



Shaft Drive Lines

July 2013












What's On

- 28 July, Monthly Meeting @ Honeysuckle Creek Picnic Area, Namadgi NP
- 2 August, Hat Rally @ Araluen NSW
- 10 August, Your Clubs Oil Head Rally, Canberra
- 13 September, Dargo High Plains Rally, 32km North of Dargo Victoria
- 21 September, BMWTCNSW Far Cairn Rally, Tottenham NSW
- 11 October, Your Clubs Kosciuszko Rally, Khancoban NSW
- 18 October, Australian MotoGP, Phillip Island Victoria



2013-14 COMMITTEE

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 Cover Photo: Hamish Paterson showing dual sport tyres are no barrier to riding mud. P. Chin	

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.org.au>. 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.org.au> for updates to rides and social events and keep in touch by joining one of our Yahoo groups:

- BMWCCACT: <http://autos.groups.yahoo.com/group/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.org.au>. 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.org.au> 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.org.au>.

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,

No one could complain that the club doesn't have many rides and events. In the past few weeks there have been rides to the *44th Alpine Rally*, Temora Air Display, a freezing General Meeting & Breakfast beside the lake and the annual *Christmas in Winter* with our Victorian cousins. This issue of *Shaft Drive Lines* has reports on most of these events.

And coming up is the inaugural *Oil Head Rally*; a weekend ride to Bermagui and our General Meeting has a ride into Namadgi National Park to Honeysuckle Creek for lunch. So those of you who are addicted to Bungendore for a Sunday coffee can also enjoy a ride afterwards into the hills for the General Meeting. Check out *What's On* for details of all these events.

Other highlights on the Spring calendar are the German Auto Fest, now known as *Shannon's German Auto Display*, held on September 22 in front of Old Parliament House. This is a great opportunity to show off your bike as the club holds a concourse at this event, but if you don't think your bike is of "show quality" bring it along anyway as the general public is always impressed by the extent and variety of bikes and cars produced out of Germany. This is one of our bigger events and I urge all club members to come along to say g'day and catch up with the club goings-on.

The Club is still looking for assistance in running the *Oil Head Rally*; jobs include giving out raffle tickets and directions whilst on a local mountaintop and support at "Rally Central" at the Canberra South Side Motor Park on Saturday night. Please contact our Ride Co-ordinator, Dave Morgan for more details and to register your interest.

I'm off now on the Bavarian Masterpiece to test out my new waterproofing on my well-travelled jacket and pants. Depending on the success of this \$17 experiment in the next downpour, I will post a positive or disappointing review in an article next month.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Bruce Barter	R1150GS
James Robinson	R1200GS
Mark Grossbechler & Paivi Takkinen	R1150GS

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.org.au> and 'What's On'.

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CLASSIFIEDS

BMWCCACT 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.org.au> 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.org.au 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.org.au 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)

BMWCCACT 20TH ANNIVERSARY OIL HEAD RALLY

CLUB MEMBER HELP NEEDED

The Club is running the *Oil Head Rally* to celebrate the 20th anniversary of BMW's most successful engine variant over the weekend of Saturday 10 and Sunday 11 August 2013.

The Rally will be based in Canberra and your Committee needs help to make this event a success; all the planning has been done and we now need volunteers to staff the various rally points.

The rally will start with a demo ride day at Rolfe from 0900 and gold coin sausage sizzle in the car park from 1200-1400. Hosts and cooks required!

Riders and pillions will be given a route map or GPS file to make their way around 3 of Canberra's peaks (Mt Ainslie, Red Hill, Black Mountain) in any order they like. At each point, both rider and pillion get one ticket entry to the raffle and purchase additional raffle tickets. Marshalls and ticket sellers required at each point!

From 1600-1700 Riders will make their way to the Canberra South Motor Park in Fyshwick and those with 'oil heads' can enter the awards and judging. Judges and hosts required!

Rolfe Classic Motorcycles have donated the major raffle prize to be drawn at 1800, followed by the remainder raffle prizes and awards given out. There is onsite camping, cabins or motel accommodation with a BBQ, onsite Pub and Bistro for dining and shop. The Club would like to borrow a BBQ, chairs, tables and portable shelters in case we experience some inclement weather.

The rally concludes on Sunday with the now famous Club Meeting cooked breakfast and lead Cotter Loop ride for those so inclined. Breakfast chefs and ride leaders required!

Okay, now is your chance to help your Club out and make this rally a success. If you help out please contact President Martin at president@bmwmccact.org.au with your contact details and what your preferences are. See this magazine and flyer for other details.

A WET DAY IN THE BRINDABELLA'S

Hamish Paterson, F800GS

Peter (KTM 640), Rod (KTM 640), Tim (Husqvarna 610 & R1200GS – for the easy stuff) and me met one Saturday morning at the Weston Creek servo with a forecast of heavy rain and a plan to ride the Brindabella's through Kosciuszko NP to Long Plain Hut near Yarrangobilly Caves and return on the Bobeyan Road.

