into the navigator.
	Wednesday 8	Committee Meeting, The Canberra Club	Contact the President
	Wednesday 22	General Meeting, The Canberra Club	Contact the President
	Saturday 25 Sunday 26	Thrasher's Terrifying Trek (or TTT Rally). Private property, signposted off Wombeyan Caves Road, NSW.	Unsealed roads and tracks that vary in consistency from easy hard gravel to treacherous mud and slime.
	Friday 31 Sunday 2/9	2012 YMF Loan Yamaha Australian FX Superbike Championship @ Wakefield Park	See: http://www.formula-xtreme.com.au/
September	Saturday 1 Monday 10	2012 Postie Bike Challenge; Perth to Broome WA. See: http://www.postiebikechallenge.org/index.htm	Contact the Ride Coordinator
	Wednesday 12	Committee Meeting, The Canberra Club	Contact the President
	Saturday 15 Sunday 16	BMWTCNSW Far Cairn Rally at Tottenham the centre of NSW; raises funds for MARI	For information see www.bmwtcnsw.org
	Sunday 16 Saturday 21	BMW GS Safari 2012 Ballina – Bathurst	Bookings are essential: http://www.bmwssafari.com
	Wednesday 26	General Meeting, The Canberra Club	Contact the President

THE OCR2012 DIARY

The Off Centre Rally or OCR started a number of years ago and held on the second weekend in August every other year; this year at [Bramwell Station](#) a mere 200km short of Cape York Far North Queensland. Along with the Border Run, the weekend before and meeting at the Border village on the WA/SA state line, both rides whilst ad hoc are intended to test rider and machine.

At the *Loaded Dog Rally* I had been listening to chatter on who was going or not with mild enthusiasm as the thought of ~500 km dirt two-up was not the as appealing as it might sound when Rob organiser of the BMWTCNSW Karuah River Rally advised he wanted to go, but only had approval if he went with someone else. Jane said "you should go"...which was enough for as it would be rude to turn down a riding pass just because you didn't ask the price, what was that Pied Piper?



What to do...well get a map of Cape York (\$12) and plan a route over a few beers. As it turns out there is only one main road in this part of the world, so I could have saved 12 bucks. The next step was to look at the bike and buy parts and undertake some pre-trip maintenance, after all Canberra to Bramwell Station is 3320 km. I had been meaning to overhaul the carburettors on the GS for some time. This started with Bing Germany and their model and part list, your model number is cast into the web of the carburettor body, see here: <http://www.bingpower.de/english/service/datenblaetter.html>.

I ordered the necessary parts from Motor Works in the UK who conveniently offer a kit for the various Bing models that includes all the consumable parts. All those riders of the pre-injected era will have used inline fuel filters of some sort, on top of the in-tank gauze type, my bike included, but on close inspection there was some visible wear to jets and needles. Whether this makes a noticeable

difference to power or fuel consumption though is yet to be seen.

I did learn one lesson; the innocuous butterfly flaps (choke) removed to replace the spindle o-ring do have a right and wrong way of reinstallation. This became apparent when trying to balance my newly rebuilt carburettors and not being able to adjust the engine idle speed never mind balance. Oh, and if you're using Carbmate vacuum gauges then the book, what book, says hang them upside down for BMW airheads.

I also replaced the paper filter with a K&N, whilst the Internet is full of pros and cons; I figure that at least I can clean the K&N versus a potentially blocked paper filter and requirement to carry a spare.

This called for a second planning session to see how Rob could make a bash plate to suit his hybrid R80ST with GS front end, solved by the realisation that with the addition of a sump spacer that the donor GS bike's sump and existing bash plate would fit quite nicely. That problem solved our discussion turned to the risks of dehydration in Canberra on an autumn's Sunday afternoon.

Next on the agenda is oil and filter change, check valve clearances with my latest farkle, individual Wurth Tool feeler gauges, have a look at the hidden wiring and fit my (farkle) additional LED headlight, just in case Rob's 'we won't ride at night' and we do as a cigarette lighter has a brighter flame than the GS headlight. But that's a story for next month...



