



# Shaft Drive Lines

October 2013



[www.bmwccact.org.au](http://www.bmwccact.org.au)



## What's On

- 1 - 3 November Tumut Valley Riders - 2013 Trout Rally
- 9 - 10 November 32<sup>nd</sup> Fish Holes Rally Fish Holes site, Portland, Victoria
- 6 December BMW MCCA ACT Annual Awards & Christmas Dinner



**2013-14 COMMITTEE**

<p><b>President:</b> Martin Robertson - R1200R 0409 329 270 &amp; Husqvarna 610 <a href="mailto:President@bwmccact.org.au">President@bwmccact.org.au</a></p>	
<p><b>Vice President:</b> David Prest - K75 0423327912 (text is best) <a href="mailto:Vicepres@bwmccact.org.au">Vicepres@bwmccact.org.au</a></p>	
<p><b>Ride Coordinator</b> David Morgan – R1200GS 0429 105 155 <a href="mailto:Rides@bwmccact.org.au">Rides@bwmccact.org.au</a></p>	
<p><b>Secretary:</b> Dennis Littame – R1200GSA <a href="mailto:Secretary@bwmccact.org.au">Secretary@bwmccact.org.au</a></p>	
<p><b>Treasurer:</b> Bob Ellison <a href="mailto:Treasurer@bwmccact.org.au">Treasurer@bwmccact.org.au</a></p>	
<p><b>Membership Secretary:</b> Vacant – interested? Contact the President <a href="mailto:Members@bwmccact.org.au">Members@bwmccact.org.au</a></p>	
<p><b>Social Secretary:</b> Steve Hay, R1200GS 0422 006 727 <a href="mailto:Social@bwmccact.org.au">Social@bwmccact.org.au</a></p>	
<p><b>Editor:</b> Garry Smee — R1200ST / R100GSPD &amp; F800GS (02) 6201 7915 (w) 0400 264 372 <a href="mailto:Editor@bwmccact.org.au">Editor@bwmccact.org.au</a></p>	
<p><b>Public Officer:</b> Steve Hay, R1200GS 0422 006 727 <a href="mailto:Publicofficer@bwmccact.org.au">Publicofficer@bwmccact.org.au</a></p>	
<p><b>Webmaster:</b> Alan Walsh – R1200GS <a href="mailto:Web@bwmccact.org.au">Web@bwmccact.org.au</a></p>	
<p><b>BMW Clubs Australia Delegate:</b> Garry Smee <a href="mailto:BMWCA@bwmccact.org.au">BMWCA@bwmccact.org.au</a></p>	
<p> <b>Cover Photo</b> Who was that helmeted rider? Photo: Garry 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://bwmccact.org.au>. Alternatively, you can contact the President directly at [president@bwmccact.org.au](mailto:president@bwmccact.org.au).

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

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

- BMWCCACT: <http://autos.groups.yahoo.com/group/actbwmcc/>
- ACTGravel surfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

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

The webpage <http://bwmccact.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://bwmccact.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@bwmccact.org.au](mailto:editor@bwmccact.org.au) or by @mail to:

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

For emails, do not embed pictures 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

## WELCOME TO OUR NEW MEMBERS

Hi fellow members,

The delayed Kosciuszko Rally has just been held and you can read all about it in this magazine, hence the delayed production and release of the October magazine.

In addition to the Kosi Rally report, our hard-riding Ride Coordinator, Dave Morgan, has written the report on our trip down the Lachlan River. Please find these reports and much more in this issue.

I joined Dave at both the Lachlan Ride and the Kosi Rally, and enjoyed both immensely. The joys of Spring riding have almost been fulfilled in my case, but wait, there's more to come. In the next two months there are several options to get out on your bike for a long ride or have a social bite and chat or the Christmas Party. Have a look in the What's On section for your riding and social options.



*President, Martin Robertson – maintaining the Club image @ the Kosciuszko Rally*

If the report on the Lachlan River ride has you interested in a similar ride through southern NSW, Dave is planning another ride to follow the full length of the Murrumbidgee River. Depending on the number of participants and availability for a three or four day ride, it could include both dual-sport and road-only components. This adventure is best undertaken in warm weather as the first third on the Murrumbidgee is in the high country and our nearby mountains.

Contact Dave to register your interest and especially if you have suggestions or advice on routes and places to see and stay along the way.