Tim running late as he was tinkering with his bike the night before and forgot to reattach something properly so it stopped on the way to the servo. Peter was going to call it quits before we even got going on account of the bad weather but seeing me on the heavier bike with road tires and said 'well if he's game enough to try it with that bike and those tires then alright I'm in'.

We headed off and by the time we reached Piccadilly Circus visibility was about 20m and the temperature had dropped to about 6 degrees. I remember a slightly sick feeling when I lost Rod then caught up with him again and was only able to make out his outline when he was about 20m away. His broken taillight didn't help because I wouldn't see him until I was right on top of him. When we started going down the western side of Brindabella road it cleared up and we were able to pick up speed although it was still slippery and the rain never let up. We hit the boundary road to Kosciusko Park and that's where the trouble started.

We followed that until we hit the power line trail where Tim and Rod split and went up the trail. They advised Peter and me to continue the way we were going and meet them on the other side. I gave chase on the power line trail but got 10m and spun out and had my first drop. I abandoned that idea and Peter and I went our separate way. Neither of us knew where we were going though and after a dead end we turned back and found our way back on to the power line trail.



Peter and his KTM with knobbies were going home until he saw me and F800GS with dual sport tyres.



Yes, so I'm wet, we are still having fun. No fair weather riders here.

I tried in vain to get up the road slipping and sliding everywhere. It was useless and when I tried to turn around in the mud I just kept dropping the bike so Peter came over and together we attempted to muscle it 180 degrees but got nowhere. By this time the tires were so full of mud and the road surface was like ice so we gave up turning around and the two of us walked the F800 backwards in to the run off on the side of the road then muscled it back down the hill. At this point the cover shot was taken and you can see how thick the mud was on the tires by then.

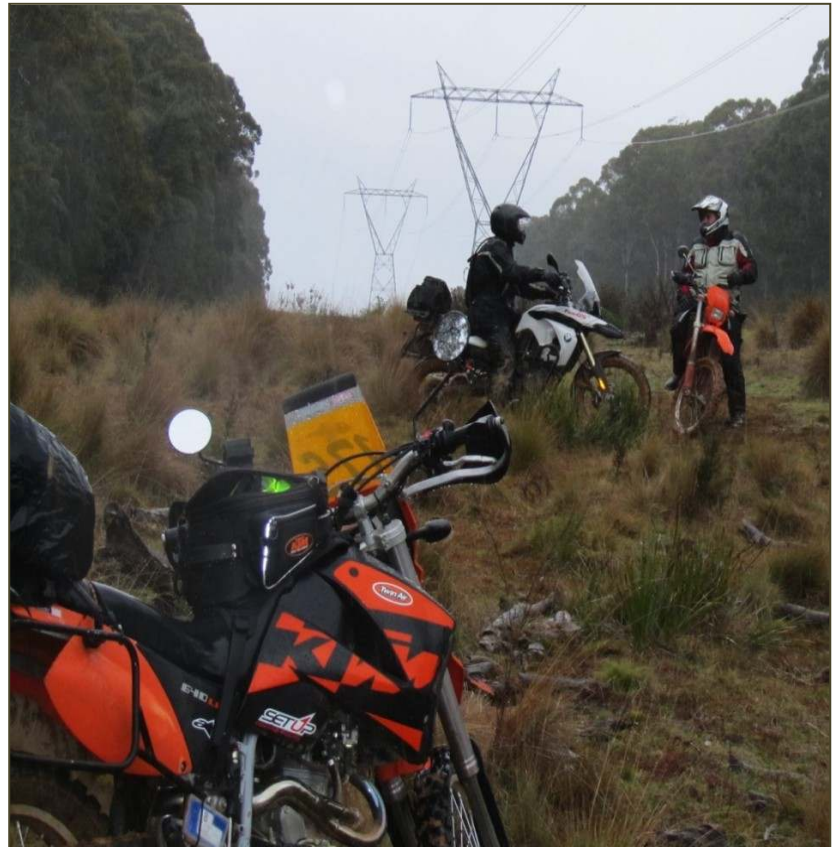
Next I tried going off the track and using the grass but due to the angle and the wet I got no further up the grass than I had previously on the track.

At this point Rod and Tim must have guessed something was up when we didn't meet them at the other end so they came back and not expecting us to be off the track rode straight past us. No doubt they were concentrating pretty hard just keeping their bikes upright in that mud. The red clay was like ice.

After riding on to our start point then turning around they finally found us on the side of the road and helped me get the 800 off the grass and pointing back down the track.

We got off the power line trail and discussed what to do next. At this point Rodney was discovering that his supposedly waterproof Spyke riding jacket was not waterproof at all and was soaked to the bone. He wanted to call it and head back but we figured we'd got that far we may as well keep riding so we hatched a plan for myself and Tim to go back around on Brindabella road and Rod and Peter to keep going on the power line trail.

Tim and I did a loop and met at the end of the power line trail but when we got there Rod and Peter were nowhere to be seen. We waited before I heard bikes so Tim went back along the power line trail to look for the others and just as he did Rod and Peter came along the same road we did as they had tried and failed to negotiate the power line trail and gone around as we did. A comedy of errors it certainly was and now Rod added to it by shooting off on the power line trail to find Tim.