Garry Smee
R100GSPD
(rapidly approaching the price of a new F800GS and counting)



Save someone's life, donate and share your blood now. Do not forget to tell them that you are with the BMW MCCA and you need to register your preference online beforehand!



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THE GS LEGEND CONTINUES.

The world is smaller than you think. For over 30 years, BMW's GS series has been taking riders to all ends of the globe. Isn't it time you were part of the legend? Meet the R 1200 GS Adventure. The four-valve DOHC technology gives additional power while the exhaust gives extra punch. One more reason to get on a GS and see the world. See Rolfe Classic BMW Motorrad for a test ride on the R 1200 GS Adventure today.

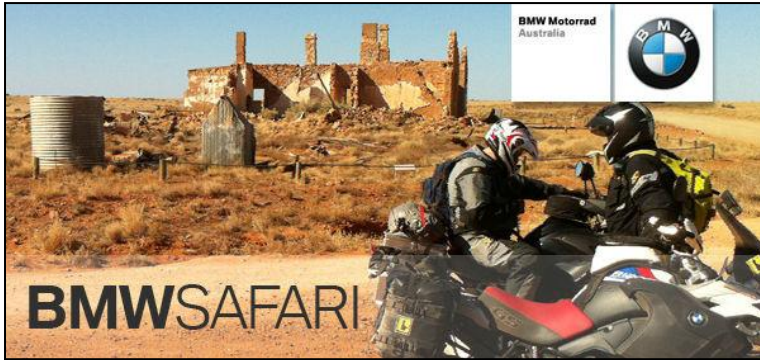
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BMW SAFARI - BALLINA TO BATHURST 16-21 SEPTEMBER 2012



This year's GS Safari will begin in the beautiful northern rivers region of NSW on Sunday September 16th with rider registration and welcome function, before heading off the next morning. The Safari will head west into the Great Dividing Ranges for the rest of the week before concluding at Bathurst, NSW on Friday 21st September. Registration pricing is still being calculated but should be a little less than last year. We will email details of that late next week.

The guys just headed off yesterday on the GS recce. We'll have some fantastic photos and footage of the route which we'll post on Facebook and the website after they get back.

We are once again planning a 2-day pre-Safari off road rider training course, so this will run in the days just before the event. Further details on rider training will be released in due course.

Bookings for GS Safari 2012 will open on the Tuesday 1st May: <http://www.bmwsafari.com>

THE MONTHLY FARKLE¹

Stahlbus®-oil drain valve

A conventional oil change is always associated with spills and dirty hands. Therefore, this system has been developed with which you can perform an oil change completely safe and clean.

It will easily replace the existing drain screw. When changing the oil, you unscrew the cap and put on the hose connector via quick release. Only when this is locked, the valve opens and the oil can be drained into the provided container.

R1200R owners! This drain valve will fit models up to 2010 only.

From [Wunderlich America](http://www.wunderlich.com), US\$64. Watch 'how it works' [video](#).



Würth Tools Individual Feeler Gauges

Why would you need individual gauges over the more traditional 'set' of feeler gauges I don't know? But they will take up less space and weight in the tool kit and for 4 valve engines you should be setting both at the same time for accuracy (really?). These feeler gauges come in colour coded different sizes and are sold out of the back of a truck. Check the Würth's webpage <http://www.wurth.com.au> or Google.



PS: I couldn't wait and bought mine at [Munich Motorcycles](#) WA.

¹ Fancy Accessory Really Kool & Likely Expensive.

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You can book campgrounds and track tickets here <https://www.grandprixtravel.com.au/bikes12/camp/home.asp>.

WANTED – SHAFT DRIVE LINES EDITOR FOR AUGUST 2012

The Editor is going to the 2012 Off Centre Rally during the month of August and will be out of the office. I am looking for a volunteer who wants to exercise their inner journalist, no previous skill required but some knowledge of MS Office would help or you can publish as hand written notes ☺

The basic magazine is laid out in Word and about half the pages are repeats, throw in a few ride reports (you might have to supply your own), a couple of your pictures and job done.