Lastly, our final big event on the Club calendar is the annual awards and Christmas Dinner on the 6th of December. Please check out the What's On Calendar and come and join your mates to finish of another busy year for the Club.

Ride Safely

Martin Robertson

*None this month*

## 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](mailto:president@bmwmccact.org.au).

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

## CONTENTS

President's Banter .....	3
Welcome to Our New Members .....	3
Club Meetings.....	3
Contents .....	3
Classifieds .....	3
What's On.....	4
Club Awards Night & Christmas Dinner .....	4
Lachlan River – Source to Mouth - Ride .....	6
SPOT Connect.....	12
2013 BMW Clubs International Conference Report .....	12
The Monthly Farkle.....	12
Club Identification .....	13
Lachlan River Run .....	14
Improving Member Riding Skills.....	20
The Editors Fill.....	20
32 <sup>nd</sup> Kosciuszko Rally Report.....	21
BMW R nineT: The Essence of Pure Riding Joy25	

## CLASSIFIEDS

BMWWMCCACT 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](mailto: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 <sup>th</sup> 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 <a href="mailto:president@bmwmccact.org.au">president@bmwmccact.org.au</a> .
Riding events	The webpage <a href="http://bmwmccact.org.au">http://bmwmccact.org.au</a> 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 ( <a href="mailto:rides@bmwmccact.org.au">rides@bmwmccact.org.au</a> )
Social events	The webpage <a href="http://bmwmccact.org.au">http://bmwmccact.org.au</a> 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 ( <a href="mailto:social@bmwmccact.org.au">social@bmwmccact.org.au</a> )

## 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 **\$55** 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](mailto: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.**





**Rolfe Classic BMW**  
Sales  
Service  
Parts & Accessories  
Rider Equipment  
Finance



Motorcycles fitted with genuine BMW accessories.

# ADVENTURE UNLIMITED.

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](http://rolfeclassic.bmw.com.au) for more information.

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

**Rolfe Classic BMW Motorrad**  
2 Botany St, Phillip ACT 2606  
Tel : 02 6208 4135 Fax : 02 6208 4112  
[motorrad@rolfeclassic.com](mailto:motorrad@rolfeclassic.com)  
[rolfeclassic.bmw.com.au](http://rolfeclassic.bmw.com.au) LMD17000534

## LACHLAN RIVER – SOURCE TO MOUTH - RIDE

*Garry Smee, F800GS*

The intrepid group of wannabe explorers meet at the Watson BP for a long weekend expedition that would see us traverse the length of the Lachlan River over 3 days and 1500km. Led by expedition Captain and navigator Dave Morgan (R1200GS) the party included, historical guide and commentator Bill Brown (R1200GS), photographer & camera stand Andrew Snelling (R1200GSA), (if required) sacrificial scout Pres Martin Robertson (Husky 610) and me. Travelling up from Wagga, Bruce Barter (R1200GS) joined us in Cowra as the group's Michelin ☐☐☐ Restaurant guide.



*Martin 'enough looking already', Bill 'that way?' and Dave 'history will remember us', survey the route down stream.*



*Old Hume Cafe, Gunning*

Leaving Canberra we made quick time to Breadalbane stopping briefly in a field to survey the Lachlan River headwaters, although some may prefer the term swamp. Having now realised the enormity of the task we had set ourselves, with spirits high and clear skies, we pressed on to Gunning and a coffee, all within the first hour of the morning.

Our next stop was Cowra via the roads less travelled, cruising the dirt roads and crossing the Lachlan periodically looking for a place to launch the boats. It was to prove fortuitous, that we had the bikes to support the planned boats, as they were not to be needed for our entire journey. In any case, weren't we a bike club?

Our arrival in Cowra was well timed with Bruce arriving shortly before hand – hellos out of the way; we refuelled and headed on to our planned first nights stay the Royal Hotel in Condobolin.

Dave had managed to chart a course of dirt interspersed with the occasional bitumen that included a stop at the crest of a hill with scenic views of Wyangala Dam. This stretch of road was the most testing primarily due to the two 4WDs travelling the other way, at speed and using most of the road. The long paddock cattle and mob of sheep were no trouble at all.