Right, okay the power line track or grass route is out, where to now?

Eventually everyone made it to the same spot. Soaked to the bone and braving the 6-degree temperature Rodney was well and truly over it by that stage so we decided to find the nearest hut, make a fire, dry out Rod as best we could and eat our lunch. Off we went and Peter and I both went down once or twice including a good one at speed by me that sent me for a good slide across the mud. I just had absolutely no traction as we rode Boundary Road across the flat ranges to Long Plain Hut located off the Snowy Mountains Highway near Yarrangobilly Caves.

By that point everyone was pretty tired and I even dropped my bike again as we rode up off the car park and on to the grass around the hut. Once in the hut we put some petrol on wet wood to get it going, stripped off and dried out Rod as best as we could. The hut was our saviour.

We waited and stayed warm before riding on coming back through Bobeyan Road to Tharwa and home. Not for one minute in the whole day did the rain stop and I think all of us had never felt happier to have a brew and a warm shower.

Since that ride I've invested in handlebar risers so I can stand and ride easier as my bike was never set up properly to do it at my height and I've also invested in a set of Karoo 2's for off road and the up and coming trip with Chris to the Flinders Ranges. Rodney is looking at a new jacket and unfortunately has had to pull out of the [Flinders Ranges trip](#), which is a pity. Two is good but more would be nice.

From the Editor: Hamish and Chris are planning a 10-day ride to the Flinders Ranges via Broken Hill leaving in August. They are looking for company and can be contacted through the Club' Gravel Surfer website <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>.



(L-R) Hamish, Tim, Peter & Rod dry out at [Long Plain Homestead](#) before turning for home.

VINTAGE BMW OWNERS CLUB (USA)



Vintage BMW Motorcycle Owners is dedicated to the preservation, enjoyment and use of Classic (1970-on, at least 25 years old), Vintage (1948-1969) and Antique (1923-1945) BMW motorcycles. Our organization is approaching 40 years of service to the BMW community.

The Club's illustrated quarterly [Classic BMW Motorräder](#) magazine is devoted to information about these motorcycles, as well as technical and historical features, sidecars, competition, factory technical reprints, listings of parts sources, and the world's most unique motorcycle classifieds.

Since the club's founding in 1972 by John Harper of Anniston, Alabama and Jeff Dean of Madison, Wisconsin, over 8,000 members from 21 countries have signed up, many of whom are still active in the club. We can count in our collective inventory several Rennsport and Kompressor racers, as well as virtually every model ever produced, from the 1923 R32 to any BMW that is now 25 years old or older.

The Vintage BMW Motorcycle Owners is a non-profit association and is not affiliated with BMW AG, BMW NA, or any national club or organization, although we share common interests with both the BMW RA and BMW MOA, and have over the years received considerable support and encouragement from BMW AG, BMW of North America, the BMW Veteranen Club Deutschland e.V. and the International Council of BMW Clubs.

Whether you are an antique, vintage or classic BMW motorcycle owner, or if you are looking for one to purchase, or if you are simply an admirer of these legendary machines, we encourage you to join the VBMWMO. You will find the *Classic BMW Motorräder* both interesting and informative, and we hope that you will attend one of the many gatherings and events that we and our members host throughout the year.

Interested? The VBMWO website is here: <http://vintagebmw.org/v7/>

David Morgan, R1200GS

7:50 AM, Saturday morning, 15th June, I rocked up to Hall lay-by to find Dean Marshall (R1150RS) waiting in the cold winter sunlight. A short while later Andrew Snelling (R1200GSA) and David and Margaret Prest joined us (in car, as David's K75S/C was in the workshop). David mentioned that *El Presidente* Martin was on his way on his recently acquired R1200R and would catch us up on the road. So with that we pulled out onto the Barton Highway and had a pleasant run in fine winter weather, via the Barton / Hume Highways to make the turn onto the Burley-Griffin Way, a short distance past Bowning Hill. After a good run along the



"Dean smiles on, as Andrew's about to be devoured by a snarling Spitfire"

BGW, we made Murrumburrah, pulling over for some hot liquid. After Martin caught us up at Murrumburrah, we all headed off for the final 80 klicks to Temora. Passing through Stockinbingal, reminded me of a similar Club ride some years ago to see Temora Aviation Museum's aircraft in the air, only to be ambushed about 10 klicks short of Temora by a locust plague. Needless to say, there was little in the way of flying aircraft in the air at that time - the hoppers owned the skies back then.

For those who have not been there before - or even heard of it - the Temora Aviation Museum is an astounding collection of historic and flight worthy aircraft and memorabilia. As well as being testament to what a generous benefactor, in the form of Sydney businessman David Lowy, can achieve when he sets his sights on using his wealth to found and support such an enterprise. After paying our entry fee of \$20

each at entrance lobby, we spent some time perusing the display boards and audio-visual exhibits in the static museum, before heading out on the tarmac for the start of the flying demonstrations.