The finished copy is sent as a PDF file to the Webmaster and our printer Copyqik for the Membership Secretary to pick up and mail.

If this sounds like you, please send an email to editor@bmwmccact.org.au before the end of June 2012.

Cheers

Garry
Editor *Shaft Drive Lines*

THE MONTHLY FARKLE (*continued*)²

The President is tempted to get one and the Secretary has one on his office desk, so we should all be getting the Aldi Expressi Machine only \$79. A 12V version is rumoured to be in development, but if you cannot wait then visit your local Aldi store or shop online here <http://www.expressi.com.au/expressi-machines>.

(*Advertorial*) Expressi machines have been engineered in Switzerland by experts in this field. Certain features further highlighting this credential:

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- 2 Year Warranty



² Fancy Accessory Really Kool & Likely Expensive.

IMPROVING CLUB MEMBER RIDING SKILLS

One of the Club's objectives is to improve club members riding skills. In recent years, the Club has sponsored and organised rider skills training and motorcyclist first aid courses. This year the Committee has adopted a different approach where you book, pay and attend a selected rider training program and on completion present your 'certificate' to the Treasurer who will reimburse you \$100 off the course cost. Sorry no reimbursement for travel, accommodation, meals or entertainment: training course only.

The Committee has approved the following training providers and courses. If you find another one, please send the details to the Committee@bmwmccact.org.au for consideration.

- Stay Upright ACT @ Sutton, <http://www.stayupright.com.au/stay-upright-act-0>
- Academy of Off Road Riding @ Nelligen, <http://www.academyofoffroadriding.com.au/adventure-bike-courses/>
- Top Rider Motorcycle Rider Training @ Marulan, <http://www.toprider.com.au/Pages.asp?PageID=42> (occasionally in Canberra, check the web).

In anticipation of the massed enthusiasm, the subsidy is capped at 20 member courses for 2012. We will keep you up to date on where we are at and if you are concerned please email the Treasurer@bmwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMW MCCA ACT Inc. Yes we will check.
- You must book, pay and attend a course with one of the 3 rider training organisations listed above.
- You, having successfully completed your course send a copy of your certificate to the Treasurer@bmwmccact.org.au with your contact and bank details who will reimburse you \$100 (maximum).
- You can only be reimbursed once in this program cycle, April 2012 to March 2013.

CLUB MEMBER FIRST AID TRAINING

Know all there is to know about cornering, braking and riding safely on road or dirt? Then maybe a first aid course is more to your liking or need; not having done a rider skills course.

The Club has arranged and will subsidise a motorcyclist centric first aid course. This one-day course will not turn you into a paramedic, but may give you the skills to help out at an accident until one turns up. Depending on where you are, this may be quite a wait and worth having some basic first aid skills like:

- Being Prepared
- Mechanism of Injury
- Scene Safety
- DRABCD action plan & CPR
- Choking
- Wounds & Bleeding
- Head, Neck and Spinal injury
- Chest & Abdominal injury
- Breaks & Dislocations
- Medical Emergencies

The cost of the course is \$60 per person, with the Club subsidy of \$30, you only have to pay \$30 to learn the skills that may someone else's life.

If you are interested then email Jack Foley Secretary@bmwmccact.org.au who is coordinating a list of names. It is probable that one course will be held north and one south of the city at a location and on a date to be agreed. Get in early as these courses were very popular last time.

'Remember the life you save doesn't have to be your own, so make sure you bring a riding buddy.'

CLUB IDENTIFICATION

BMW Motorcycle Club
ACT



Looking for a sticker of the Club logo for your bike or badge to wear? Small Stickers \$0.50, large ones \$1.00 and enamel pin badges \$5.00. Send an email to Ian Hahn at members@bmwmccact.org.au to arrange for pickup, delivery and payment.