Dave had arranged our arrival in Condobolin to perfection, the AFL Grand Final Hawthorn vs. Fremantle second half had just started and the busload of guests 'all gowns and tuxes' were leaving for the wedding. \$45/room saw us camped for the night and Hawthorn down Fremantle in the footy; to the delight of the English backpacker barmaid and her Irish friend.



*Dave Morgan, selfie & Wyangala Dam*

Having spent our afternoon in the Pub, washed, booted and spurred we made our way to that doyen of Australian towns – the RSL for dinner. The Saturday night disco saw us head back to the Pub for beers and bed for an early morning start.

The Pub's continental breakfast was missing one of any two ingredients and with not much else open or looking like opening for breakfast we kitted up and headed for Lake Cargelligo on the blacktop. I had only been there once before and couldn't recall a 'town' or 'lake' so we did the lap of servo, bakery and lake even going to the Visitor Centre.



*A full Lake Cargelligo provided a nice backdrop to (L-R) Bruce, Dave, Bill, Garry, Martin & steel steeds. Photo: Andrew*

Soon enough, River pilot Dave had us back on the dirt to Hillston for the trip to Maude and our second night at anchor. Again the dirt was in great condition, no doubt helped by the local council advisories that the various dirt roads were closed in the wet. There were shades of Cape York in one dry-creek crossing that instead of water had soft deepish sand on steep banks. Everyone negotiated this without incident, but most were caught out, but managed by the sit back and power on 'planning' riding technique.

Having made the run across the flat plains of western NSW, we made the Booligal Pub in time for a microwaved lunch as the local Catholic Church had completed a mass confirmation and the Publican was gearing up for the celebratory BBQ. Bruce "I didn't think there were many people in these parts, let alone Catholics?" Guest "You'd be surprised, there are quite a lot of Catholics here about's". Ouch.

The beer was cold and sausage roll hot, so all was good in the world and more dirt to be had 😊



*Booligal NSW, one Pub, no petrol*

Suitably refreshed we left Booligal, immortalised by Banjo Patterson's poem 'Hay and Hell and Booligal', and continued our Lachlan journey south (west) via One Tree chasing the dirt.

*"Enough of the dirt already, Dave" Bill.*

I'm no famer, but the country was green with plenty of wheat, canola, sheep and beef and town shops were more full than empty so this season seems to be a good one.

We pressed on to Oxley, NSW and with great solemnity Navigator Dave cast his hand in the general direction of the Tooralboug Flora Reserve declaring this to be the end of the Lachlan River; for this trip.



*One Tree Hotel, NSW. On the droving route from western NSW to Echuca and paddle steamers of the 1800s. Closed 1942.*



Photo's taken to record this moment of exploration and self-congratulatory slaps on the back out of the way, and to be frank thirsty; we made the quick trip from Oxley to Maude and the safe harbour of the Maude Hotel.

One spin off of the now deflated mining boom is a surplus of rudimentary accommodation modules that have found a second life at the back of Pubs and Roadhouses throughout Australia. Maude Pub was no different with the addition of a German publican, chef and hostess. The publican's parents were out from Germany, so the arrival of a fleet of BMWs and Martin's 'black sheep' Beemer, called for a visit and discussion of all things German.



*Hotel Maude; Martin, Garry, Bill, Bruce and Dave. Photo: Andrew*

Our spartan accommodation was clean and comfortable and food of high standard, washed down with drinks and deeds done and planned for the future as tomorrow would see us slab it home to Canberra.

Before leaving Maude we made a quick detour and photo op to the Maude weir before heading on to Hay. Our brunch stop saw us farewell Bruce and his return to Wagga before heading on to Temora and Burley Griffin Way to Yass and home.



*The Maude Hotel Caravan Park and on-site 'Dongas'.*

Our final group stop was Murrumburrah for farewells and thanks to Dave for successfully navigating us over the 3 days before our final run back to Canberra and variously peeling off to our homeports.

In my case, I got home with enough daylight, to unpack, wash the bike and give it the once over for the next trip...



*(Clockwise from top): Bill 'more dirt', thanks Dave. Now where's my duck; the end of the Lachlan, Oxley NSW. The GS1200 in some of its favourite habitat.*

## Hay & Hell & Booligal

A.B. ("Banjo") Paterson

"You come and see me, boys" he said: "You'll find a welcome and a bed And whisky any time you call" Although our township hasn't got The name of quite a lively spot - You see, I live in Booligal.

