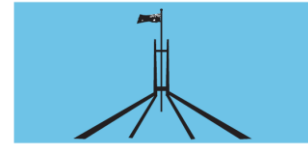




Shaft Drive Lines

April 2013












What's On

- 11-12 May, Loaded Dog Rally Tarago
- 18-19 May, Club Ride to Lake Cargelligo
- 26 May, Club Monthly Meeting



SHAFT DRIVE LINES VOLUME 33, APRIL 2013

2013-14 COMMITTEE

President: Martin Robertson - R1200GS 0409 329 270 President@bmwmccact.org.au	
Vice President: David Prest - K75 0423327912 (text is best) Vicepres@bmwmccact.org.au	
Ride Coordinator David Morgan – R1200GS 0429 105 155 Rides@bmwmccact.org.au	
Secretary: Dennis Littame – R1200GSA Secretary@bmwmccact.org.au	
Treasurer: Bob Ellison Treasurer@bmwmccact.org.au	
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Social Secretary: Steve Hay 0422 006 727 Social@bmwmccact.org.au	
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Webmaster: Alan Walsh – R1200GS Web@bmwmccact.org.au	
BMW Clubs Australia Delegate: Garry Smee BMWCA@bmwmccact.org.au	
 Cover Photo: Miles Davis (BMW) emphasising the need to properly ground the uphill foot. Garry Smee	

ABOUT THE CLUB

Meetings: For 2013-14, monthly Club meetings will start at 0930 on the fourth Sunday at different locations. The President will advise the location by email and on the Club's website <http://bmwmccact.wildapricot.org/>. Alternatively, you can contact the President directly at president@bmwmccact.org.au.

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://bmwmccact.wildapricot.org/> 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/actbmwmcc/>
- ACTGravel surfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

Activities: Club rides, social events and other organised events are listed on the web page <http://bmwmccact.wildapricot.org/>. The Ride Coordinator (rides@bmwmccact.org.au) and Social Secretary (social@bmwmccact.org.au) welcome suggestions and can be emailed directly.

The webpage <http://bmwmccact.wildapricot.org/> has the most current information. The Ride Coordinator and Social Secretary will email members reminders and late changes to events. Email is the principal means of communicating with Club members; it is up to you to ensure that your email contact address is up to date and mailbox not so full that messages don't get through.

You can update your personal details by logging on from the Club webpage <http://bmwmccact.wildapricot.org/>.

Charity Support: Profits from the Club's Kosciuszko Rally, held each October, are used to support a nominated charity. There was no profit in 2012.

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, the Club welcomes 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
BMWCCACT
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 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>

PRESIDENT'S BANTER

Hi fellow members,

This month's magazine is full of ride and event reports and the calendar is chock full of things to do. Even though the days are getting shorter and cooler, Autumn and Spring are the best biking times of the year for getting out on your "Bavarian masterpiece". So I recommend a visit to the "What's On" section of the Club's web site <http://bmwmccact.wildapricot.org/> and check out the events calendar. I have found that with a few mouse clicks I can add any event that I may attend to my personal calendar, and as the date approaches the mighty Mac will remind me to get ready to go. Our Ride Coordinator, Dave Morgan, has also added more details of these events in – you guessed it, the Events Section of our web site.

With our calendar in mind, I would like to remind members that the MRA Blanket ride is coming up on the 11th of May. This charity ride is a great opportunity to catch up with others members of our club who are not Bungendore regulars and our many friends on other bikes and in other clubs. The Blanket Ride is an opportunity to give money and non-perishable food to enable the Salvation Army to assist Canberra's needy. I hope to see you there.

Some of you may not know that I had an "off road excursion" the day after the AGM as I set out on the Scrapheap Adventure Ride. It was a typical chain of events, with over-confidence, insufficient roadwork signage and too much speed leading to the Husky heading into the trees and me diving over the handlebars. Not too much to say except that the Yass Valley Council did not think it was necessary to have stop-go men to indicate that a grader had completely dug up the dirt road making it impassable for a trail bike! My wrist is slowly mending and I hope to be back on the GS by the time you are reading this. The Husqvarna is on notice to behave itself on the next outing or I will trade it on a more controllable German bike.

Lastly, the Committee and I made a recent decision to award the 2013 Club Person of the Year to Taffy Williams. It was the belief of several club members that an award to Taffy was long overdue and I believe that the Club Person of the Year was a suitable tribute to a club member of many years standing. Taffy is a true motorcycle enthusiast and especially proud to have serviced and repaired BMWs since the mid 1970s. Taffy's health is poor at present, so make some time for a visit, as he is happiest when talking bikes and the good old days when we all rode airheads or K bikes.

Ride safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

None this month ☹️

CLUB MEETINGS

Club meetings for 2013 will be roving and held at 0930 on the fourth Sunday of each month, following a 0830 BBQ breakfast and before a ride decided on the day and leaving ~1000. The venue will be advised by email to members and on the Club webpage or contact the President president@bmwmccact.org.au.

You can find the next location here <http://bmwmccact.wildapricot.org/> and 'What's On'.

CONTENTS

President's Banter	3
Welcome to Our New Members	3
Club Meetings	3
Contents	3
Classifieds	3
What's On.....	4
BMW GS Safari - Victorian High Country 20-25 October 2013.....	4
BMW MCCA ACT Annual General Meeting (AGM) Minutes – 27 March 2013	5
Rockley Ride	7
Mudgee Not Quite	8
BMW MCCA ACT Online.....	10
Improving Member Riding Skills.....	10
Club Identification.....	10
The Monthly Farkle.....	12
Touratech Travel Event 2013.....	12
BMW MCCA ACT 2013 Club Person of the Year.....	17
Hill End Ride.....	18
The Editors Fill	19
Christmas in Winter - Legends on Hanson, Corryong ...	20
Minutes of Meeting BMW MCCA ACT – 13 March 2013 ...	23
Short ride: 2013 R1200GS.....	24
A Message from NSW Roads & Maritime Services or I have an E-Tag.....	26

CLASSIFIEDS

BMW MCCA ACT members can advertise their BMWs and motorcycling related goods on the web page. Send your contact details, advertisement and picture to the web@bmwmccact.org.au. The Webmaster has the right to modify (for space not content), refuse or reject any ad without reason.

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. 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.