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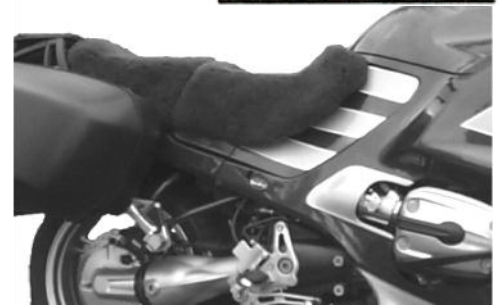
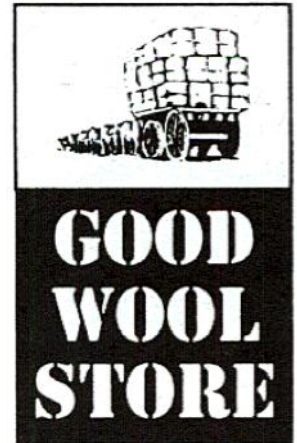
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THE EDITORS FILL

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



Hi Riders,

As we ride into winter, I have had to reorganise the wardrobe moving the summer jackets to the back. The cold weather should not stop us from getting out riding and the upcoming joint BWMCCACT and BWMCCVIC *Winter in July* dinner at Beechworth provides an ideal opportunity to get both bike and dinner jacket out with a variety of routes there and back depending on your degree of enthusiasm.

The cold weather also brings a change to the rally crowd, but not always numbers as those who make it to the *Alpine Rally* (this year in the Brindabella's) can attest over the June long weekend and followed later by SCUM Tourers *Casper Rally* at Bumford Ford on the Taralga-Oberon Road, which in my opinion is often the coldest rally of the year. Others contestants include the *TTT Rally* (Wombeyan Caves Road) and *Winter Rally* at Nerriga.

There remain plenty of cafés, bakeries and coffee shops for those less inclined to sleeping on the ground, so there is no excuse to park the bike over winter if properly prepared.

Keep up the maintenance, look out for changes in road conditions and hazards and for those long term riders, why not visit your favourite bike shop and have a look at or update to some new riding gear sporting the best of design in fabrics for warmth, dryness, rider protection and the all important style.

That's my fill, have a good ride,

Garry Smee, Editor@bwmccact.org.au

RIDER TRAINING

I got back into motorcycle riding in 2003 after a 20-year layoff. The type of bike I was riding had matured from a Yamaha RD250 to a BMW R100RS-JPS. A quadrupling of my bike size after a 20 year layoff was a recipe of disaster so I undertook a Stay Upright 'Masters' course at Sutton Road. The Masters course was designed for riders like me who were returning from an extended break from bike riding. The course refreshed a lot of skills that hadn't been used in 20 years, introduced a few new skills developed in recent time and reinforced the need to think self-preservation when riding a motor bike.

In November 2007, the BMW MCCA supported a rider-training day run by Stay Upright at Wakefield Park. My son, and then club member, Cameron and I were 2 of the 24 who enjoyed a good day on Cornering and Braking skills. Cam's biggest frustration was that his Yamaha 600 was being blown off by every BMW on the track.

In July and December 2009, son and I did two more Stay Upright 'Cornering and Braking' courses at Oran Park. This time Cam had moved to a Kawasaki ZX9 in an effort to outrun father. All Cam achieved was dropping the 'Kow' on the last lap and doing major damage to his hand. Not smart for a physiotherapist but significant in the theme of this article.

Move to this year and Cam now has a Triumph 675 Daytona race bike and has been attending California Superbike raider training at Eastern Creek. He finally has a bike to beat the R1200ST.

In January 2012 we participated in an Eastern Creek Ride Day. The ride was supposed to be the first on the new, extended, international length Eastern Creek. The circuit wasn't ready so we were offered a second day, gratis, for when the work was expected to be completed. That day was the last Friday in May and the extension was still not open, though it looks nearly ready and very interesting.



RIDE DAYS

What is a ride day all about? Simplistically it is a day for a motorcycle enthusiast to hoon around a race circuit and enjoy the adrenalin rush. In detail, it is very structured and controlled.

