



Shaft Drive Lines

August 2013



What's On

- 25 August. Club Monthly Meeting (with lunch) at Point Hut Crossing BBQ.
- 13 September. Monarchs Motorcycle Club Dargo High Plains Rally.
- 14 September. Club weekend Ride to Lithgow & Small Arms Factory.
- 21 September. BMWTCNSW Far Cairn Rally, Tottenham NSW.
- 22 September. Shannons German Autofest & Club Concourse, lawns in front of Museum of Australian Democracy (aka Old Parliament House).
- 11 October. Your Clubs Kosciuszko Rally at Khancoban.



**SHAFT DRIVE LINES
VOLUME 33, AUGUST 2013**

2013-14 COMMITTEE

<p>President: Martin Robertson - R1200R 0409 329 270 & Husqvarna 610 President@bmwmccact.org.au</p>	
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<p>Treasurer: Bob Ellison Treasurer@bmwmccact.org.au</p>	
<p>Membership Secretary: Vacant – interested? Contact the President Members@bmwmccact.org.au</p>	
<p>Social Secretary: Steve Hay, R1200GS 0422 006 727 Social@bmwmccact.org.au</p>	
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<p>BMW Clubs Australia Delegate: Garry Smee BMWCA@bmwmccact.org.au</p>	
<p> Cover Photo: Club member Bruce made the trip from Wagga to attend the OHR and <u>camped</u>. Jane Smee.</p>	

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:

- BMW MCCA: <http://autos.groups.yahoo.com/group/actbmwmcc/>
- ACT Gravel 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
BMW MCCA
PO Box 4042
WESTON CREEK ACT 2611

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

DISCLAIMER

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

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



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

PRESIDENT'S BANTER

Hi fellow members,

Springtime is almost here and the ride calendar has many opportunities to get out on your Bavarian Masterpiece with like-minded Club Members.

Moreover, if you are planning a ride and would like some additional company, let Dave Morgan, our Ride Coordinator, know so he can advise all the other club members.

The *Oil Head Rally* was held earlier in August and speaking for those who attended, it was a most enjoyable event. Many Club members helped out with BBQ cooking, set-up and clean-up at both Rolfe BMW and at the Canberra South Side Motor Park, my thanks to all those who assisted in making it a effective celebration of some of BMW's finest bikes.

My special thanks to several dedicated members who put in a huge effort for the OHR, Dave Morgan for designing the OHR Logo and arranging, badges, stickers and polo shirts; Garry Smee did lots of printing and distribution of flyers, signage and purchased most of the prizes; Jane Smee for her support and equipment transport over the weekend; David Prest for transporting tons of supplies; Bill Brown, Bob Ellison and Bruce Barter, the BBQ men; and all those who sat on mountain tops to hand out raffle tickets. A full story of the OHR is in this magazine.

On a sad note, many of you would know of the passing of Taffy Williams on 25th July. Taffy was much liked and respected within the BMW Club and throughout the local motorcycling community. His send off was attended by many of the Club and our thoughts go to his wife, Nancy, and the Williams family.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Bruce Barter	R1150GS
Melanie Davey	R1200GSA
David Beggs	R1200S HD Road King Custom

CLUB MEETINGS

Club meetings for 2013 will be roving and held at 0930 (or 1230 in winter) on the fourth Sunday of each month, following a 0830 (1200) 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' tab.

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CLASSIFIEDS

BMW MCCACT members can advertise their BMWs and motorcycling related goods on the Club's 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)

CLUB AWARDS NIGHT & CHRISTMAS DINNER



Come and celebrate the Club Awards, Shannon's German Autofest concourse winners and enjoy a Christmas dinner at The Mawson Club, Heard Street, Mawson from 6pm on Friday 6 December 2013.

You can navigate there using your bike's navigator or Google Map link [here](#) and an easy day's ride for members north of the lake, 5 minutes ride for members south of the lake or at their leisure for those members who live further out of town or interstate.

For \$50 per person you will get a 3-course meal (alternate serves) and buy your own drinks at Club prices. If you have special dietary requirements please let the Social Secretary Steve Hay know in advance.

To come along you need to pre-book with Social Secretary Steve Hay by email social@bmwmccact.org.au and pay Steve in cash or EFT, include your name in the from tab, to the Club's account:

- Account name: BMWGCCACT
- BSB: 805022 (Community CPS Credit Union)
- Account number: 03318092

Bookings must be finalised by Friday 29 November 2013.



David Morgan (R1200GS)

After several months of planning and organising venues, ride routes, equipment, gear, prizes, food and drink, the *Oil Head Rally* - or "OHR" as we got to know it - was finally upon us. And for once, the weather smiled upon us too, as we couldn't have asked for a better early August weekend. More so considering that the weekend was forecast to be "bookended" by less than average weather. Furthermore, given that our Club had chosen to mark this occasion during the 100th anniversary of Canberra, the good weather presented the capital at its best on the weekend.