The Clubs webpage <http://bmwmccact.wildapricot.org/> and 'What's On' tab details Club rides and activities, as does the [Ride Coordinator](#) by email to members. Do not forget an article and pictures of your ride for the magazine! Send those to the [Editor](#)

Date	Detail	Contact
4 th Sunday each month	Club monthly meetings start at 0930 on the fourth Sunday at different locations. A BBQ breakfast from 0830 is available to members and visitors (\$5 for an egg & bacon roll and a coffee) beforehand and followed by a ride agreed on the day.	The President will advise the location by email and on the Club's website. Alternatively, you can contact the President directly at president@bmwmccact.org.au .
Riding events	The webpage http://bmwmccact.wildapricot.org/ lists Club riding activities and reminders emailed to members. If you are going on a ride and want company, then email the Ride Coordinator before hand with ride and contact details and he/she will send an email to members.	Contact the Rides Coordinator (rides@bmwmccact.org.au)
Social events	The webpage http://bmwmccact.wildapricot.org/ lists Club social activities and reminders emailed to members. If you are coming along or want to host a social event then email Social Secretary of your attendance (for planning numbers) or details of your event and he/she will send an email to members.	Contact the Social Secretary (social@bmwmccact.org.au)

BMW GS SAFARI - VICTORIAN HIGH COUNTRY 20-25 OCTOBER 2013



This year's GS Safari will be held around the spectacular Victorian High Country. This destination has been very popular among riders requesting it as one of their choice locations for the GS Safari to visit. The route will take in the very best Victoria has to offer within the high country region including Bright and Mansfield, to name a few. Bookings for GS Safari 2013 will open on the Wednesday 15th May.

More details will follow including pricing, as we approach the open date.

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

Cheers,

BMW Safari Crew, <http://www.bmwsafari.com>

BMWCCACT ANNUAL GENERAL MEETING (AGM) MINUTES – 27 MARCH 2013

27 March 2013 – Location: Rolfe Classic BMW Motorrad, Phillip - Canberra		
ATTENDEES: OUT GOING COMMITTEE		
President:	Martin Robertson	Out Going
Vice President:	Ian Warren	Out Going
Secretary:	Dennis Littame	Out Going
Treasure:	Jack Foley	Out Going
Editor:	Garry Smee	Out Going
Ride Co-Ord:	David Morgan	Out Going
Membership:	Steve Retallack	Out Going
Web Master:	Alan Walsh	Out Going
Club Members in Attendance	33, per the record of attendance?	
1.0 Welcome and apologies	ACTIONS – Outstanding Matters	
1.1 President – opened AGM	The meeting was opened by Club President at 7.41 pm. 33 attendees were recorded in the attendance book. Apologies – Olaf Moon, Taffy Williams, Ian Warren (VP), Dave Arton.	
1.2 President opening comments. Thanked all Club members for attending AGM.	The President welcomed all the members to the 2013 AGM and thanked Rolfe BMW Motorrad for the use of their showroom and the pizza meal prior to the meeting. Thanks to Josh Edwards and Michael for setting up the showroom and Nicole for South Africa Motorcycle Adventure Tours for her presentation of the various tours available from SAMA.	
1.3 Minutes of the last AGM presented		
1.4 Business arising from previous AGM put forward to members -	Motion to accept previous minutes put forward by Martin Gilbert, seconded by Bob Ellison – motioned passed.	
1.5 Rider Co-Ordinator – Report	Dialogue Points: All rides to be placed on Ride Calendar; Several rides for April/May/June offered; Calendar will be kept updated on the web site. Recent rides presented; and New Website will allow for checking of ride calendar plus drop email.	
1.6 Treasurer's Report:	Dialogue Points: Financial Account Presented - 1 March 2011 – 28 February 2012; February 2012 - \$9,115.00 cash in bank; 2013 AGM - \$7,529.00 cash in bank; Accounting firms has been approved for third party reports; Accounting records open for all members to view and comment on; Membership income down from the same point in 2012, however, there many members who are still expected to renew; Motion: Treasure report be accepted as true and accurate Proposed – Brian Weir, seconded – Robert Campbell, motioned carried.	
1.7 Membership Report:	Dialogue Points: 108 Active Members; 47 Members have renewed; 7 Life Members; 3 Composite Members; 2 Associate Members New pay system in place; and Can still pay by cheque, credit card or cash.	
1.8 Web Master Report:	Nothing to report.	
1.9 Editor:	Nothing to report.	

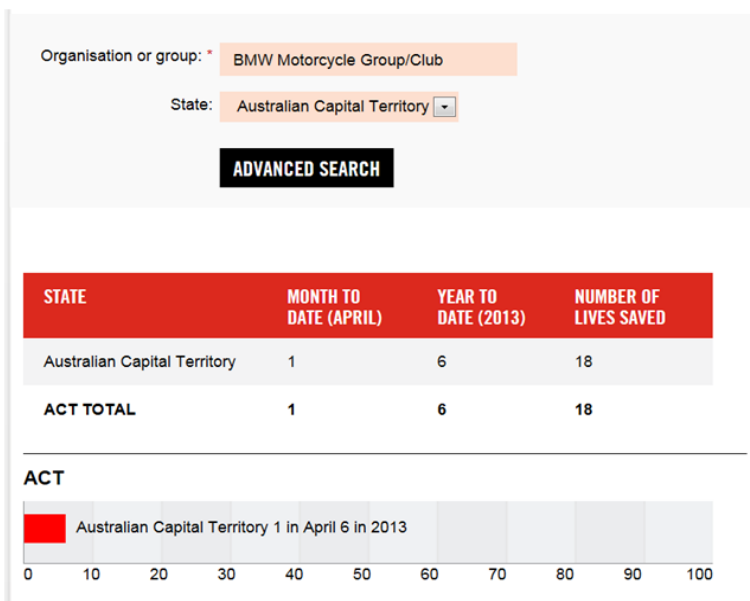
2.0 Social Member Report:	Dialogue Points: Sunday Breakfast – several locations discussed; Christmas In July 2013 – Hosted by BMW/MCC of Victoria on 29/30 June, location/cost/requirements in next magazine and email notification; Christmas Party BMW/MCCACT – will be at the Mawson Club, \$50.00 per head, location confirmed – date TBC; and Next General Meeting to be held 27 April 2013 at Weston Park in Yarralumla.
2.1 General Business:	Dialogue Points: First Aid Certificate – Jack Foley has the Basic Aid Certificates for collection; and Adventure Ride Certificates, to be issued, Dave Morgan will follow up on when certificated will be issued. ACTION – Dave Morgan to report.
2.2 Discussion Open To The Floor:	Rolfe BMW – presentation on the new water cooled GS 1200 R; and SAMA, Nicole announced a giveaway guided bike tour of South Africa, anytime in 2013 to be drawn in May 2013.
2.3 President Hand Over to Public Officer:	At the conclusion of the General Meeting the President declared all committee positions vacant and handed over to the Public Officer, Steve Hay, to chair the meeting and conduct elections.
2.4 Public Officer:	Steve read through each nomination, in turn, with each candidate being elected unopposed, unanimously with no dissenting voice. President – Martin Robertson Vice President – David Prest Secretary – Dennis Littame Treasurer – Robert Ellison Web Master – Alan Walsh Social Secretary – Steve Hay Membership – Steve Retallack Ride Co-Ordinator – David Morgan Editor – Garry Smee BMW Clubs Australia – Garry Smee Public Officer – Steve Hay
2.5 Public Officer hands over to new 2013 President – Martin Robertson:	Thanked all for attending – thanked Rolfe BMW for venue and refreshments.
2.6 President declared AGM Closed:	AGM Closed 9.16pm



Feel like donating blood? Well the Red Cross Blood Bank is happy to accommodate you, just call them on 13 95 96.