"And people have an awful down Upon the district and the town - Which worse than hell itself they call: In fact, the saying far and wide Along the Riverina side Is 'Hay and Hell and Booligal'.

"No doubt it suits 'em very well To say it's worse than Hay or Hell, But don't you heed the ir tak at all: Of course, there's heat - no one denies - And sand and dust and stacks of files, And rabbits, too, at Booligal.

"But such a pleasant, quiet place, You never see a stranger's face - They hardly ever care to call: The drovers mostly pass it by: They reckon that they'd rather die Than spend a night in Booligal.

"The big mosquitoes frighten some - You'll lie awake to hear 'em hum - And snakes about the township crawl: But shearers, when they get their cheque, They never come along and wreck The blessed town of Booligal.

"But down to Hay the shearers come And fill themselves with fighting rum, And chase blue devils up the wall, And fight the snaggers every day, Until there is the deuce to pay - There's none of that in Booligal.

"Of course, there isn't much to see - The billiard table used to be The great attraction for us all, Until some careless, drunken curs Got sleeping on it their spurs. And ruined it, in Booligal.

"Just not there is a howling drought That pretty near has starved us out - It never seems to rain at all: But, if there should come any rain, You couldn't cross the black soil plain - You'd have to stop in Booligal."

"We'd have to stop!" With bated breath We prayed that both in life and death Our fate in other lines might fall; "Oh, send us to our just reward In Hay or Hell, but, gracious Lord, Deliver us from Booligal!"

[Visit Hay NSW](#)



Okay Dave, that's the Lachlan done, what was the name of this river?  
"The Murrumbidgee"...let's ride.

For those interested in our route, then you can look it up on Google Map here:

- Day 1: Canberra (Watson) - Condobolin, 430km  
<http://goo.gl/maps/IUUVO>.
- Day 2: Condobolin - Maude, 431km  
<http://goo.gl/maps/0cVy5>.
- Day 3: Maude - Canberra, 544km  
<http://goo.gl/maps/SjdIC>.

## SPOT CONNECT



Your Committee is discussing purchasing a Spot connect for the Club and wants your input. Essentially Spot is a pocket sized emergency beacon with the benefit of sending short pre-programmed messages and Spot tracking records and displays your route and location on Google Maps. You can read all about it here:

<http://www.findmespot.com/en/index.php?cid=116>

If the members support the purchase, the intention is that the Spot would be used on Club rides and for hire to individuals for a small cost at other times. This would cover the cost of the monitoring service and route tracking options.

The Spot device costs ~\$200 for the unit, US\$100-150 pa for the Basic Service Plan (monitoring) and US\$50 pa for Spot Tracking (mapping).

Let us know by looking out for, and responding to, the on-line email poll coming to a mailbox near you.

## 2013 BMW CLUBS INTERNATIONAL CONFERENCE REPORT

Stewart Garmey the BMW Clubs Australia international delegate attended the 2013 BMW Clubs International conference in Bled, Slovenia 14-18 September as a guest of BMW. Stewart's personal report to Clubs Australia can be read online [here](#).

## THE MONTHLY FARKLE

### BMW Toy Car with Built In Spy Camera

This little gadget is something as weird as a mini replica of a BMW car that features motion and sound detection functionality and has a built-in camcorder.

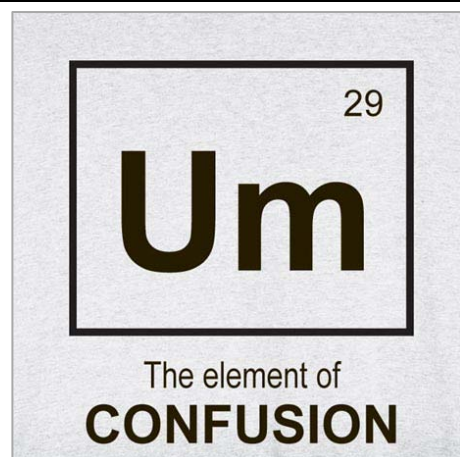
In the condition of standby, the appliance starts to video recording for three minutes when the loudness outside of appliance is louder than 65db, then it saves file and comes to stand by.

Recorded video clips are saved in AVI format and pictures are saved as JPG.

The BMW Toy Car with Built-In Spy Camera is yours for \$39 from On Sources via [7 Gadgets](#).