(L-R) Chris, Bruce and Bill crewed the Rolfe BBQ

The OHR kicked off at the forecourt of Rolfe Classic BMW Motorrad on Saturday morning, with Rally registration, sales of raffle tickets and OHR commemorative paraphernalia, managed by Bob Ellison and Dennis Murphy, with Sue Morgan doing a good line in OHR polo shirts. The OHR polo shirt proved pretty popular amongst rally goers, with many choosing to enter into the spirit of the event and changing into their OHR polo on the spot. Bruce Barter and Bill Brown had the BBQ "arced up" and drinks on hand from 11 AM for those that missed breakfast or needed an early lunch. Likewise, Josh and Michael from Rolfe were on hand to discuss the merits of, and advise on, the latest crop of BMW bikes on display. Many thanks must go to Rolfe for their support, in providing

the use of their venue and other equipment on the morning.

From about 11AM, riders departed Rolfe for the Three Hills Ride intended to provide the out-of-town rally goers with some differing perspectives of Canberra. At the top of each hill a representative of the Club was on hand to provide an additional raffle ticket for each rider making the run. Thanks to Ian Hahn (Black Mountain), Ian Leyton-Grant (Red Hill) and John Kemp and Mike Kelly (Mount Ainslie) for offering to stand those high points of the rally.



By 2 PM Rolfe had pretty much quietened down and so it was time to pack up and relocate to Rally HQ at the Canberra South Motor Park (CSMP). Thus far, registrations were just over the thirty mark, which was a tad disappointing, given the effort put in to advertise and promote the event.

Mark Edwards (R1100RS), Dave Arton (R1150GS), Chris Mullins (R1200GSA) and myself set off as the final "sweep" of the three hills, travelling via Red Hill, Black Mountain and then Mount Ainslie to collect our raffle ticket and inform the hill troops that they can close shop and head on down to the rally site at CSMP. Ok, the riding was pretty suburban between the hills, but each hill offered a chance to let the bikes enjoy the climb up and down, all within the legal limits, of course.

Arriving at CSMP, located on the southern side of Canberra Avenue, Fyshwick, we all managed to negotiate the boom gate, by riding around the end of it and then proceeded past the many cabins to the open camping area and BBQ shelter at the rear of the place. A number of bikes were already there parked for the judging of the best oil head variant at the rally in Tourer, Sport, GS and Naked classes plus lowest production number and highest or most travelled kilometres, so we pulled up accordingly to throw our steeds into the mix. The judges had their hands full given the quality of the ironwork on show.



Michael Andrews (L) from Rolfe Classic BMW was on hand to present Sue Morgan with the major raffle prize, a BMW soft luggage bag. Just the thing for her 1200R.

Nonetheless, salient points were noted and decisions arrived at.

Around 4:30 PM, the rally congregated around the BBQ area for President Martin's welcome and succinct recount of the [oil head engine's history](#). Next on the agenda, were the awards in the various categories of oil head present at the rally, followed immediately afterward by the raffle draws. Major awards were as follows:

- Mark Edwards, R1100RS - Oldest Oil Head and Greatest Mileage, *which was?*
- Dave Arton, R1150GS - Best GS
- Danny Geus, R1150RT - Best Tourer
- Denis Murphy, R1200C Montauk - Best Naked
- Neil Davey, R1200GS - Longest Distance Travelled (Melbourne)
- Michael & Wendy Goodwin, R1200GS - Longest Distance Travelled, Pillion (Sydney)

By this stage of proceedings, the sun was setting and the winter cold was making itself felt, so a number of us retired to our cabin to discuss various subjects, OHR and non-OHR related, with several refreshments to hand. A reasonable body of rally folk congregated at the CSMP tavern for a pre-dinner aperitif before ordering a meal from the bistro. The bistro laid on some excellent fare too. For some of us the evening didn't finally wind down until some time after midnight, with Martin, Bruce, Neil, Jane, Sue and I thrashing through various topics (mostly forgotten by the morning).



Now was that bacon or egg on top of your roll? Latte?



Ride Leader Dave Morgan... Now we will ride in formation here, here, here and there. Are you paying attention at the back?



Club member Simon and his RR took in Sunday's dam ride.

Ride group comprised Martin Robertson (R1200R), Chris Mullins (R1200GSA), Ian Hahn (K1200LT), Michael and Wendy Goodwin (R1200GS), Bruce Barter (R1100GS) and Simon Savage (S1000RR). By the time we headed off along the Parkway for Scrivener Dam on Lake Burley-Griffin, the fog had pretty much disappeared and the sun was in full force (well, as much as can be expected for an early August morning). Nonetheless, it was excellent riding conditions and after passing across Scrivener Dam, we headed out along Cotter Road to make Cotter Dam, where we had a short break to admire the ... well, concrete and rocks.