As at 20 April 2013, Club Members have donated 6 times. From more than 100 members, we should be able to improve on this through 2013.

For more information go to the Red Cross Donate Blood webpage <http://www.donateblood.com.au/>



ROCKLEY RIDE

David Morgan, R1200GS

After breakfast at Goulburn's Paragon Cafe, six riders – evenly split between TS and GS machines - headed north out of town, along the Oberon Road. This magnificent piece of road takes in some fine country along the western slopes of the Great Dividing Range. Our track took us through the village of Taralga, across the Abercrombie River, a further 31 kms where we took the turnoff on to Shooters Hill Road.

Passing through the locality of Shooters Hill, at 1250 metres, we came up behind a 4WD cab-chassis with a dog cage and what looked like a heavy sack swinging off the back. On closer inspection it proved to be a gutted pig, which at about 90 kph caused the occasional red spot to appear on the visor. We backed off until the double lines gave up and we able to put pig, fidos and local lads in the rear view mirrors. I'd never travelled this road previously and neither had any of the others, but it was agreed that it was an excellent bikers road, worthy of riding again in the future.

Arriving at Oberon, we refuelled the bikes and pressed on up the Bathurst road until making O'Connell. From O'Connell we took some scenic back roads to the west, via Lagoon Road through, well... *The Lagoon*, then further west to pick up the Rockley Road, where we made Rockley around half past one.

Rockley is a National Trust listed village, which being off the main thoroughfares, has been preserved largely intact and free from modern development. Like a lot of such towns in the region, mining of gold and copper helped establish the settlement in the early days of the 19th century. Having refuelled ourselves at Rockley's Club House Hotel with an excellent pub lunch and sundry refreshment we remounted and headed off in the direction of Trunkey Creek.



"The ride group having, refueled in the Club House Hotel, prepare for departure (L-R: Peter Oliver, Dave Ritchie, Peter Cummins, Bill Brown, and Dave Prest)"



Club VP, Dave Prest, giving his K75 a taste of dirt

After an interesting 11 kms of gravel road, we picked up the Bathurst road, which we followed south, to pick up the main road to Crookwell. This is another fine road, with four short gravel sections between Trunkey Creek and Binda (the gravel is easily managed on TS bikes, but being a well-travelled road, care needs to be taken at times when dust levels rise to the point where vision of oncoming vehicles is impaired). So, the road south takes us through Trunkey Creek, across the Abercrombie River, through Tuena, Binda until the western outskirts of Crookwell, where we turned off to make for home via Gunning, Gundaroo, where after we split for our own places.

All in all, a long but satisfying days ride of between 520 – 560 kms, depending upon where home was, through excellent riding country in good company. Our route according to Google Maps can be found on this link: <http://goo.gl/maps/T3kHC>

Riders: Peter Oliver (R1100S), Bill Brown (R1200RT), David Prest (K75), Peter Cummins (R1200GS), Dave Ritchie (F800GS).

David Morgan, R1200GS

By 8:40 AM it was evident that I was "it" for any weekend ride to Mudgee, so without further ado I figured I make at least a good day's ride out of it, given the prospect of the superb weather and roads ahead. First stop was Boorowa, as club member (and son) Peter had earlier departed from home in Orange to meet the err...group, at Boorowa, and do the Saturday part of the weekend. After a brief discussion at Boorowa Bakery, we headed off with the aim of checking out Wyangala Dam then via Bathurst to at least Hill End. And maybe as far as Mudgee even.



Wyangala Dam wall

So, from Boorowa we tracked out towards Wyangala Dam via Frogmore, stopping briefly to see how full the dam was. Still looked pretty full. Leaving the dam wall area, we headed up the Reg Hailstone Way as far as Clements Road. Clements road turns to gravel from which you are rewarded with some great-elevated views back towards Wyangala Dam. From Clements Road we made Quartpot then the Lyndhurst-Bigga Road. Determined to avoid the highway, the map indicated that a Snake Creek Road would get us across

to Gallymont, from where we could link up with village of Neville, et cetera.



Well, I suppose the "Road Closed" sign on Snake Creek Road was a give away, but being on bikes, there's always the chance of "sneaking past" an obstruction or washout. Not this time – floods had washed away the culvert under the road completely, creating a 3-metre drop and no way around. Back we went, via Lyndhurst, onto the highway, then off at Mandurama to make Bathurst, via Neville, Barry and Newbridge.

Snake Creek road washout

After lunch at Beck's Bakery, we took the Turondale Road north out of Bathurst, veering off onto the road leading to the Bridle Path to Hill End, which looked a more interesting route than the tarred road. The Bridle Path followed the Macquarie River, with numerous campsites along the way, before eventually petering out at a locked boom gate and boulder barrier [Approx. Coordinates: -33.118674, 149.427955]. Leaving the bikes, we walked some of the way up the Bridle Path beyond the gate, to see if we could make out the reason for its closure. However, other than seeing some stationary motorcyclists in the distance, higher up, we concluded that we would be turning tail again.



Bridle Path - end of the road

After starting back, four trailies passed us, eventually catching up with the latter two on a KTM and KLR. They had gotten through the obstruction, which involved a narrow gap

between the drop off to the river below and the rock fall. Seems the Bridle Path has been closed since around may be 2010 and the cost of clearing and fixing it up is too expensive for the relatively few 4WD vehicles that use it, at this point in time. A little way back along the Bridle Path we picked up Box Ridge Road, taking us back onto the Turondale Road, from where we proceeded to Hill End.

After a break at Hill End, we headed north out of Hill End, to pick up the dirt road to Long Point Crossing [Approx. Coordinates: -33.023948, 149.281347]. Arriving at the ford over the Macquarie River and with darkness approaching and the road beyond unfamiliar, we felt it was the wrong end of the day to be trying this on, so we headed back via Hill End, Turondale, Bathurst then Orange. Dixon's Long Point crossing to be addressed on another occasion.

So, all in all an enjoyable day's ride, covering some 637 klicks, over some very interesting and scenic roads in which to practice our motorcycling skills.

For those interested in the roads and trails covered by us, here's a link to the map of our route [note that Google Maps won't map the Bridle path or Dixons Long Point road] ... <http://goo.gl/maps/toDxg>



The Bridle Path, Macquarie River on the right



4WD club image of the rock fall blocking the Bridle Path"

BMWCCACT ONLINE

The Club has moved to a new online home <http://bwmccact.wildapricot.org/>

This is the location to find out 'What's On', review past Club rides and events, contact the Club and if you are a financial member manage your personal account and preferences, email other members and renew your membership.