The flying demonstrations commenced around 11:30 AM with a very in-depth description of each aircraft's history before it was fired up and taken up into the wild blue yonder. The aircraft on flying duties on this day were the North American Harvard trainer, Lockheed Hudson bomber, Supermarine Spitfire fighter and the Cessna A-37B Dragonfly ground attack jet aircraft. We were also joined at the museum by Club member, George Penfound, who flew in his own aircraft from Canberra to Temora - no doubt in much quicker time than we did, but fuel consumption may be a mite heavier than our boxers.

The flying demos were the highlight of the day and the reason for us picking this day to make the Temora ride. We also "lucked in" with the weather that was sunny, with little or no breeze and a clear blue sky, the latter providing the perfect backdrop for the flying displays.



Dean, Prez Martin and RC Dave reliving their childhood Saturday afternoon bomber command / Pacific theatre movie fantasies.

After the flying concluded around 2:00 PM, we took the opportunity to check out the aircraft in the hangars, as well as chat to the pilots and other museum staff. Sometime after 3 PM we had pretty much had our fill and for half the group it was time to head back home. As for Dean, Andrew and me, we headed into town to get familiar with our accommodation arrangements: Andrew and I to the Temora Caravan Park and Dean to his B&B type accommodation, just off the main street.

The Temora Caravan Park was a neat set-up, being not much larger than a few house blocks, but having adequate and clean amenities, at \$10 per tent. After setting up camp, we met up at the Terminus Hotel, a couple of blocks back from the main street. It was pretty full that night, the local AFL club having had a big

win and it seemed most of the town was out celebrating it at "The Termi".

Notwithstanding the push, after a few frosty ones each, our meals arrived in good time and we settled in to the heated beer garden to set to work on our chicken parmi's, et cetera. The Terminus has good accommodation and off street parking, if camping is not your thing. Mind you, that Saturday night would have been a pretty rowdy one for anyone staying at the pub that night. Eventually, we headed back to our room or tents, noting that the definite chill in the air presaged a frosty start to the next day.

Throughout the night, I would wake up occasionally to hear the post-match party still kicking on to 5 AM, at some house a few



"Martin smiling at the thought of the his frosty ride home & Dean smiling at the thought of that frosty ale at the Terminus"

blocks away, however the cold air ensured that it sounded like they were just next-door. Emerging from the tent around dawn into a sub-zero, frosty morning, we got our tents packed away and bikes loaded up, meeting Dean at the Waratah Cafe, where we obtained the best breakfast in town, according to the locals. The locals were not wrong either. Breakfast done, bikes refuelled, we left Temora around 10 AM making for Young.

About 30 clicks short of Young, I was sufficiently awake to the fact that a minor milestone of sorts was passed in that my reliable R1200GS had turned over 100,000 kms. From Young, we tracked via Murringo to Boorowa, Crookwell, Gunning (final break at the Highway 31 Cafe) then via Gundaroo to our respective home destinations. In my case, making home around 2 PM, having travelled 570 kms for the weekend.

Overall, a fine weekend away on the bike on some good riding roads, in good company, with some outstanding flying machinery thrown in.

Temora Aviation Museum:

<http://www.aviationmuseum.com.au/index.html>



"100,000 enjoyable kilometres banked - 100,000 more to come?"



Top Left – Dragonfly; Top Right – Harvard
Centre – Hudson
Bottom - Spitfire

20th Anniversary Oil Head Rally

Saturday 10 – Sunday 11 August 2013



The BMW Motorcycle Club of the ACT invites all motorcyclists to celebrate the 20th Anniversary of BMW's most successful engine variant the R850, R1100, R1150 and R1200 oil heads and Canberra's 100th birthday at the inaugural *Oil Head Rally* in the national capital. If you own an early R850, a late model R1200RT or anything in between or would just like to be a part of this milestone in BMW Motorrad's history – please come along. All riders and bike makes are welcome.

Saturday registration starts from 10am at Canberra's only BMW dealership [Rolfe Classic Motorcycles](#) Showroom, 2 Botany Street Phillip ([Google Map](#)) with demo rides, sales and \$2 sausage sizzle or drinks from 12pm to 2pm.

From 12pm to 4pm, rally entrants can ride to Canberra's three scenic peaks and receive an additional raffle ticket at each peak's car park. The last rider will leave Rolfe Classic Motorcycles at 4.30pm.

From 4 to 5pm enter your bike for judging and award as the best oil head variant at the rally in Tourer, Sport, GS and Naked classes plus lowest production number (see your VIN plate) and most kilometres. Along with longest distance rider, longest distance pillion, youngest rider and largest Club attendance. The Judges decision is final.

Awards will start at 6pm; first the bikes, then rally participants, followed by the raffle draw and an evening of self-entertainment, outdoor movies, and socialising. The Club will provide limited shelter, chairs and tables.

Entry: \$20 per rider or pillion gets you a commemorative badge and one entry ticket to the raffle. You can purchase additional raffle tickets for \$2 each or three for \$5.

The rally campground and Club BBQ's will be available; so bring your own food, buy dinner & drinks at the on-site pub, in the bistro or from the shop.