Sunday morning was cold with some fog lingering around in the vicinity of the camp, nonetheless with the BBQ fired up and hot coffee and tea on the go everyone was well satisfied. By 10AM, the camp had pretty much packed up, by which time a group of 7 riders had formed up at the entrance to the CSMP for the Four Dams Ride.

From Cotter, we continued on south along Tidbinbilla Road to the Corin Dam turnoff. Conditions were great along the 20 km run up to Corin Dam. After admiring the snow on Mount Bimberri, etc., we rode back down to Tidbinbilla Road, then turned off shortly afterwards for Paddys River Road to Point Hut Crossing, then across to the Monaro Highway, where some of us turned south to make Guises Creek Fire Station (Chris and Bruce peeled off for home here; Bruce having to make for Wagga Wagga). Here we turned left up Old Cooma Road to make our 4th dam, Googong Dam on the mighty Queanbeyan River (Michael and Wendy bypassed Googong, having to make for home in Sydney). By the time we departed Googong Dam, we were down to four riders, with Simon (S1000RR) making for home, while Martin, Ian and I headed in to Queanbeyan for a final lunch stop. Thus, bringing a fitting conclusion to an eventful weekend, celebrating BMW's oil head engine.

Overall, the weekend went very well in the opinion of those taking part. Everyone enjoyed him or herself. Thanks are due to many people who helped out with the rally in various ways and made a contribution to its success, as modest as that may be. However, I'd like to make particular mention of Club President Martin Robertson and Editor, Garry Smee, who put in a lot of work not only in the organisation of venues, equipment and awards, but also crucially, in the detailed planning and lead up stages, vital to the success of any such event. Time now, will judge whether the new Precision Cooled or "wet head" BMW engine can match the oil head's success.

"Just thought I would drop you a line to say what a good time I had at the Oil Head Rally.

As a new member it was the first time I got to meet any of the members in person and was very happy to see how friendly and welcoming they all were.

I look forward to the Kosciusko Rally, wherever it ends up being and will try to bring a couple of Wagga mates with me to that one.

I will need to brush up on my red wine drinking to keep up with Martin and was glad to see that I could chase some riders on the Sunday ride who like to ride along at a brisk pace.

Thanks again to all the members I met and I look forward to getting over from Wagga Wagga whenever I am able to meet some more club members."

Thanks Bruce (by email)

**Rolfe Classic
Motorcycles**

2 Botany Street
Phillip
ACT 2606
Tel: 02 6208 4111



The Club would like to thank Josh and Michael and Rolfe Classic BMW Motorcycles for supporting the Club and Oil Head Rally. In the market for a new or prestige used BMW then why not give them a call on (02) 6208 4111, check the [website](#) or visit the Rolfe Classic BMW Motorcycle showroom at [2 Botany St Phillip](#).



Martin Robertson (R1100GS, R1200GS & R1200R)

BMW Motorrad finally released the revolutionary R1150RS in 1993 after several years of development and what a bike it was. The motorcycling press were excited by the new engine, featuring 4 valves in each head with oil cooling to control head temperatures, electronic fuel injection with catalytic converter, 2nd generation ABS braking and the amazing telelever front suspension plus the paralever rear suspension setup from the previous air-head model. Also the new chassis had the engine as the major structural component with steel tube sub-frames supporting the front and rear suspension. The end result of all these features was a bike that was competent on smooth and rough roads, had very supple suspension with good handling, was fuel efficient and could meet the next set of European emission laws. All BMW had to do was attract a lot more buyers to make the R1100 a success. And what a success it was, almost 230,000 of the 1100 and 850cc variant were sold by 1999.

The release history has the R1100RS coming out in 1993, with the R1100GS released later the same year, followed by the R1100RT in '95, the R1100R in '96 and the R850 Classic Cruiser in '97. The GS won over many converts, in spite of the weight of 243kgs (this was no trail bike) the ability to cover great distances in comfort and carry a pillion and loads of luggage and soak up poor surfaces saw the emergence of a new motorcycle category of Adventure Riding.

1999 saw a change in BMW's thinking with the release of the new R1150GS as the model-leader and then an even bolder variant, the GS Adventure in 2002. The GS and GSA sold in great numbers, 75,851 all up, especially helped by Ewan and Charlie's long ride. Every aspiring adventure rider needed one of these bikes. Total production of the 1150 series, comprising GS, GSA, RS, RT and R, including the uniquely styled Rockster, was 183,000 units.

In response to increasing competition and criticism of the weight of the 1150 models, the much-improved R1200GS came out in 2004. Lighter by almost 20kgs, more powerful and more nimble, these later generation bikes have proven to be BMW's most popular series yet. With the stylish RS and RT models, the sporty Boxer Cup replica, the Adventure being the Land Cruiser-of-bikes and the user-friendly R, BMW had the boxer market covered.