The Club webpage contains the current information and contact details. Members will receive personal email updates, reminders and other Club relevant information. Not to your liking? Then log on and change your preferences in real time.

The Webmaster welcomes suggestions for improvement and contacted at web@bwmccact.org.au or from the home page <http://bwmccact.wildapricot.org/>

IMPROVING MEMBER RIDING SKILLS

Good News. Your Committee has continued this into 2013

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@bwmccact.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, for 2013 the subsidy has a 20-member course cap. We will keep you up to date on where we are at and if you are concerned please email the Treasurer@bwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMWCCACT 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@bwmccact.org.au with your contact email and bank details who will reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2013 to March 2014 AGM.

CLUB IDENTIFICATION

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 members@bwmccact.org.au to arrange for pickup, delivery and payment



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Motorcycle fitted with genuine BMW accessories.

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motorrad@rolfeclassic.com
rolfeclassic.bmw.com.au LMD17000534

Touratech "Beer Crate Pro" rack

Your turn to bring, carry or get the beer? Touratech's beer rack takes the hassle out of transporting a carton of beer, putting an end to the disliked and risky balancing act of having beer on the tank with one hand on the throttle, your or pillions lap or 'ocky strapped' somewhere else and even jammed single style in to your tank bag or panniers.

Unfortunately Touratech Ag HQ omitted the Australian beer carton in this design, something that Touratech Australia will be taking to the next distributor's conference. If you cannot wait then special order part number 01-050-0780-0 and costing €80 ex-Germany.

In the meantime you can look and order online for other great accessories from Touratech here in Australia at: <http://www.touratech.com.au/home/>



Fancy Accessory Really Kool & Likely Expensive.

All these products are included for member's information only; no product is endorsed or warranted by the BMW MCCA.

TOURATECH TRAVEL EVENT 2013

Garry & Jane Smee, F800GS



Touratech (Australia) recently invited their customers to the inaugural Touratech Travel Event and held in Bright Victoria over 12-14 April 2013. Arriving on Friday afternoon, we soon found our base and accommodation the Bright Chalet recognisable by a forecourt of adventure bikes and bright yellow Touratech signage. Checking in, our early booking paid off with the keys given to the 'honeymoon' suite complete with double bunks? The Chalet staffs answer; we also cater to school groups.

Unlike a normal rally, no tents this time, we quickly unloaded the bike and freshened up before making our way to the bar and joining in the group introductions and recounting of travels thus far. The inclusive breakfast, lunch and dinner's plus field morning / afternoon teas were a highlight with buffet catering suitable for all tastes and more food than you should reasonably have eaten.

Our hosts and owners of Touratech (Australia) Robin and Veronica, their daughters and employee Lauren welcomed the lucky 50 participants with a show bag of presents including Farkles, the current 2013/14 catalogue and product information brochures. These came in handy as after dinner each night the group retired to an adjoining show room for a presentation on different topics. Friday was Mick McDonald, part owner of [Compass Expeditions](#) and remote area travel; Saturday – Brian owner of [GPSOz](#) and advances in GPS, maps and map types and getting the most from your GPS; Sunday – adventure travel gear, tips and pitfalls by Danny Wilkinson daytime accountant, weekend adventure rider, photographer and journalist.

Saturday's 0630 breakfast was an indicator of the day's pace with Robin formally welcoming the group and outlining the day's activities. We then rode out to a local farm and met by Miles Davis BMW Motorrad Australia Marketing Manager and [BMW Off-Road Training](#) instructor and Chris Urquhart another BMW and [Yamaha Australian Institute of Motocross](#) instructor who gave the group their normal 2-day off road training course in 2.5 hours. The difference being their demonstrating only without our practicing but of similar content to that provided by the Academy of Off Road Riding at Buckenbowra behind Nelligen on the south coast.



113 Great Alpine Road Bright VIC 3741
(03) 5755 1833 or info@brightchalet.com.au

Miles also imparted his top five tips on maintaining traction on tar, dirt, sand and wet grass (as I recall):

- Tyres; this included their condition and type. Interestingly Miles didn't put as much emphasis on pressure (eg: low on soft surfaces) as you would hear around a rally campfire, in part given the varying surfaces you could face on a ride. Unless you were prepared to stop and let down or pump up your tyres accordingly.
- Suspension; the importance of having good suspension, the correct setting and merits of ABS / no-ABS. Or was that a plug for multi-mode Dynamic ESA, ASC & RDC Tyre Pressure Monitoring - available as standard or options on your new R1200GS.
- Clutch & Throttle Control; and the need to master high RPM – slow speed by slipping the clutch rather than slow RPM – slow speed and resultant snatching, jerking and risk of stalling.
- Ride Line: if you cannot see where you are going, then do not be surprised if you hit a truck or are hit by a truck. What's more, as someone was to find out the next day, if there are three routes, two dry and one mud-hole, you are less likely to fall on the dry line.
- Position; and the importance of standing up on the pegs and having the correct stance. Watching the group over the next day and a half, reinforced to me that the majority of riders need to raise their handle bars to have the correct stance or you are forced into squatting or crouching with your head held down and not naturally looking forward or you need to stoop and compromise your clutch and throttle control.



Miles Davis (BMW Australia)

Miles (R1200GS *Wasserboxer*) and Chris (F800GS) then demonstrated the correct (attack) stance for adventure motorcyclists, steering and braking techniques using front / rear / front and rear brakes on gravel and grass surfaces and how best to approach, cross and depart creek crossings. Finally culminating in an impressive grass hill climb of some 15m vertical height and 45-degree slope, followed by a demonstration of mid-ascent stall and control, turning your bike around on a slope, and descending using both roll and engine braking on the same slope. A very impressive display of bike riding and control.

Following morning tea in the 'field', the group then put into practice the morning's lessons by riding up nearby Mt Porepunkah. Having completed a similar training program through our Club it was interesting to see those rider's new to standing on the pegs, in attack stance, letting the bike move around beneath them gain increasing confidence as the dirt road climbed up to the top. The views were spectacular and only less so due to a DSE fuel reduction burn that had filled the valley with haze.



I am not a groupie! Robin (Touratech), Miles (BMW), Jane & Chris (BMW)

Our run back down from Mt Porepunkah was by an alternate route using the lead- tail rider and corner marker system to make sure no one was left behind. Finally, a support vehicle followed with trailer in case anyone got into difficulty or felt a loss of confidence; none did.