When enrolling online you are asked to nominate which of the 4 speed groups, from Slow to Fast, you want to ride in. There are a maximum of 40 riders per group and on the existing 3.8 km circuit that is about a bike every 90 metres. Conventionally, first time riders go in the slow group.

When registering on the day, sometime just after 7am, you are issued with a one-day track licence and your bike is scrutineered. As well as the usual safety checks mirrors are taped to remove the temptation of dwelling on your rear view, and sometimes they tape over the speedo. It is recommended that tyre pressures be dropped to 30 psi. MORE ON THAT LATER.

For first timers there is an extra briefing on basic riding skills by a Superbike instructor. After their second ride session there is another briefing and Q&A period for first timers.

All riders are required to wear full leathers. If the leathers are 2 piece, they must be zipped across the kidneys. They check chin straps, gloves and zips on the grid.

THE RIDING

Bikes are allowed onto the circuit at 10 metre intervals and the first corner encountered is Turn 2, the slowest on an Australian circuit. It is pointed out to riders that the fastest superbikes are only 10 kph faster than some of us will be through this corner. By the next corner they will be 80 kph faster. Most treat the first couple of laps as a tyre and transmission oil warm up and ride a little conservatively. By the third lap the hares have bolted and by the fifth lap some of the slower riders are being lapped. Always on circuit

there will be at least one instructor from the California superbike school and riders they want to talk to are called off the track for personal instruction. Each session last about 20 minutes and you will do 6 or 7 laps in that time. You will get six sessions in a day, about 150 kms.

By the end of the day in January I was getting tired and woolly but I had been on the track long enough to learn the value of consistency in bike placement on the road and the selection of braking points. I also noted my bike was about 10 kph slower than at Oran Park down the main straight. In general the bike was pretty soggy in the corners.

TYRE PRESSURES

With great chunks of molten rubber globules all over my tyres, I went to Mick Owen the following day to discuss tyre pressures. Mick was familiar with the recommendation of 30 psi but suggested normal recommended road pressures are much better for BMWs. The math is simple; my bike and rider package weighs about 330 kgs. Most of the Jap bike and rider combos might weigh 250 kgs max. Tyre sizes are similar. It is worth noting that a quarter of the riders were using slicks and more than a quarter were using tyre warmers between sessions.

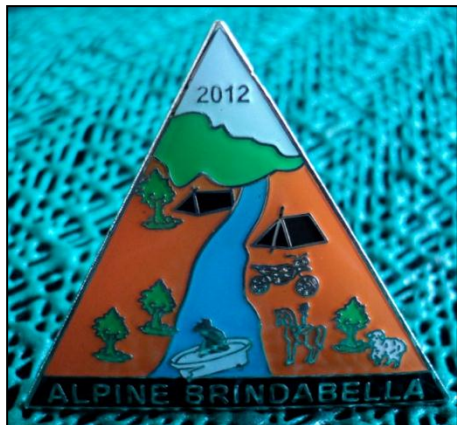
In May I ran 34F/38R and the bike was transformed. It is worth noting here that the investment in a quality tyre pressure gauge soon pays dividends, as the gauges at service stations are consistently unreliable.

For May the day started with a 'wet' track. The rain of the previous days had stopped but the track was very damp. In the second group on the road, the fastest group, a Honda ventilated the crankcase and left about 100 metres of fuel and oil on the exit to Turn 9, the second slowest on the track. 90 minutes were lost while they cleaned it up; it was the only 'dry' track for while after that. The environmentally friendly stuff they use to de-oil and dry tracks these days is a long way from the cement dust we used to throw onto Warwick Farm when flagging in the 60s, and much more effective if a little slower to work. The odd spot of oil had been missed in the clean-up and that made life interesting. The back wheel either stepped out of spun madly at 100 kph for a while.