All the Oil Head bikes were built in the Spandau factory in Berlin with the total production now approaching 700,000 units. Now with the introduction of the liquid-cooled models, the Oil Head will cease production in the next year or so, but as all these bikes are capable of running for over 200,000kms, we will be seeing these Bavarian Masterpieces for many years to come.



David Morgan (R1200GS)

Departing Hall lay-by at 8:30 AM, on a fine cool, slightly damp, winter's morning, were Martin Robertson (R1200R), Bill Brown (R1200RT), Sue Morgan (R1200R) and myself. At Murrumbateman, we picked up Dennis Littame (R1200GSA) and Amanda Brogan (G650GS).

After putting the Hume, and the odd shower behind us at Gundagai, we pulled over for a hot drink in the town. It needs mentioning at this point that Amanda had only just got her "L's" and was handling her first long day's ride extremely well; not the least of the challenges being riding the Hume at NSW's mandated 80 kph max speed for Learners, while cars and trucks fly past at 110 kph (and the rest!). From Gundagai we took the Gocup Road to Tumut, noting as we went that the skies brightened progressively. Bypassing Tumut, our roads took us through great riding country via Batlow, up over Laurel Hill (a heat-wave on this occasion as it was clear, sunny and a sweltering 10 degrees), before dropping down again to Tumbarumba for lunch at the Bears Cafe. After refuelling, we left Tumbarumba behind us and headed towards Tooma.



Amanda Brogan and her new G650GS

Sue and I pulled over at the Southern Cloud Memorial Lookout, as the day was so fine and clear and views of the "not so snowy" mountains were superb. For those not aware of the Southern



Cloud disaster, it was Australia's first major airline disaster. The "short story" is that the Southern Cloud - a sister aircraft to Charles Kingsford-Smith's famous Southern Cross - was flying from Sydney to Melbourne on 21st March 1931 when hazardous weather conditions resulted in the loss of all on board. It remained a mystery for nearly three decades until the wreckage was found by accident, by a Snowy Mountains Scheme worker, on 26th October 1958. An excellent read on this tragic episode of Australian aviation

history can be found in the book "Into Oblivion" by Macarthur Job (<http://www.sierraaustralia.com/into-oblivion.html>).

Passing through Tooma, we eventually made the Victorian border in the shape of the south bank of the Murray River, passing through Towong and making our destination for the night, Corryong. Here our group met up with other ACT Club members and the contingent from the BMWCCVIC, for the annual Christmas-in-Winter gig. This year's CIW was organised by the Victorian Club. After some pre-dinner refreshments at the Corryong Hotel, we adjourned over the main street to "Legend on Hansen" where the dinner was to take place. Needless to say, I think all had a pretty good night of it, catching up with friends from further afield and even ACT club members not seen for a while.



The following morning in Corryong was fine, cool and very foggy. Packing the bikes up, we met up with most of last night's crowd back at "Legends" for breakfast. After dealing with our bacon n' eggs, etc., we made our farewells and headed our various ways home. Or wherever home was to be that night. Sue and I had decided to make a long weekend of it, intending to spend Sunday night at Junee. Departing from Corryong with Lou Baljak (K100RT), the three of us headed back towards Towong, then following the Murray River Road, W via Tintaldra and Walwa before

crossing the Murray at Jingellic. Some 8 clicks N of Jingellic, Sue & I waved goodbye to Lou, as we turned NW towards Holbrook, Lou continuing on towards Tumbarumba. After about 15 - 20 clicks, the fog and mist gave way to brilliant sunshine and blue skies. From there we had a great run through Holbrook, NW to Mangoplah, then N through Wagga Wagga, making Junee around 1 PM.

After a light lunch in the old world charm of the Railway Station Cafe, we secured some accommodation at The Crossing Motel, and then decided on what we'd do in the touristy vein. Junee's main claim to fame is that it was, and still is to a lesser extent, a major rail hub. One of the engineering wonders is the Roundhouse, a major workshop constructed in the late 1940s during NSW rail's heyday, half of which is still in use as workshops; the other half now a museum (we planned to check it out on the morrow).



Monte Cristo Homestead, Junee

We took the 20-minute walk up to the Monte Cristo homestead, an amazing restoration project by one man and his family over the period of some five decades. A wealthy landowner built Monte Cristo in the late 19th century. By the late 50s / early 60s it had been vandalised to the point of being a wrecked shell. Since that time, the Ryan family have not only restored the building, but also furnished it with much of the same period type furnishings and equipment as the house.



After leaving the homestead and walking back towards our accommodation via the Junee Wetlands Boardwalk, a refreshing pre-dinner drink was in order at the Junee Ex-Services Memorial Club, followed by a fine meal at a very reasonable price. Well recommended.