We returned to Bright Chalet for a buffet lunch before departing on the afternoon ride, another dirt loop or a bitumen ride to Mount Buffalo NP. Jane and I took the latter, along with another 10 bikes had a very pleasant scratch up the hill to the lookout, and now closed 100+ year-old Mt Buffalo Chalet. We returned via Dingo Dell Café and afternoon tea in light misting rain.



Mt Buffalo Chalet



Afternoon tea at Dingo Dell Café (Mt Buffalo), the owner, who has a R1150GS, wanted a group photo for the cafe wall.

Returning to Bright Chalet everyone freshened up for dinner or stood around in the bike park talking bikes, completed and planned rides or what Touratech and other gear they owned whilst rehydrating from the bar after a full and interesting day. Only the hardest critic would not have learnt something from the day's activities.

Dinners were a buffet with a selection of soup, ~10 different hot foods, salads and mixed deserts. At 1930 we moved next door for the evening presentation before returning to the bar or bed. Breakfasts were also a buffet of cereals, fruit etc, various styles of eggs and bacon, tomatoes and potato gems, even pancakes and trimmings. Now how do I adjust those Velcro straps...

A late arrival after dinner on Friday provided an impromptu demonstration of how to change a flat tubed-tyre, supported by the free advice one usually gets from motorcyclists; Saturday night's post-talk activity included a demonstration and Q&A with Miles Davis on the new [R1200GS](#). Whilst on Sunday night Brendon from Triumph Australia spoke on and demonstrated the features of the [Tiger 1200 Explorer](#) and their Tiger 1200 based APC Rally bike that had seen many dirt kms and was still performing strongly.



The Group Departs Bright Chalet

Sunday's 0630 breakfast (again...really) saw us meet for the 0745 riders briefing and 0800 departure. Today's ride was up to Mount Hotham before turning off on the Dargo High Plains Road and riding through to Dargo and back via the Dogs Grave campsite to Omeo. We would return to Bright via Dinner Plain for afternoon tea and Mount Hotham on the Great Alpine Road, a trip of some 230km in total.



Leaving Bright in misting rain, Jane took up an offer of a seat in the support vehicle as we regrouped at Mt Hotham, so that I could better enjoy the days planned ~130km of dirt. This all sounded good until ~5kms into the ride I enjoyed a solo high side on a corner. I picked myself up and collected my scattered possessions including the MTD panniers, that whilst minimising the damage to the bike were not going to go back on any time soon. I only had a short wait waving fellow riders on before the support vehicle arrived to Jane's consternation, more so when she realised why I had stopped on the side of the road. By now I had surmised the damage and whilst the bike still ran the bent gear shift was straightened as it is mild-steel; the other problem was an indented clutch

lever housing (think chisel punch across the face) that was stopping the clutch lever from moving. This was resolved with the aid of a screwdriver prising the offending piece of metal out of the way. Suitably chastised and pride dented with panniers in the back of the support vehicle, I was soon on my way again.

We rode on to Dargo, our first rendezvous and morning tea spot for those that had not packed some whilst making sandwiches at breakfast for the day. The support vehicle was taking our self-made sandwiches to the lunch meeting point along with some fruit and hot and cold drinks for all.



The self explanatory Dargo General Store



The Dog's Grave lunch spot and camping area.

The dirt roads were all of a high standard and allowed each of us to explore and enhance our capabilities. I think mine was the only 'off', other than a couple of slow speed parking manoeuvres. The group experienced a number of punctures over the weekend that inevitably led to a discussion on tyre pressures (high vs. low) and branded tyre types (cross vs. off-road). There was no definitive cause, but in the case of punctures to newish Continental TKC's attributed to the new design and anecdotally thinner carcass and higher pressures being run; but not proven.

The group's formation departure after lunch quickly separated into faster riders and those enjoying the ride assisted by the floating dust before coming into Omeo. It was here that we met up with the bitumen riders, comprising road bikes and those less enthused to ride the 130km of dirt.

Brendon from Triumph Australia had offered Jane and me a ride of the 1200 Explorer from Omeo to Dinner Plain, our afternoon tea spot and just before Mount Hotham. If only Jane and the support vehicle would arrive...waiting...no, turns out it had also suffered a flat and delayed. Some mixed communications saw me leave for Dinner Plain, pass the support vehicle going into Omeo and not directly to Dinner Plain as advised, me turn around and pass Brendon riding on to Dinner Plain. No test ride today or so it seemed ☹



Are they both smiling? Yes

The Tiger 1200 negotiated the winding roads with ease, passed the few cars on our way to Bright without effort suggesting it would make a great distance tourer.

Whilst I would be reluctant to buy the off-road Explorer for the same reasons I do not own a R1200GS, I would gladly put the Triumph Sprint and Trophy SE on my road bike test-ride list. The Tiger 800 is also quick having ridden with one from Omeo to Dinner Plain. However, if I ever master riding on dirt, mud and sand, then who knows.

We made our way back to Bright Chalet, returning the bike and thanking Brendon for the opportunity before his leaving for Melbourne and Monday morning work.

On Monday, we packed up with Lauren from Touratech offering to post the panniers back to us; THANKS, before Jane and I headed home via Khancoban and Thredbo chasing the rain, but not getting wet.

Next year's Touratech Travel Event 2014 is booked for the weekend of 5-8 April, so go to the website www.touratech.com.au buy something and get on the customer email list. Based on this year's success, spots will fill fast. Thanks to Robin, Veronica and family, with a special mention to Lauren, and Touratech for organising a fantastic weekend. See you all next year.

We all enjoyed a spirited ride up the Great Alpine Road to Dinner Plain for coffee before swapping bikes. Following a rider briefing by Brendon, Jane and I left on the Tiger 1200 with Brendon respectfully following us on my somewhat abused F800GS. Sporting TKCs for this weekend, I was not about to get too excited on a late afternoon damp road to Bright, but came away suitably impressed by what is a large bike but having very impressive road manners. Given Brendon and pillion blew past me on the dirt, suggests it is no slouch there either.

Ride-by-wire throttle control, ABS and cruise control were a few of the bike's features tested. In Jane's words, the throaty sound gave a continuous impression of a bike wanting free rein.



No fun without behind the scenes preplanning, commitment and organisation. Jane and the Touratech fairies.



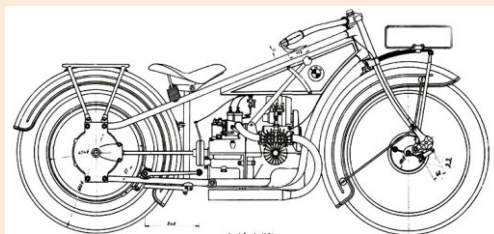
How many photos' can you have at Dead Horse Gap? Never enough...

Recently the Committee took the decision to award the 2013 Club Person of the Year to Taffy Williams. This decision was in response to discussions with several club members that an award to Taffy was long overdue and that the Club Person of the Year was a suitable tribute to a club member of many years standing. Taffy is a true motorcycle enthusiast, having collected several significant machines and had his own bike shop in Queanbeyan selling Bultaco in the 1970s. He is especially proud to have serviced and repaired BMWs, including many years as the motorcycle mechanic for the ACT Police.