Site / Venue: [Canberra South Side Motor Park](#) located on the corner of Canberra Ave & Monaro Hwy, Fyshwick ACT 2609 ([Google Map](#)). The park has unpowered campsites for \$32, powered campsites \$36, basic cabins \$105 and all-inclusive cabins from \$118 for two people. **MAKE YOUR OWN BOOKING** on (02) 6280 6176 or email csmp@iimetro.com.au and tell them you are with the *BMWCCACT 20th Anniversary Oil Head Rally*.

Sunday: A rally site breakfast of egg & bacon rolls (\$5), coffee or juice (\$2) will be available on Sunday morning. An escorted ~2h ride to Canberra's local dams will leave the park at 10am.

The BMWCCACT appreciates the generous support of our sponsor

The Club will donate rally proceeds to charity.

For more information, visit our webpage www.bmwccact.org.au

Rolfe Classic Motorcycles 2 Botany Street Phillip ACT 2606 Tel: 02 6208 4111	
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Portable Steel Wood Stove

A great gift idea for the rallyist who wants a little bit of comfort.

Features:

- Easy to install; Super strong rolled steel construction; Stove pipes, side tubes, legs, and tools all fit inside stove for easy transport.
- Removable legs (15 1/2" long)
- Stands 26 1/2" with Extension legs
- Measures: 18" long × 10 1/4" wide × 11" tall
- Four (17" long × 2 1/2" diameter) interlocking flue pipe sections

Another eBay find @ [bid4ez](#) and only \$129.00



GS Emotion aluminium tool box (safari version)

Part No: GSE-TBDES

Useful for tools, first aid kit, puncture repair kit, bulb kit etc. Anodised aluminium. Fits to the pannier frames of the Aluminium panniers for BMW R 1200GS Adventure.

- 2 mounting points.
- Entry at the end.
- It has a small access door with lock.
- Weight 1.2Kg

Fits: All R1200 Adventure from 2005 to 2013

Seen online at [Nippy Normans](#) for £117.00 (plus postage).



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 CT.

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

BMW CLASSIC PARTS ONLINE

There are a number of online parts lists available to the do-it-yourself BMW mechanic or those keen to assist Rolfe's Spare Parts agree on the actual part you want!

BMW Classic normally assumes responsibility for supplying spare parts for BMW vehicles 12 years after the end of the series production. By ensuring the continued availability of the parts, as well as continuing the production and the aftermarket production, BMW Classic makes sure that classic BMW vehicles can be perfectly preserved and restored.

The original BMW parts for classic vehicles are subject to the same quality requirements as the parts for new cars. Each original BMW part is tested for operability and capability before it is delivered or mounted.

At present, the catalogue of original BMW parts for classic vehicles already contains more than 40,000 parts. This allows owners of classic BMW vehicles to preserve the high quality of their car models.

You can order original BMW parts from the new [BMW Classic Online Shop](#).

GS 911 BMW FAULT CODE READER



Turn your PC or mobile phone into a powerful fault finding tool. The GS-911 is a Diagnostic Tool for BMW Motorcycles - a specialized tool consisting of an intelligent electronic interface in combination with Windows software. Also available is mobile software for most mobile phones, including Blackberry. This in particular makes the tool portable enough to take on any trip.

Read Diagnostic Fault Codes; it shows the Fault codes and text descriptions of the faults stored on the Electronic Control Unit, ECU information, hardware and software versions, manufacturing dates and other manufacturer related data.

You can also clear diagnostic fault codes and enables you to erase fault codes once the problem is fixed.

Reset Service Reminders; enables you to remove and set service reminders.

Recalibrate Idle Actuation; reset the idle stepper actuators on R-series motorcycles.

The GS911 works with a USB cable to your laptop or Bluetooth technology and is for use with Windows™ XP SP2, Windows™ Vista, as well as a Mobile device that is capable of running Java midlets and is JSR-82 compliant, or a Blackberry™.

The GS911-BLU package includes the following:

- 1x GS911-USB diagnostic interface (USB and Bluetooth support)
- 1x mini-USB cable
- Quick-start guide
- One year free upgrades for the Windows™-based GS-911 software
- One year free upgrades for the Java-based GS-911Mobile software