After a light breakfast at "Madison's Cafe" (on the Broadway), we again headed off into fog, doing a short loop to the W to check out what's at Old Junee (not a lot), then back into Junee proper. The Roundhouse Museum had to be shelved on this occasion, as it doesn't open until noon on weekdays - too late for us on this occasion. From Junee, we headed up the Olympic Way, through Cootamundra, to Wallendbeen, turning right onto the Burley Griffin Way, via Harden to

Binalong. At Binalong we had a brief coffee break at Peter Minson's Glass workshops. An interesting place if you're passing by that way. Peter's always keen to explain the finer points of the glass making business. Leaving Binalong, we detoured through Bowning - looking to avoid the Hume as much as feasible - then eventually home. A great weekend away on the bikes in mostly excellent weather, on great riding roads.



Winter-in-July photos, Janette Hahn

THE MONTHLY FARKLE

Klymit Inertia X-Frame Sleeping Pad

If your Exped is too soft and Thermarest not hard-core enough or you're into adventure riding then you need the world's lightest, most compact, advanced full-length sleeping pad. Designed with body mapping research, the X-Frame gives you support and comfort in all the key pressure zones, while eliminating unnecessary weight through *loft pocket* technology packing down to the size of a 375ml can weighing 258 grams. Whether you place your pad underneath or inside of your sleeping bag, loft pockets (ie: holes) allow the insulation on the bottom of your sleeping bag to maintain loft and warmth beneath your body, where it would normally be compacted and useless, while promoting breathability. Simply put, you can sleep in any condition that the sleeping bag is rated to on a Klymit X-Frame sleeping pad with *loft pocket* technology. Manufactured with ripstop 30d top and coated 75d bottom, the Inertia X Frame is also one of the toughest pads on the market.

Available from Klymit online <http://www.klymit.com> for US\$99.95 along with other hi-tech farkles to make your rallying experience that bit more comfortable or in Australia at your local Anaconda store.



Hot Can Self-Heating Café Latte

At a 2 Dollar shop near you, self-heating café latte in a can for ~\$4. More important than a first aid kit and handy whilst waiting if should you ever need to call on the services of roadside assist.



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 ACT.

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.



Need help for that garage job not covered in the manual or a work around for that irritating flashing dash light or maybe some new accessories for your BMW. Then why not try i-BMW another online forum and found here: <http://www.i-bmw.com/>



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Real adventures know no limits. Like the new F 800 GS Adventure. Anytime, anywhere, any weather – its optimised wind and weather protection is ready. Its water-cooled two-cylinder 63 kW (85 hp) engine and 24 litre fuel tank take you places you've never seen. The trip doesn't end just because the road does. With tough Enduro suspension, ABS plus optional ESA and Enduro mode (off road-tuned ABS and ASC), your options are unlimited. Contact Rolfe Classic for a test ride or visit rolfeclassic.bmw.com.au for more information.

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David Morgan (R1200GS)

Notwithstanding the adverse weather reports and all the doomsayers leading up to the weekend, Saturday 20th July, was relatively mild for the season; the sun was out and there wasn't any rain in the immediate vicinity of the ACT. Arriving at the rendezvous of Williamsdale around 9:20 AM, Sue and I found President Martin with his R1200R already parked. A few minutes later Andrew Snelling pulled up on his R1200GSA. When our scheduled departure time came it was evident that we were it, so without further ado, the four of us headed south along the Monaro Highway, cutting through Polo Flat, on the outskirts of Cooma, then onto Nimmitabel for some hot liquid to warm us up a tad. That said, although the temperature was now around 7 degrees C, there was no sign of snow or even any showers at that time. After leaving Nimmitabel behind, we enjoyed a great and uninterrupted run down Brown Mountain to Bemboka. At this point, the temperature had climbed to a pleasant 17 degrees C.

Just East of Bemboka, we made the turn onto the Candelo Road and enjoyed some great riding roads through Candelo, Wyndham, Lochiel, Nethercote, before we made the Princes Highway just to the South of Eden. During that last leg we had a light patch of drizzle, which was enough to mix with the odd oily patch as to cause a couple of wheels to "make their own arrangements" for long enough to raise the pulse for a second or so. Arriving around midday in Eden, we pulled up at the "Seafood" fish & chipperly on the wharf precinct and ordered a round of grenadier and chips each. Very nice it was too. While we were downing the grenadier bits, a heavy storm passed through the area, complete with thunder and lightning and much rain. Standing under the veranda of the shop, we felt pretty pleased with ourselves in that our timing couldn't have been better.



*Everyone was happy with the storm having missed us during lunch at Eden wharf.
(L-R) Martin Robertson (R1200R), Sue Morgan (R1200R) & David Morgan (R1200GS)*

So, with lunch and storms out of the way, we headed out of Eden in brilliant sunshine and clear skies for Pambula, then through the urban claustrophobia of Merimbula, to pick up the coastal road through Tathra, Tanja, Wapengo, through the Mimosa Rocks National Park, crossing a number of lakes and estuaries on the way, before finally making our destination, Bermagui, around 2:15 PM. There's never a better time of year to ride this road between Merimbula and Bermagui, as the holiday traffic is nigh on non-existent.