BMW MOTORCYCLE CLUB of the ACT

Club Person of the Year 2013



Taffy Williams

**In recognition of his support and
contribution to the Club and the
BMW Marque over many years**

David Morgan, R1200GS

Having had some unfinished business with some of the dirt roads in the Orange to Hill End region, Sunday, 14th April being such a fine day, Peter and I decided to take a leisurely jaunt to the Royal Hotel, Hill End, for lunch and a drink. Peter, being a FIFO miner out of NW WA, plus balancing commitments with a young family, any opportunity to get out on the bike has to be taken up.



Peter Morgan negotiates his R1200GS across the Macquarie River at Long Point crossing

With the bikes fuelled up, we headed north to the hamlet of Mullion Creek, where we turned off for the road out to Dixons Long Point, where we can ford the Macquarie River, on our way to Hill End. The road from Mullion Creek to Long Point starts out as a well tarred road of nice curves and sweepers, turning to a good gravel road and then becoming more narrow and gnarly in a couple of places.

The Macquarie River valley provided great views of the river and the country on the far side as we approached it from the west bank. From the signs around the road, it was clear that all the land through which the road passes, is in private hands, which may explain why there didn't seem to be folks camped out and fishing along the river bank on such a fine weekend.

After a quick check of the river depth and bed, I waited while Peter rode his R1200GS across, then followed suit. Pausing to look back across the river, we noted a 4WD about to enter the river from the west, so given the narrow track on the east side, we both mounted up and took off up the escarpment. We enjoyed a good run along the track out, dodging sheep and cattle meandering the roadsides.

Still a few clicks short of the tarred Hill End – Mudgee Road, I passed a 4WD heading in the opposite direction. Through the dust I saw what looked like the road continuing on straight up the hill ahead, so piling on more power, I noted that as the dust cleared some more, it wasn't the road at all, rather a break or scar in the trees ahead. Pulling the brakes hard had the front wheel skidding along the road, but by good luck and the benefit of the recent Adventure Bike Course, I avoided the scrub and made the turn. And thankful there wasn't any further vehicles belting along in the opposite direction.

As the day had warmed up appreciably, we were glad to be pulling up in front of Hill End's Royal Hotel, where we were greeted by Keith, apparently the resident C&W musician, who later on remarked at how our boots seemed to have "sprung a leak". Leaving Keith to greet other entrants to the hotel, we enjoyed a refreshing ale and something to eat, before mounting up for the return journey.

For the initial part, we re-traced our route from three weeks previously, heading out on the Hill End - Sofala road, turning off onto the Turondale road to Bathurst. At the outskirts of Bathurst, we picked up Ophir Road at Eglington, and headed west towards Orange, via Ophir / Whiterock / Icely Roads.



Royal Hotel, Hill End

Google Map coordinates of the ride are as follows:

- Orange to Long Point:
<http://goo.gl/maps/CSBCh>
- Long Point Crossing:
<http://goo.gl/maps/aoXAx>
- Dixons Long Point Road / Hill End Road Junction to Orange:
<http://goo.gl/maps/l5ztU>

THE EDITORS FILL

Wanted: Pictures of Members, their bikes and their trips during 2013 for the Magazine and Christmas Party. Send them and articles to the Editor@bmwmccact.org.au with captions and photographer credits.

Hi Riders,

Well the AGM is over and new Committee voted in, a mixture of new and continuing faces. Why not show your support by turning up for rides, meetings and breakfasts or if they are not to your liking suggest some alternatives to the President, Ride Coordinator or Social Secretary.

Jane and I recently went to the Touratech Travel Event in Bright Victoria and had an outstanding weekend. Bright Chalet accommodation, all you could eat buffet meals, great riding, fantastic organisation by Touratech Australia and a great mix of 50 people all sharing the same ideal – riding and having a good time away from whatever.

All this fun comes at a price and in my case, with Jane having taken a seat in the support vehicle; I got a bit too much adventure into my adventure bike and came off on the Dargo High Plains Road joining Mt Hotham to Dargo. A case of rider over-confidence rather than any failure of the bike, helped along by my having the ABS turned off, negotiating a gravel corner at speed and tyre gripping on the flat rock in the middle of the corner - plus not having my gravel-conscience pillion with me. Never having had selectable ABS, I had up until this point found the lack of actual stopping on gravel disconcerting with the ABS on. After some road side repairs, I continued on, avoiding the 'Top Gear' need of the support vehicle and trailer, although my new panniers are not so new and the bike is in it at Rolfe's for the more detailed repairs; ouch. Shannons my recently new insurer has been very understanding and I look forward to getting the bike back and practising my chastened riding style.

With two bikes off the road now, I had better get the R100GSPD back on the road or the R1200ST will be back on the dirt. PS: the PD is finally back on the road, 1st time since August on 21 April ☺

That's my fill,

Garry Smees, Editor@bmwmccact.org.au

Shaft Drive Lines, April 2013 - Page 19





**CHRISTMAS IN WINTER -
LEGENDS ON HANSON, CORRYONG**



Saturday 29th June

Hosted by the BMW Motorcycle Club Victoria

Come, join us at Corryong for Christmas in Winter, and share a fun-filled weekend with our friends from the Victorian Club. Beautiful Corryong is the home of the Man From Snowy River, Jack Riley. Situated in the beautiful upper reaches of the Murray River, the backdrop of the Snowy Mountains makes it picture perfect. Getting there and back on terrific roads just designed for motorcycling fun is only half the story of a fun-filled weekend. We have the option of travelling there and back on many different routes. Some take us up either side of the High Country or even straight over the top of it. We'll be dining at Legends on Hanson and accommodation options are wide and varied. Reservations are already made at the Mountain View Motel (ph 02-6076 1766). Just ring Fiona and tell her you are with the BMW group. She will look after you. Alternatively, there are many other accommodation options. For more information on accommodation, go to the following websites:

- www.corryongcountryinn.com/
- www.stayz.com.au/accommodation/vic/wine-high-country/corryong

Check it out and book your own accommodation early to avoid the disappointment of missing out.

The dinner at the Legends will be \$40/pp. The registration form is below. Please register early to facilitate arrangements. **Final "cut-off" for bookings is Sunday, 16th June.**

Registration Form

(to be received by Social Secretary by Sunday 16 June)

Dinner only \$40 per person.

Name: _____

Membership No. [BMWCCACT]

Phone: _____

No. attending: _____

Amt Paid \$ _____

Email address:

Payment can be made by cheque, credit card or direct deposit. Please include email address below for receipt.

Credit card: Visa..... Mastercard..... Name on card.....