For this T-shirt and more great witticisms visit [What on Earth](#)



### Bavarian Electric Touring Bicycle

Where exercise meets world renowned German-engineering, you get the Bavarian Electric Touring Bicycle. Made from the finest components available, this electric bicycle is designed after the 1930's BMW R61 motorcycle. With its 48-volt Lithium-Ion battery, 17 mph top speed, 330 lbs weight capacity and 125 mile range, this electric bicycle really does allow for some serious touring. Use the 5-speed hub gear system to power up hills and get you where you need to be. At the centre of this bike is the unique aluminium and carbon-fibre frame; which is so artistic, I'm not sure if you should ride this bike or display it in art gallery.

You can purchase this Bavarian Electric Touring Bicycle at [Hammacher Schlemmer](http://www.hammacher-schlemmer.com) for \$10,000.



*This month's farkles found at*  
<http://www.geekalerts.com>

### HANDLE BAR Clock or Thermometer

Marlin handle bar clock and / or thermometer. Fits all 7/8" or 1" bars (clear plastic isolator for 7/8" bars). Also options for 1-1/4" and 1-1/2" handlebars. Selectable when ordering online.

These classic looking Marlin's handlebar clocks are made with a triple chromed billet aluminium housing and quality clock and thermometer movements. These fully adjustable mounts will add style and function to your ride. Split ring mount for easy install and head swivels and rotates to adjust to most any position. All units are waterproof, shock resistant and have glow in the dark elements (glowing elements require reasonable exposure to light for activation.) Clock lens face is 32mm.

Choose black or white face & handle bar diameter. \$109.00 including GST from

[Motociclo](http://www.motociclo.com), St Peters Sydney



### 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](mailto:members@bmwmccact.org.au) to arrange for pickup, delivery and payment.

David Morgan (R1200GS)

**The First Day - Canberra to Condobolin (455 kms)**

Just after 8 AM, five of us departed the Watson BP servo on a crisp spring morning on the first day our 3-day ride to follow the Lachlan River from source to end. Our ride group comprised Garry Smee (F800GS), Andrew Snelling (R1200GSA), Bill Brown (R1200GS), Martin Robertson (Husqvarna 650 - NOTE: Made when Husqvarna was owned by BMW, according to Martin), Bruce Barter (R1100GS) & your correspondent. Bruce being a Wagga resident, planned to RV with us at Cowra at noon.



*Lachlan River Course*

The plan was simply to start as near to the source of the Lachlan as feasible, then follow the river reasonably closely, to its confluence with the Murrumbidgee, near the town of Oxley (approx 86 kms NW of Hay, NSW). So after a "transport stage" up the Federal Highway to Collector, we took the short but interesting road to Breadalbane, onto the Old Hume Highway, then off onto the Old South Road (OSR) to pull up for a photo op where Mutmutbilly Creek crossed OSR.

Just N of that spot, the Mutmutbilly and Hannans Creeks joined to form the official start of the Lachlan. We next pulled up at *Highway 31 Cafe* for a coffee break - which Garry observed had to be something of a Club record for making the 1st coffee break in under an hour (snigger) - however, I'd planned a stop there, as this would be our last comms opportunity in which to (a) update Bruce on our Cowra RV, and (b) to confirm 2nd night accommodation numbers, as requested by Wayne at the Post Office Hotel, Maude.



*Old South Road, Mutmutbilly Creek - Lachlan River Source in flat ground in distance*



*Tarrants Gap Road - Garry Smee (F800GS), Martin Robertson (Husqvarna 650), Bill Brown (R1200GS)"*

Leaving Gunning back along the Old Hume, we turned N onto the Crookwell Road, crossing the Lachlan then taking the Wheeo Road, onto Heffernan's Lane, pausing to take in the sight of a cricket match in a farm field, comprising mannequins dressed in early 20th century period costume. This drew the usual comments like "Some of them could get a place in the current Australian team", *et cetera*. Shortly thereafter, we crossed to the W bank of the Lachlan via Bulleys Crossing and continued along various dirt and sealed roads via localities of Bevendale, Rugby, Reids Flat, and Tarrants Gap Road to Wyangala Dam, to make Cowra in good time at 12:10 PM. So, in no particular order, we picked up lunch, fuel and Bruce, and then proceeded on via the Lachlan Valley Way (LVW) to Gooloogong, where we crossed to the N bank of the river and Eugowra. As we were at Eugowra, Bill urged a cultural aside at the famous Escort Rocks. Ok, I'll 'fess up that I wasn't aware of the backstory here either, but the Escort Rocks site marks the place where in the late 19th century, Australia's biggest gold robbery was held. An interesting side trip worth a look some 5 kms NE of Eugowra, back along the Escort Way - look for signs or just ask anyone in town. As one local said to us: "It's our biggest tourist attraction". No kidding.