LESSONS LEARNT

1. Bike Setup – tyre pressures have a significant effect on the balance of the bike and the BMW recommended pressures, or a little higher, are close to the mark. Invest in your own gauge.
2. A smooth line into a corner, and being on the right spot on the road when turning in are critical for balance and safe transit through the corner.
3. The prevailing wind can have a major impact on the performance of a bike, especially barges like BMWs with big riders. The prevailing winds in Sydney are Westerlies. Oran Park's main straight ran west to east and the R1200ST regularly broke 200kph with a tail wind. At Eastern Creek, the straight runs east to west and my bike never exceeded 195 kph due to the head wind. Late on Friday, the headwind was knocking 30 kph off the speed down the main straight. The smaller riders were not having the same issues. BMW must use jockeys when measuring performance figures.
4. The ability to travel a corner at high speed is often limited by what is between the rider's ears. Turn 1, at the end of a long downhill straight, is the fastest corner in Australia so they say though I think Castrol Chase at Bathurst might have a claim to that title. In January I was exiting at 80 kph at the beginning of the day and 130 kph at the end. In May I also started at 80, it was wet, and with better tyre pressures was exiting at 150 by days end. Superbikes enter this corner at better than 280 kph. Position on the road and line through the corner are critical.
5. Knowing your bikes responses under hard braking is also important. The first BMW I rode with para-lever front suspension caught me by surprise when it tried to stand up under firm braking while leaning in a corner. I regularly experienced the same characteristics with the R1200ST on one corner only in May. Under extreme hard braking while leaning into corner the bike tended to stand up a bit. Know what your bike does when near the limit.
6. The track is the best place to learn the limits of the rider and bike. On a track all the traffic is going in the same direction and there are generally decent run off areas and kitty litter where it matters. Had my son's incident at Oran Park happened on the highway he might not have lived to talk about it.

Mal Elliott, R1200ST



The *Alpine Rally* lays claim to Australia's longest running rally and this years 43rd was in the Brindabella Valley just west of Canberra. Held over the June long weekend it is often accompanied by ice, sleet or snow. This year we had ice but not sufficient to deter the 150 or so from Canberra, Victoria and Sydney's central coast's and all points in between.

Our ride up to Piccadilly Circus was relatively smooth, perhaps the recent rains had washed a layer of mud over the usual pointed corrugations, cresting the hill and shaded western side saw the 4WD in front pull over and wave us past. Okay, that's unusual, before we came upon our fist icy section of road. This and the following

sections were traversed without incident or maybe the PD's brakes were working and I hadn't noticed. Our ride along River Road and *Capital Rally* site revealed extensive damage to paddocks fences and riverbanks, a testament to nature's force.

The rally site is on private property and accessed by ~1.5km of paddock track before descending a greasy slope to a treed flat on the banks of the river. Arriving we addressed our sundials before setting up tents hopefully to catch the morning sun. As it turned out the Club had five members in attendance including three committee so the President called an impromptu western ACT regional meeting; I don't recall who was took the minutes other than the photographic record of 5 members in attendance. We may have to bring the Club flag if this keeps up.

Our evening progressed with Club members variously circulating the various campfires catching up with acquaintances of old and making new ones before huddling around a frosted tussock to discuss bikes, rides, equipment and all matters of import.



Sir's Brindabella road with a dash of ice...



Let the Minutes reflect (L-R) Editor Garry, Steve (F650GS), Jane (R100GSPD), President Martin (R1200GS) and Ride Coordinator Dave (R1200GS) attended the meeting.

It was not long before we relented and mindful of global warming, set a fire to warm the toes and give those prone to this affliction something to poke, twiddle and add more timber too. With a settling frost we turned in around midnight, leaving the hardy soles to carry on and in Dave Morgan's camp an apparent roster of fire tender's with his nights sleep punctuated by...zip open bag...zip open tent...prod/poke/add more wood...zip up tent...zip up bag...wait one hour...repeat. Apparently, this makes for a restless night, but you do have a warm fire to wake up to.