Card number:/...../...../..... Expiry date:/.....

Direct deposit can be made to a/c name; BMWCCVIC Inc., BSB 063 000, A/c 0080 4344.

Description to be "Xmas, your surname, BMWCCACT"

Cheques can be made payable to **BMWCCVIC** and posted to, **Treasurer, PO Box 2298, Richmond South, Vic 3121.**

Cut off date for registrations are Sunday 16th. June

For more information contact Jack Schmidt on 0414 460 295 or email to socialsecretary@bmwmccvic.org.au



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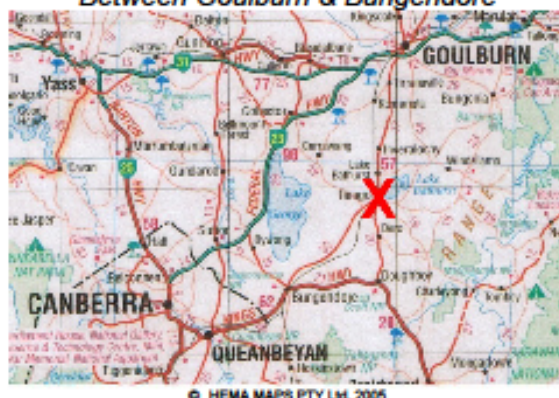
QUEANBEYAN TOURERS PRESENT



THE LOADED DOG RALLY

Fri 10th – Sun 12th May, 2013

Tarago Show Ground New South Wales,
Between Goulburn & Bungendore



Rally Fees include badge, camping fee & lucky gate ticket:

Pre-paid entry \$15 or \$20 at the Gate

Badge Only for Day Trippers \$10

Usual trophies & Raffle (Tickets \$1 each or 6 for \$5)
+ **Free** Coffee/Tea station

Catering by the *Tarago Show Society* from Saturday lunchtime through to breakfast
Sunday and/or eat at the pub or back to basics.

IF SUFFICIENT DEMAND IS INDICATED, THE GOLD COIN SHUTTLE BUS MAY RETURN, SO SPEAK UP
NO DOGS AND NO CARS IN RALLY AREA

Cars **must** be parked in designated area away from campsites or simply leave at home and ride your bike.

Contact Jim/Lynn Mobile 0432 215 072 lynneandjim@grapevine.com.au

To Pre-pay Entry: **email for account details for direct deposit** or send
cheque/money order made payable to J W Wadsworth, PO Box 311, Fyshwick
ACT 2609.

Rider _____ Pillion _____

Address _____ Town/City _____

State _____ Postcode _____ Club _____

Contact Number _____

Send to PO Box 311, Fyshwick ACT 2609

MINUTES OF MEETING BMWCCACT – 13 MARCH 2013

13 March 2013 – Location: Canberra Club Civic	
ATTENDEES: President: Vice President: Secretary: Treasurer: Editor: Ride Co-Ord: Membership: Web Master:	Martin Robertson Ian Warren Dennis Littame Jack Foley Garry Smee David Morgan Steve Retallack Alan Walsh
1.0	Welcome and apologies ACTIONS – Outstanding Matter
1.1 President – opened meeting	Opening and welcome. Club President opened the meeting at 7.30pm.
1.2 All committee members in attendance	Apologies: Steve Hay
1.3 Minutes of previous meeting read	No minutes were presented from the last meeting ACTION: follow up Secretary. ACTION: Previous meeting - Nil
1.4 Public Officer Role and Associations Public Register requirements – update.	Nil outstanding
1.5 Proposed minor administrative changes to the Club's Constitution, Ian Warren.	A great deal of discussion surrounded the Constitution – currently 10 pages have been completed – it is envisaged that the constitution will be a 24 page document ACTION – decision on joint membership ACTION – member types to be considered ACTION – Constitution to be completed - TBC
1.6 Planning for the March AGM.	Planning has been completed. AGM set down for 27 March 2013 at 6.00pm. Meeting will be held at Rolfe BMW. Refreshment will be provided. Nomination requested for key position. Several nominations received all nominations witnessed and will be presented at AGM.
1.7 Update on Christmas Party Arrangements	Steve Hay had advised the President that the Mawson Club and Canberra Yacht Club had given indicative costs. Both were about \$50 P/H with Mawson Club offering private room & Yacht Club had a limit of 50 people. ACTION – SH to book Mawson Club as it seemed the best option
1.7a Update from Membership Secretary.	Renewals are being received in cash and via direct deposit into Credit Union account and updated in WA application. Process is working well for Member Sec and Treasurer.
1.8 Update from Treasure	Financial report submitted – club would have a loss of approximately \$1000.00 as compared to 2012. Treasure will not be nominating for 2013. ACTION: Annual Club Statement 2013 to be completed.
1.9 Update from Web Master	Nil
2.0 Update Ride Co-ordinator	A ride program calendar produced. This will be included in the current Shaft-Drive publication. Alternate Breakfast location discussed – location TBC. Discussion on program rides to be confirmed. ACTION: Program rides to be updated on calendar
2.1 Wrap-up on rider training including off road skills course - Rider Coordinator.	Adventure Bike Course – certificates have still not been issued. ACTION: Ride Co-ordinator to follow up
2.2 General Business:	President will be attending Scrap Heap Ride – Easter Weekend, leaving Canberra 9am 28 th March. NIL ACTION Required NEW ITEM for Clubs Aust Meeting Discussion on insurance and liability on Club Rides and activities discussed – further investigation required

	<p>ACTION – further investigations required and report at next committee meeting - editor. President will attend Club Australia meeting 28 April 2012 ACTION – President to report on outcomes from meeting. Christmas in July – discussion on location and theme for activity- one possible location is the Mawson Club – pricing and menu to be confirmed ACTION – President/Editor/Ride Co-ordinator to enquire. ACTION – Secretary to find out if Duntroon Mess could be used?</p>
2.3 Next meeting	AGM – 27 March 2013 Committee Meeting 10 April 2013
2.4 Meeting Closed	9.30 pm

SHORT RIDE: 2013 R1200GS

Hoss (aka Peter Horsburgh), R1150GS

I have recently returned from a short ride on the new wethead. I only had 1/2 hour so thought I'd be smart and do the Uriarra Crossing loop from Rolfe BMW. This would give a nice mix of urban, freeway and twisty country roads. Bad move, 40kmh roadwork's and traffic over Uriarra Crossing...

Sitting on the bike felt very familiar to my 1150GS with all controls falling readily to hand and foot. The gear change lever felt a bit more inboard but it was easy to adapt. My preference is still for the old-style paddle indicator system but I am probably in the minority there. The seat felt good but would need a longer ride to really evaluate. I liked the fact that my shins did not rub on the intake trumpets as they now enter the cylinders from above.