After we all checked into the Bermagui Beach Hotel, there was time for a stroll around the foreshore area and harbour environs. Bermagui, it should be noted, is the closest point on the Australian coast to where the continental shelf drops off into the deep-water abyss. For this region, Bermagui has for years been a mecca for big game fisherman from around the world, such as the author of many western novels, Zane Grey. Also in town on our weekend was the Westpac Rescue Helicopter and Navy Bell 429 training and utility helicopter, employing the local Australian Rules Football oval as a helipad for the weekend (clearly, the local AFL club had "away" games that weekend). Both helicopters were operating in support of a multi agency Search and Rescue Exercise (SAREX) held offshore from Bermagui. In any event, they provided some entertainment for the locals and visitors alike.



Sunday morning view from the Bermagui Pub balcony.

About to depart Bermagui, Sunday morning (L-R) Andrew Snelling (R1200GSA), Sue Morgan (R1200R)

Eventually, we all met up for some refreshment in the main bar of the hotel, followed by a nice meal in the bistro. The next morning was "a pearler", with zero to light to winds, sunshine and a cloudless sky. After a leisurely breakfast at the Zest Cafe, just off the main street, we continued our way North up the coast road to the Princes Highway. 500 m after making the highway, we took the minor diversion through historic Tilba Tilba and Central Tilba. Back on the highway we passed through Narooma and Bodalla, turning off towards the coast at Moruya, via the North Head Road, just after crossing the Moruya River. We followed the George Bass Drive, across the Tomaga River, turning left onto the Tomakin Road. Re-joining the Princes Highway at Mogo, we had a break there prior to our run up the Clyde Mountain. At the top of the Clyde, we had our first taste of cool weather since yesterday's run down the Brown Mountain. At Braidwood, some of us refuelled before taking our farewells and the final leg to home.

Overall, a great weekend of riding in good weather for the most part. The weekend ride underscored the advantages of living where we are - while the weather may not be too our liking around the ACT region in the winter months, the nearby coastal areas can often be relied upon to provide much milder conditions for the keen motorcyclist.

Recommended:

- Hooked on Seafood (fish & chips), 253 Imlay St Eden; Google Map - <http://goo.gl/maps/ILKC4>
- Bermagui Beach Hotel (accommodation & meals) <http://www.bermaguibeachhotel.com.au/>
- Zest of Bermagui Cafe & Bar <http://www.visitbermagui.com.au/local-produce/dining-cafes/>



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/>

STATE	MONTH TO DATE (AUGUST)	YEAR TO DATE (2013)	NUMBER OF LIVES SAVED
Australian Capital Territory	0	17	51
New South Wales	0	0	0
Northern Territory	0	0	0
Queensland	1	13	39
South Australia	0	0	0
Tasmania	0	0	0
Victoria	3	64	192
Western Australia	0	0	0
NATIONAL TOTAL	4	94	282

ALL STATES



By Adventure Riders, For Adventure Riders...

Adventure Rider Magazine will be published 6 times per year. Starting October 2013

The magazine will include features from our Readers, experienced Riders/Photo journalists, and a host of Industry People.

We will not have Enduro, MotoX or SuperX content. Its purely 100% Adventure Riding. The one event a year outside of Adventure Riding Events we will cover is the DAKAR with a focus on the Australian Bike Riders.

Interested? Check out their website <http://www.advridermag.com.au>



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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.