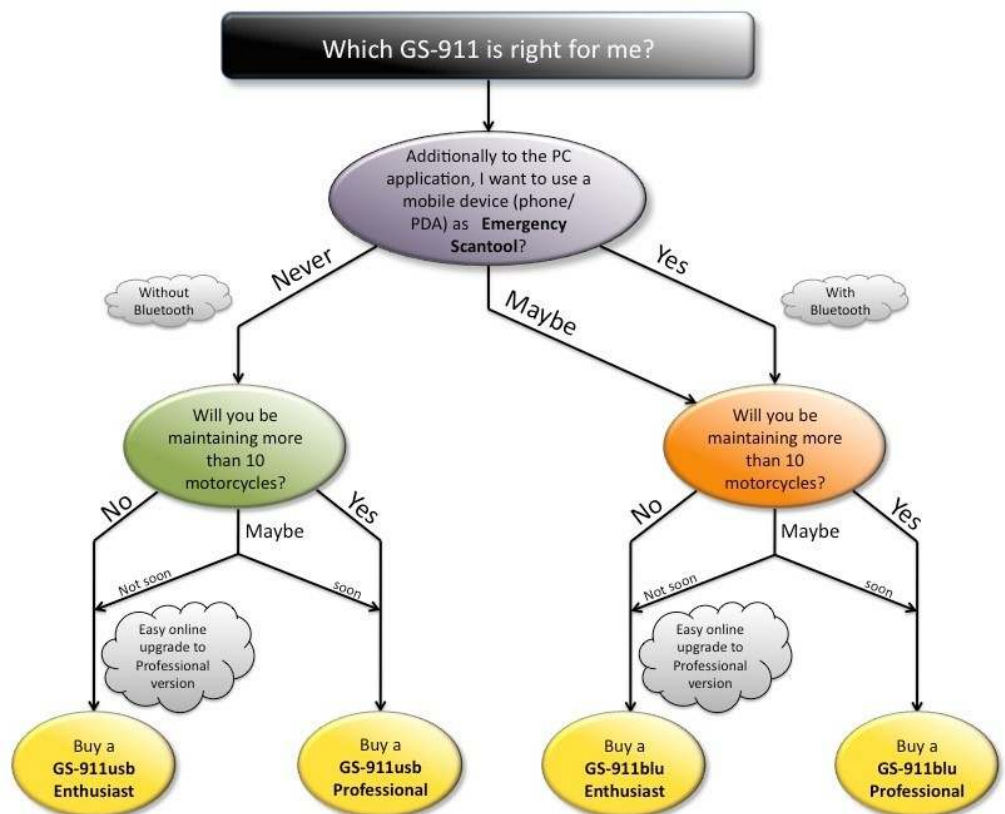
Please note: there is no CD or software in the package - you will download the latest GS-911 software (Windows and Mobile) from the manufacturers downloads page.

The GS-911 supports most late model R, F, G & S bikes and some earlier ones as well; check the website.

Available in Australia from Motohansa

(http://www.motohansa.com.au/g911_diagnostics.htm) and online.

For a You Tube demonstration go here https://www.youtube.com/watch?v=2Q_D1InTcQ&feature=player_embedded



2013 CASPER RALLY



Garry & Jane Smee, R1200ST

SCUM (South Coast United Motorcyclists) host the *Casper Rally* at the Bumford Reserve on the banks of the Abercrombie River on the Taralga – Oberon Road. This picturesque spot and weekend has another hidden treat, being normally one of the coldest rallies of the year. This year's 'big moon', scudding cloud and occasional light rain in the afternoon all conspired to keep temperatures around the 0° Celsius mark.

Ride Coordinator Dave had emailed members the rally details for a group ride, so to say I pleasantly surprised by the 15 bikes at Queanbeyan's Red Rooster was an understatement. Alas, on closer inspection there was Steve (R1100RT) chatting with another Club meeting for a ride to Goulburn. Dave (R1200GS) arrived a short time later and having waited a further 10 minutes we headed off

for Taralga via Tarago and Goulburn.

Given the time of year and cold weather traffic was light and we made good time to Tarago and turned on to the Goulburn Road. Just outside town we passed our first NSW HP and not 5km up the road a second one also heading to Braidwood. Unscathed we rode through Goulburn passing what I suspected to be an unmarked Rav4 SUV heading off from the Police Station.

We pressed on to Taralga without incident before stopping for lunch at the café. This café seems to have different owners or staff every time I ride through.

The run from Taralga was made under threatening skies and the promise of a cold night before making the rally site. A quick check in and exchange of greetings to the assembled crowd, we found a spot and erected the evening hotel. A local scout group benefits from providing the firewood, made easier by the provision of a block splitter and this year a 'wheel barrow'.



Dave and Steve discussing the merits of something...



Not quite hunting, but gathering firewood is a pretty useful skill to have at a rally.



The BMWWMCCACT crew; Steve, Dave, Jane & Garry



Once again, many of the world's problems are discussed and solved by intellectuals who had fortunately gathered to study the 'big moon' and attend the 2013 Casper Rally.

Jane and my rally raffle luck has gone to someone else of late as has Dave's, a past prize winner of B&B accommodation and anti-freeze, so we had to make do with our own dinners, drinks and finger food.

An evening of conversations ensconced around the campfire ensued with a mixed group and fellow campfire wanders under light cloud cover and relatively mild temperatures.

Sunday morning saw the Queenslanders making an early start followed by those from Victoria and Sydney areas. As 'locals' we packed up in our own time, before heading off the way we came.

Apart from several Sunday driver's, including one who had just stopped in the middle of the road north of Goulburn in a complete state of absent mindfulness, Steve split off at Bungendore and Dave in Queanbeyan leaving Jane and I to make an uneventful ride home.



The R1200ST sought refuge amongst the roosting HD's, ready to take flight, but their owners were a sleepy lot.



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Australian Red Cross BLOOD SERVICE

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

As at 8 May 2013, Club Members have donated 7 times saving 21 lives. From more than 100 members, we should be able to improve on this through 2013.