Breaking free of our ice cocoons, we were met by a clear Sunday morning and a reported low of -8°C overnight and not much warmer in the daylight. At this location, Alpinist's have the choice of (1) leaving early

and making the most of the frozen slush if not slippery or (2) wait until late morning and ride slippery slush, whilst (3) some stay for the Sunday and leave on Monday. With speeches made, awards given (youngest rider male 23, youngest female 40), badges collected and farewells made we broke camp for the ride out. The ride out of Brindabella is not without its challenges, but is usually accomplished with the combination of soft hands, steady power a relaxed style and if nothing else allow your bike to pick its own path. Negotiating the track out using my best foot peg steering technique learnt with the benefit of Club subsidy at the *Academy of Off Road Riding*, we made it back to the road for our return home with an agreed stop at Weston for coffee with Martin who had left before hand, Dave was riding to Orange and Steve leaving later in the day.



(L) The Editor practises his foot peg riding technique riding uphill, not a problem for Nandoor's K1200S that only required the liberal application of power.



Porridge is ready dear...mmmm

Jane and I made our way up the hill against the steady flow of 4WDs or small front wheel drives before coming across our first ice sections. First one negotiated without problems, the second was met with one rider at the start who had come unstuck and a second group at the end. Stopping to check the rider and bike were both fine if somewhat unsettled. Mmmm that left a rather tricky restart that had the bike sliding sideways before finding some grip. The second group had a rider and his HD part company under similar circumstance. Fortunately, there was no serious harm to anyone.

Reaching Piccadilly Circus, we then had a good run down the hill with only the occasional wet patch of road to contend with before the run back into Weston and meeting Martin for coffee and late breakfast.

After that we made our way home for the post rally unpack, washing and drying of gear.

Another great weekend away with the company of others enjoying all the best of winter riding and camping; until 2013 and a return to the Yarrangobilly campsite – see you all there.

Jane & Garry Smee

R100GSPD



43rd Alpine Rally 2012, complete ✓

RED CROSS BLOOD DONATIONS

BMW Motorcycle Club

Filter by: State ▾

State: Australian Capital Territory ▾

Date from: 01/01/2012

Date to: 10/06/2012

SEARCH >

RESULTS FOR 01/01/2012 TO 10/06/2012

State	Total number of donations	Number of lives saved
Australian Capital Territory	14	42
ACT TOTAL	14	42

ACT



Are you looking for a bank with no fees, friendly faces, somebody to chat to, free drinks and invite back in 12 weeks or a fortnight?

A bank that pays no interest but will gladly give back your donation or the donations of other's in time of need?

Then perhaps you should make an appointment with the Red Cross Blood Bank in Garran.

The Club has an account with our member tally of 42 donations thus far in 2012 not really reflecting our membership of over 200.

If you want to donate, then start here to see if your eligible <http://www.donateblood.com.au/> or phone the Red Cross on 13 14 95.

After all, why not donate to a cause we all need and lets see if we cannot get the Club to the top of the community sector.



Ice crystals on the BMW and *Many Wombat Holes*, it must be the *Alpine Rally Brindabella* ACT.



Martin Robertson



CLUB GOING ON'S

CLUB COMMITTEE MEETING 9 MAY 2012

Committee Meeting – 9 May 12 @ Labor Club
Weston

Meeting opened 1954hrs

Present: Martin Robertson, Gary Melling, Garry Smee (& Jane Smee), Jack Foley, Steve Hay and Ian Hahn

Apologies: Alan Walsh and Ian Warren

Minutes of previous meeting accepted

Agenda Points

Item 1 – Discussion on Riding Course details for club members.

Outcome – Club to subsidise financial members for a \$100 towards the cost of completing a selected Rider Training course after presentation of a completion certificate to the club treasurer. Maximum number of members is to be 20 for f/y 2012. Details to be published in club magazine.

Item 2 – First Aid Course discussed

Outcome – Jack Foley awaiting details and will provide at the next committee meeting.

Item 3 – Kosciuszko Rally discussions

Outcome – President to establish a Rally sub-committee from club members to look at ways of enhancing the Kosciuszko Rally

Item 4 – Next Alternative Breakfast and ride information.