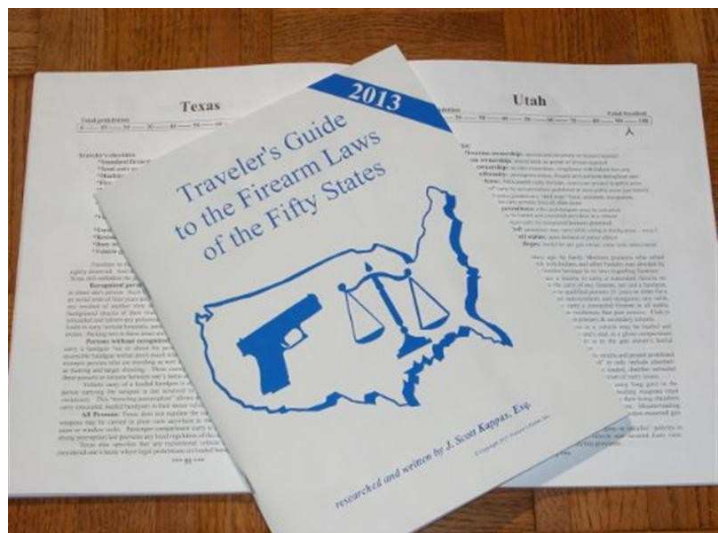
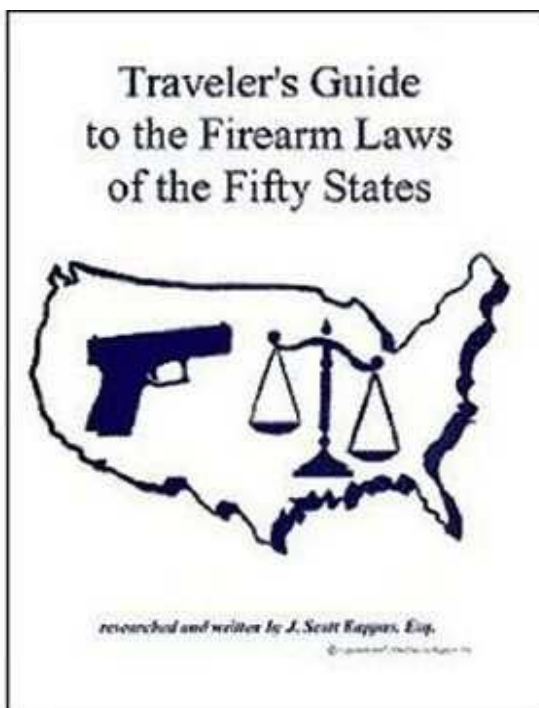
The rules!

- 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.

THE TRAVELLER'S GUIDE TO THE FIREARM LAWS OF THE FIFTY STATES!

(Apparently) The book that had to be written! Because you are subject to arrest for simply travelling from state to state with a personal firearm, some sort of guide has been badly needed for years. This excellent book covers all the basics for armed travel: vehicles, the glove box, open carry, loaded or not, weapon types and much more.

You can buy this handy tome from [Max BMW](#) in the US for only US\$10 (+postage).



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.



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*Neville (Taffy) Williams 10 April 1933 – 25 July 2013
(Photo: Len Manning)*

¹ Taffy was a man of many parts. Most today know him as a member of the BMW Club, but a few, Bob Coleman, Fred Pensko, Jim Reed, Ron Andrews and Bill Brown know him from the sport of observed trials (Taffy hated its modern name of Moto-Trials.) Observed Trials started in the UK, as soon as motorcycles became available. Originally men in cloth caps wearing goggles and great coats struggled up old sheep tracks through the rocks in the highlands of Scotland, the moors of Yorkshire and the Valleys of Wales, riding on heavy British street bikes with street tires. You could argue it was the start of Adventure Bike Riding, as we still try to take 250kg bikes on essentially street tires up trails where only a lightweight dirt bike should go.

When Taffy came to Canberra from Whyalla bikes were firmly in his blood. He had honed his riding skills in the British Army. He gravitated to the shop in Wiluna Street, Fyshwick, where Doug Byrant sold and repaired Yamaha, Hodaka, BMW, Moto Guzzi and Bultaco. Doug's brother Wayne did wonders getting them to go fast in competition.

The Motorcycle Club of Canberra was the club to be in then. It ran dirt track competition (short circuit, scrambles, motocross) at venues from Mt Ginn (near the Watson Roundabout), Glenloch and Pialligo (under the end of the runway in Snowtown) and enduros in the hills. Ian Hahn raced a boat-tail Bultaco Pursang and later a frightening Bultaco Astro (aka the Gastro for obvious reasons) in the dirt track events. The MCC had strong road racing contingent as well. I was President of the MCC when we negotiated our own block of land at Fairbairn Park and then built our own short-circuit track and a new fangled motocross track with real jumps, which we christened KumaGutza.

¹ You can add to Taffy's personal tribute page at *The Canberra Times* here <http://tributes.canberratimes.com.au/obituaries/canberratimes-au/obituary.aspx?n=neville-williams-taffy&pid=166047033#fbLoggedOut>.



We regarded Taffy as the father of Trials in Canberra, starting in 1970.

When I first met Taffy he had a Mark 3 Bultaco Matador on which he commuted to his brickies job and rode in any Club event he could. Remember, we lived in a time of "run what you brung" where you turned up at any club event to have a go and have fun. De rigneur involved installing a hotter plug and, ahem, removal of baffles from the muffler. Riders took dirt bikes to the drags on the old Queanbeyan Road off Newcastle Street, Fyshwick, to have a go against methanol guzzling Vincent's.

On track working days, Taffy would sometimes set up a couple of simple trials sections in the little creek between the tracks, and we were hooked. Taffy soon acquired a pukka trials bike, a M49 Bultaco Sherpa T, and offered to run trials schools. Suddenly, everyone in the MCC wanted to ride trials, but not everyone could afford the \$740 to buy a new Sherpa T, so often a trail bike, minus lights, mirrors and indicators, did the job. Suzuki Savages and DT Yamahas couldn't really turn all that well though.