The Victorian Club are not much further ahead, so we should be able to set a challenging pace.

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



BMW CLUBS INTERNATIONAL COUNCIL



BMW Clubs Council News is published quarterly and keeps you up to date with important events within the BMW club scene.

Download the PDF version now free-of-charge here http://www.bmw-clubs-international.com/en/news_events/council_news.html.

Send a brief email to the [BMW Clubs International Office](#) if you would like to be informed about the latest issue by email?

You can also shop for BMW memorabilia at the [BMW Motorrad Online Shop](#).



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PIRELLI

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: only the training course.

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, 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@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 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.

GRAVEL SURFER TRIP TO BROKEN HILL, THE FLINDERS RANGES & BEYOND

Ever fancied a ride to the desert regions of South Australia, North West NSW and maybe South West Queensland? The Club's Gravel Surfers are planning a trip for 2 weeks in August 2013 and are looking for fellow riders to the 3 already.

This plan is to stick to the main dirt and other roads, take in all the popular sites camping along the way with the odd pub thrown in.

If this sounds like you and you would like more information head to the Club's Gravel Surfer website <http://autos.groups.yahoo.com/group/ACTGravel surfing/> or contact the Editor Garry Smee editor@bmwmccact.org.au



BMW S1000RR EXPERIENCE TRACK DAYS & TEST RIDES

BMW Motorrad is offering test rides of the incredible S1000 RR (and K1300S, K1300R and R1200GS) at Eastern Creek Sydney Tuesday 24 September 2013 and other venues in the coming months. If you have dreamt of riding the multiple award winning "RR" on a track, your dreams have just come true!

First timers can feel confident that this event is for them, all riders must be fully licensed and bikes must be road registered and pass a scrutineering check (no track/race bikes). Experienced lead riders will be on hand to follow and give tips throughout the day.

BMW's 2 x Australian Superbike Champion, Glenn Allerton and his Next Generation Team will be there, providing tips on bike set up, line selection, body position and there will be a whole range of activities going on throughout the day.

The Options

- The test rides have a small fee of \$49 to participate and include one test ride session, light refreshments and a BMW Motorrad t-shirt.
- The track day is \$149 and consists of 5 x 15minute sessions (on your own motorcycle), a T-shirt and garage space is included as is light refreshments throughout the day.
- The track day and test ride offer is \$198 and is a combination of the two. Get the best of both worlds and spend the day at the track.

When you go through to the booking form on the next page there are three different options for you to book:

- Test ride session only - \$49
- Track day only - \$149 (own motorcycle required)
- Track day and test ride - \$198

Book your RR Experience from 1 July 2013 here: <http://rrexperience.maschine.com.au/>



2014 TOURATECH TRAVEL EVENT



Touratech Australia's Travel Event will be conducted again in 2014, after the inaugural event was successfully held in April this year.

The three-day event will again be held in the north east Victorian tourist town of Bright, and will take place from Friday to Sunday, April 4 to 6, 2014.

This year's event included two days of riding over some of the region's most scenic roads and trails, as well practical and instructional demonstrations.

Details of the 2014 program of events will be announced closer to the date.

To register your interest in the 2014 Touratech Australia Travel Show, email your details to Lauren: info@touratech.com.au

See more at: <http://www.touratech.com.au/home/latest-news/2014-touratech-travel-event-dates-announced.html#sthash.z87DHPRD.dpuf>

From the Editor: Jane and I went to the 2013 Touratech Travel Event and can highly recommend it as a great weekend away, good value, well-organised, informative talks and presentations and great riding. The Touratech Australia team's organisation was first class. Have a look at the website.

TUMUT LOOP

By David Morgan (R1200GS)

The weather being so fine on Saturday 25th of May, Peter and I decided a ride through the Brindabella valley to Wee Jasper was in order, notwithstanding that the morning was nearly done by the time we crossed the Murrumbidgee at Cotter's crossing. We had a great run up the tar and onto the gravel, before pulling over for a photo op at Piccadilly Circus. The ride down into the valley, across the Goodradigbee River and through the forest, was a top run up to the junction of the Tumut road and the Wee Jasper Forest road. As we'd made such good time, we decided a change of plans was in order and so continued instead along the Tumut road to Tumut town.

After a late lunch and refuelling, we hauled out of Tumut around 2:45 PM, with the temperature hovering around 17 degrees, heading SE along the Snowy Mountains Highway to Talbingo. The twisties up from Talbingo were tempered by a good sprinkling of grit, which petered out as both the gradient and the tight corners backed off. The scenery and the road were magnificent, as most riders in this region would be aware. Passing through Adaminaby, we hooked left of the SMH at the Shannons Flat Road, crossing the Murrumbidgee and picking up the gravel road. Our intended route being via the Bobeyan Road, via Namadgi National Park, Tharwa, then home. With Peter riding about 200 m up front, I noticed he'd passed the Bobeyan turn off, heading NW towards Yaouk; at that point reflecting on the fact that Peter probably hasn't been on this road before. After a futile attempt to catch him up, I backed off, expecting to meet up when he pulled up at the next road junction.