Once underway I had the immediate impression that the front brakes were very powerful and sensitive, the throttle response bordered on too snappy and the suspension very stiff. Of course, the throttle had been set to 'dynamic' and suspension to hard by the sales staff. Once the throttle was backed off to 'road', and suspension to soft things felt much more comfortable. The more aggressive rider would feel right at home with the 'dynamic' setting.

Gear lever travel was short with a very light clutch action but still definitely a BMW drive train despite the wet clutch and shared engine/gearbox oil. A lot of go in top gear but not the loping feel of the 1150 with its overdrive 6th gear. It would be an overtaking monster with lots of power right through the rev range - 125hp vs. 85hp on the 1150.

Neutral was harder to select than with the dry clutch but the test bike only had 300km on so should improve as it runs in. The steering response felt faster than my 1150 but that may have been a function of new tyres and suspension.

There were far more variations to suspension, power etc. than I had time to play with on my short test. I do like the fact that clutch repairs are now a much easier proposition.

Interestingly getting back on the 1150 was not as bad as I thought it would be despite having almost 200,000km on board. These BMWs seem to be built for the long run.

Hoss



You can book your test ride on the new R1200GS *Wasserboxer* or other 2013 model bike by calling Josh or Michael at [Rolfe Classic Motorcycles](http://www.rolfe.classicmotorcycles.com) on (02) 6208 4111.



ONE WORLD. ONE R 1200 GS.

The all new R 1200 GS makes light work of any terrain, transforming the toughest of challenges into pure riding pleasure. With its state-of-the-art water cooled engine and optional new Dynamic ESA electronic suspension adjustment, you'll find excitement wherever you go.

With its exceptional, free-revving acceleration and deep, rich sound, the engine offers an impressive response and an exhilarating ride. This Adventure bike is one experience like never before.

Contact Rolfe Classic for a test ride, or visit rolfeclassic.bmw.com.au for more information.

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Tel : 02 6208 4135 Fax : 02 6208 4112

motorrad@rolfeclassic.com

rolfeclassic.bmw.com.au

LMD17000534

A MESSAGE FROM NSW ROADS & MARITIME SERVICES OR I HAVE AN E-TAG

Dear Account Holder (*have an e-tag? insert your name here*)

Please be advised that from 1 June 2013 we are moving into line with other toll road operators in NSW and will pass on two types of toll road operator fees to you if your E-Toll Tag fails to be detected when using a toll road. The fees* are the *No Tag Fee* and the *Toll Notice Transfer Fee*.

Road	No Tag Fee	Toll Notice Transfer Fee
<i>Sydney Harbour Bridge & Tunnel</i>	\$0.55	\$1.10
<i>Westlink M7</i>	\$0.75	\$1.90
<i>Hills M2</i>	\$0.55	\$1.10
<i>Lane Cove Tunnel</i>	\$0.55	\$1.10
<i>Military Road E-Ramp</i>	\$0.55	\$1.10
<i>Eastern Distributor</i>	\$0.55	\$1.10
<i>M5 South West Motorway</i>	\$0.45	\$1.10

* Fees are accurate as of 1 December 2012. Toll road operators may vary their fees at any time. Fees are inclusive of GST.

What is a **No Tag Fee**?

IMPORTANT NOTE: The No Tag Fee **does not** apply to motorcyclists.

A *No Tag Fee*, (also known as a *Vehicle Matching Fee*) applies:

- if you travel on a toll road without an E-Toll tag
- if your tag is incorrectly fitted (and fails to function)
- and (in all cases) a Toll Notice is yet to be issued.

Your vehicle Licence Plate Number must also be registered on your E-Toll account.

This fee will be referred to on your statement as '*VIDEO PROCESSING FEE*' and will be identified as follows :

Summary use of toll facilities		
Tag No	Reference	Total \$
Video PROCESSING FEE		0.55
Number Plate Identified		
Vehicle Registration Number: ABC123		
11/11/2012 10:59:51 SHB-002	06	3.00
11/11/2012 10:59:51 VID FEE	01	0.55

What is a **Toll Notice Transfer Fee**?

A *Toll Notice Transfer Fee* applies:

- if you receive a toll notice from a toll road operator for a vehicle whose Licence Plate Number was not listed on an E-Toll account at the time of travel and
- you subsequently elect to pay the *Toll Notice Administration Fee* using an E-Toll account.

This fee will be referred to on your statement as '*TOLL NOTICE FEE*' and will be identified as follows:

Summary use of toll facilities		
Tag No	Reference	Total \$
TOLL NOTICE FEE		1.10
Number Plate Identified		
Vehicle Registration Number: ABC123		
11/11/2012 10:59:51 SHB-002	06	3.00
11/11/2012 10:59:51 TN FEE	01	1.10

How can I avoid or minimise these fees?

- Make sure your tag is in your vehicle, is fitted correctly and functioning.

You can find instructions on how to do this at www.myetoll.com.au/tollroadfees.

If you need additional tags call us on 13 18 65 or visit your nearest Motor Registry. To help our customers, we are now waiving the \$40 refundable deposit for 2nd and 3rd tags.

Please note: If you already have a 2nd or 3rd tag on your account, we will credit your account with the \$40 deposit for each of these tags before 1 June 2013.

- Make sure your current Licence Plate numbers are registered to your E-Toll account.
You can update your registered Licence Plate Numbers by logging in to your myE-Toll account or by calling 13 18 65.
- Make sure your tag is working.
If you don't hear a sound from your tag when you pass through a toll point, your tag may be incorrectly installed or may not be working. If you believe your tag is not working and you have been charged a 'No Tag Fee' or 'Toll Notice Transfer Fee' please call 13 18 65 or take your tag to your nearest motor registry. Please visit www.myetoll.com.au for more information on how to install your tag and ensure it is working properly.

What else has changed?

Additionally from 1 June 2013 there will be changes to our Terms and Conditions for all E-Toll customers. We have updated our Terms and Conditions to reflect changes in Australian consumer law, removed redundant and duplicated wording and updated our products.

Additionally, our Privacy Consent statement now states that we may contact you by email or SMS with regard to our products and services. If you would like to review the changes in detail you can do so by:

- Visiting www.myetoll.com.au/terms
- Calling us on 13 18 65 to request a copy of the Terms and Conditions.

If you would like to talk to us about the changes to your E-Toll account, please call us on 13 18 65 and speak with one of our friendly staff.

Thank you for choosing E-Toll.

Yours sincerely

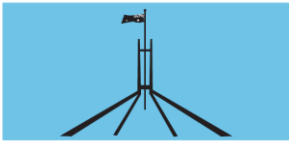
Craig Orth

General Manager, RMS Tolling Group



Before printing, please consider the environment

**BMW Motorcycle Club
ACT**



To:

From: BMW Motorcycle Club of the ACT Incorporated

PO Box 4042 Weston Creek ACT 2611