Taffy's enthusiasm for trials, delivered in the famous lilting Welsh accent, could not be missed. He infected everyone he met with his love of trials. Some of us did eventually find the money for Sherpa T's and the occasional Montessa Cota (never in the same class as the T), obtained competition licences from the ACU, and drove to far flung open trials events in such places as Hay (the only hill was on the river bank) Tenterfield, Cowra (on the hill overlooking town) steamy Mt Kembla and the Menai Reserve near Lucas



The two riders in the colour shot are my fellow old trials riders ex Club President Bob Coleman & Trevor Bennett of the Trials Club of Canberra. The event was the first permitted use of Stromlo after the 2003 fires.

Heights. And at Easter there was a choice of not one, but two, two-day trials at Glenmaggie in Gippsland, or on the rifle range reserve in Cootamundra. Much fun was had by all.

Trials HQ was in the ACTEA workshops at Kingston, where Fred Pensko & Wally Nicklaus and stacks of others were known to practice at lunch riding over electricity poles and other workshop sourced obstacles. Some of the riders registered their trials bikes for road use, where the lack of high speed brakes and any form of useful lighting was soon revealed in many white-knuckle incidents. I rode a brand new 350 Sherpa T from Queanbeyan to East Block for three months in the frost in 1973 just to run it in.

Around 1975 Taffy's son Ian emerged as a very talented short circuit rider, and went on to be an Australian champion, along with Kevin Patton, our other Australian Champion short circuit rider. Taffy's interest in trials waned a little as he found all his time being devoted to looking after Ian and his bikes, tuned by the fabulous Wayne Bryant. In the early 1980's Taffy became a mechanic at the Police Workshop in Weston, where his love of all things BMW emerged, and he made a whole new range of motorcycling friends.

Taffy was much loved by the first generation of Canberra trials riders, most of who are now in our dotage, except for Fred, who apparently has a source of Royal Jelly. Without Taffy Williams as the driving force Canberra would never have become the trials capital it became, and the Trials Club of Canberra (which broke away from the MCC in 1984) would not have had the dedicated trials rider numbers to form a (then) rare single discipline motorcycle club. In 1978 the MCC produced our first homegrown Australian Trials Champion (Ross Grimsey) who was, naturally, encouraged by Taffy to buy a bike from Taffy's bike shop in Yass Road, Queanbeyan. It was Taffy who pushed hard for the practice area at Mt Stromlo in the 1970's, and Taffy who hosted Mick Andrews on his two visits to Canberra at the height of the short-lived Japanese trials invasion

Vale Taffy. Take a dab for me.

Bill Brown

THE TREASURER'S COIN BOX

The Treasurer is still tallying the proceeds of the 20th Anniversary Oil Head Rally.

SHANNONS GERMAN AUTOFEST

The ever and increasingly popular *Shannons German Autofest* and celebration of all things German automotive will be held on Sunday 22 September on the lawns in front of Old Parliament House (aka Museum of Australian Democracy). Entry is via the western or Treasury Building side.

Our Club has a spot [here](#). So clean your pride and joy and bring it along and impress not only your Club but also the admiring public. You can also enter in the Club Concourse Awards and given at the Christmas & Awards Dinner (funny about that) in the following categories:

- Best BMW Pre 1995
- Best BMW K series
- Best BMW R series
- Most Used (& cared for) BMW
- *Others TBA...*



Entry is \$5 per bike to cover the cost of running the event. Otherwise, please leave your bike on the street. Entry forms will be available on the day – look for the marquee!

You must be a financial member of the Club to enter.

Club members traditionally enjoy breakfast in Manuka or Kingston before a massed ride to the venue, so look out for the email with ride details.



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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,

Well the OHR has been run and reported by those who attended as a good event, so why weren't you there? Where was I? At the [Rocky Creek Memorial Park](#) just outside Mareeba FNQ with my mother for the unveiling of her late husband and WWII commando Reg Saunderson service plaque and held in conjunction with the VP memorial service, attended by some 800 locals and interstaters. I missed this stop last year on my way to the OCR, so if your riding that way it is well worth a 30 minute stop over as the site was home to a 1800 bed hospital and had some 60 000 service men and women pass through during this war.



September brings *Shannons German Autofest* and Club concourse, followed in October by the Club's *Kosciuszko Rally* in October at its new trial location the Khancoban Lakeside Caravan Park. Rallying is a *raison d'être* for owning a touring motorcycle, so why not dust off your BMW and take in some spring riding on some of the best riding roads in Australia.

Lastly the [Club Awards Night & Christmas Dinner](#) in December rounds out the year, so make your booking with the Social Secretary. Otherwise enjoy Spring, checkout the What's On page and get riding.

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