Having passed the turn off to the Yaouk locality and the sun just about set to my right, it was evident that I'd be catching Peter up at Adaminaby. Again. Not far short of



Adaminaby, I'd just passed the Bugtown road intersection, when I came across what at first looked like a TV set had been ditched from a car onto the road. But I suspected that it wasn't a TV. Hanging a U-turn, it was Peter's top box, which evidently had had enough of being shaken around on corrugations, potholes, and like geographic features. Not real great nonetheless, as the bike and the top box in particular, are quite new. Collecting up all the contents, such as they were, I heard a bike heading my way from Adaminaby and wasn't surprised to find it was Peter. Peter, not having a map or having travelled these parts before, was of the opinion that he was nearing Tharwa when he noticed his top box had disappeared. Having resigned ourselves that we were back where we were about an hour earlier, having added some 67 clicks to the odometers, we headed the short distance into Adaminaby, this time with a full, blood-red moon rising to our left.

Making the SMH again, we just ploughed on into the night towards Cooma, where we pulled up out the front of the Turkish cafe (originally the "East End Cafe", before they moved to the W side of the Monaro). We took our time there, warming up with a souvlaki each and a couple of mugs of coffee. We made the final run up the Monaro to Jerra in the cool, making home around 8:30 PM. On reflection, it was a great day out on the bikes, covering some 500 kms, including our "diversion" towards Yaouk.

Where did we go? Have a look at this Google Map link: <http://goo.gl/maps/xORUP>.

THE CLUB FINANCE PAGE

Treasures Report as of		11/07/2013	Year Ended	28/02/2013
Balances	28/02/2013			28/02/2012
	Small Biz and Membership Account	\$2,132.95		
	Term Deposit	\$5,297.00		
	Events Account	\$100.00		
	TOTAL	\$7,529.95		\$9,116
Receipts	1/3/2013 to 11/07/2013		1/2/2012 to	28/02/2012
	Membership	\$2,795.00		\$2,900
	Events			\$2,245
	Rallies			\$1,222
	Interest	\$59.90		
	Rider Training			\$390
	Sundry Meeting surplus	\$4.52		\$152
		\$2,859.42		\$6,909
Payments	1/3/2013 to 11/07/2013		1/2/2012 to	28/02/2012
	Badges			\$1,089
	Banking Charges	\$29.52		\$26
	Course Subsidies			
	Communications Print post web etc.	\$794.80		\$2,905
	Donations			
	Events Deposit Christmas party	\$500.00		\$2,481
	Insurance			\$200
	Internet and Web Site expenses			
	Membership BMW Clubs Australia	\$138.00		
	Postage & PO Box rental	\$0.00		
	Printing Magazines	\$0.00		
	Rally Expenses OHR and Kosciusko	\$535.43		\$300
	Rider Training	\$800.00		\$820
	Sundry			-\$50
	Trophies			\$724
	TOTAL	\$2,797.75		\$8,495
	NET Surplus for period	\$61.67		-\$1,586
Members Funds as at	11/07/2013	\$7,591.62		
Balances at	11/07/2013		28/02/2012	
	Small Biz and Membership Account	\$2,139.70		\$2,133
	Term Deposit	\$5,356.40		\$5,297
	Events Account	\$95.52		\$100
	TOTAL	\$7,591.62		\$7,530
BMW MCC of ACT Treasurer				
Bob Ellison				



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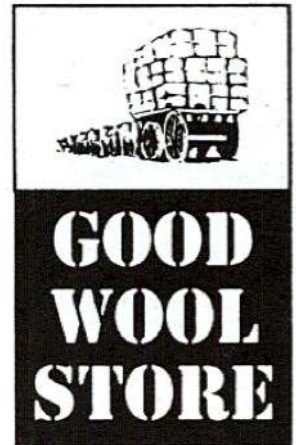
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THE EDITORS FILL

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,

The F800GS having returned to the garage has been fitted with a few more farkles including Pivot Pegz, carbon chain lubricator and version 2 panniers. The R1200ST is performing well and looking forward to the Club's *Oil Head Rally*. Will you be there? Even the R100GSPD gearbox rebuild is coming to an end; after sitting on the bench for a couple of months I have removed the drive output flange, to reveal a torn rear seal. This appears to be a self inflicted injury and my failure to accommodate the BMW factory manufacturing tolerance of 12mm between bike frame, swing arm and drive shaft! This warrants a more careful alignment of rear wheel, swing arm and frame than I had previously observed. Work continues...



The Committee is still looking for support to the *Oil Head Rally* and if you cannot make this then why not the *Kosciuszko Rally*. Contact President Martin if you can help out. For those looking for a desert ride then check the Club's [Gravel Surfers](#) page and Chris and Hamish' planned ride to the Flinders Ranges; it looks great, but will have to remain on my bucket list for this year.

That's my fill,

Garry Smee,

Editor@bmwmccact.org.au

BMW Clubs Australia Delegate



**BMW Motorcycle Club
ACT**



To:

From: BMW Motorcycle Club of the ACT Incorporated

PO Box 4042 Weston Creek ACT 2611