Outcome – To be held at Long Track Pantry Jugiong on the proposed date of 3 Jun 12. Meeting point will be the Hall lay-by at 0830hrs. Members to make sure they book with the social secretary, as there is no guarantee they will be fed on time otherwise.

The southern meeting point has been changed to the Hume servo. Alan Walsh to change the web site info.

The Bungendore breakfast issues have now been addressed

General Discussion

1. General discussion on alternative venues to the Canberra Club but will be staying for the foreseeable future.

2. General discussion on Christmas party on the 7th December. Steve Hay will attempt to organise for the Canberra Club.

3. Gary Melling gave a short brief on the Clubs Australia meeting. The minutes have arrived since the meeting and will be published in the newsletter.

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(Editor: at 14 pages you can find the Clubs Australia Minutes on the website).

4. Gary Melling to write a short letter to Mary Meade (the charity org) advising (very nicely) to cease sending sponsor material in the mail.

5. Gary Smee undertook to discuss servicing awareness training for members with Rolfe

6. Martin Robertson undertook to check the constitution to verify mechanism for approval of new members. There is a general view that it needs to be streamlined.

7. Josh from Rolfe is happy to do a ride with members on Saturday after the dealership is closed. A lucky dip and could be good fun.

The meeting was closed at 2132hrs.

CLUB GENERAL MEETING 28 MAY 2012

Waiting...

CLUB COMMITTEE MEETING 13 JUNE 2012

Waiting...

CLASSIFIEDS

BMWCMCACT 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 modify (for space not content), refuse or reject any ad without reason.

FOR SALE

Rolfe Classic BMW have an eBay store here:
<http://stores.ebay.com.au/Rolfe-Classic-BMW>

Mick Owen Motorcycles sell on eBay and online here:
<http://www.eastcoastbms.com.au/>

BMW R1150GS, 2000 Model.



Black, 2 owners. Comes with BMW Panniers and

the following accessories; Remus Exhaust/Hepco & Becker Topbox/Touratech Tank Bag/Wilbur's front and rear shocks/Hepco & Becker Engine Bars/Tom Tom GPS Mount(s)/battery charger/heated vests points for rider & pillion with handlebar controls for rider/extra power point. Tyres Tourance's. \$8500 with accessories or \$7,000 with accessories removed. Ph. Martin 0407 200 227

WANTED TO BE 😊

BMW R80GS

Preferably, a Dakar, in going condition but not too flash or expensive as a project to rebuild for my son so that he can get into some rallies.

Olaf Moon

Olafmoon@ozemail.com.au 0418 21 4567

R100GS Rear Wheel

The Editor is looking for a rear wheel in good condition for a R100GS (4 bolt pattern), so that he can change between knobbies and road tyres. The one Upside Down Greg generously donated him is beyond repair.

Contact Garry at garrysmee@gmail.com or (02) 62915901.

APPLICATION FOR MEMBERSHIP

PO Box 4042 Weston Creek, 2611

EFT to: BSB 805-022, account 03318092.

Account name: BMWCCACT

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.

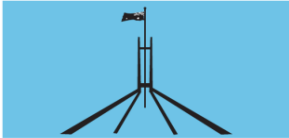
 19 Lonsdale Street Braddon ACT 2612

 (02) 6247 6804

 (02) 6257 5485

 gearup@tjstyres.com.au

BMW Motorcycle Club
ACT



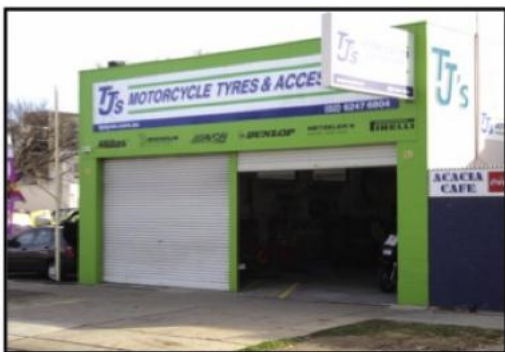
BMW Clubs
Australia



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