The ride on the N side of the Lachlan from Gooloogong to Forbes is a more entertaining ride than via the LVW to the south. Recommended. From Forbes we kept to the N side of the Lachlan passing through some interesting country to turn off the sealed road onto the North Forbes Road, just W of Warroo Bridge Road. It was at this point some 50 kms E of Condobolin that we noted that Martin and Bill weren't behind us. Eventually, they sailed right past the turn off and so the rest of us proceeded on to Condobolin. The ride along the North Forbes Road was made more interesting by roaming stock that were curious to examine my GS at closer inspection, also a small sand hill over which the road traversed, provided us with some fun along the way.

Pulling up in front of the Royal Hotel about 3:30 PM brought Day 1 to a satisfying end. It turned out that Martin had to refuel the Husky at Forbes, hence the time gap. Notwithstanding a couple of country weddings in the town, we all got rooms at The Royal for \$44, parked the bikes around the back and then made the main bar in time to enjoy a cold drink and watch the 2nd half of the AFL Grand Final. A fitting conclusion to the day. The meal prices at the pub were what might be called "robust", so either they were exceptional meals or very big. We decided to share our commerce about so headed to the RSL Club where they did both Chinese and Australian fare. On return to the pub we mostly called it quits for the day.

[Google Maps link: http://goo.gl/maps/kmNr4.](http://goo.gl/maps/kmNr4)

## The Next Day - Condobolin to Maude (430 kms)

After a sound nights rest and there being nothing open on a Sunday morning in Condo to get a cooked breakfast, we mounted up and headed to Lake Cargelligo. This was a very pleasant ride in outstanding weather, along a mostly gravel road of some 80 kms. Making Lake Cargelligo, we got breakfast and fuel and then took a brief trip down the main street to view the lake itself. Although the lake looked pretty full to us, one local said it was probably only half full. In any event, the lake and setting was at its best for a beaut spring morning with a bunch of BMWs and one lone Husky ring-in lined up along the foreshore.

From "Lake" we proceeded towards our next "Lachlan town" of Hillston, which despite the map, is now sealed to the Kidman Way intersection.

Turning onto the Kidman Way, we made Hillston, where I considered doing a fuel top up, but thought that we'd had enough stops and so our next town, Booligal, on the Cobb Highway would do. Having got fuel there on previous trips, it would set us up for the rest of the day and we could then fuel up for the homeward leg in Hay tomorrow. You can see where this is leading...

The road from Hillston to Booligal was largely dirt of various combinations. Being signposted as a dry weather road only, it would be an interesting ride in the wet. The weather by this stage was warming up more so than when we left home yesterday and with the winds we encountered, it didn't help the fuel economy on some of our bikes. Martin on his Husky had an interesting ride on the tar at highway speeds with the Husky making its own arrangements independent of what Martin wanted; whereas it was in its element on the gravel road legs.



*Tarrants Gap Road - Wyangala Dam view*



*Escort Rocks, Eugowra*





(L-R) Bruce Barter (R1100GS), David Morgan (R1200GS), Bill Brown (R1200GS), Garry Smee (F800GS), Martin Robertson (Husqvarna 650)"

Making Booligal our luncheon date, we duly pulled up in front of the Booligal Hotel; after a mandatory quick inspection of the Lachlan River, which looked pretty uninspiring and stagnant at that point.

However, there being a big Catholic gathering in the town for some special church service, the pub was putting on a BBQ lunch for that crowd, so we were left with slim pickings in the form of a sausage roll of meat pie and sauce. Moreover, they were out of ULP so while most of us figured we could make the last hundred or so kms to Oxley and then Maude, Bruce made a discretionary decision to head straight S to Hay and fuel up there, then meet us at Maude or Oxley. Yep, should have topped up at Hilston!

Leaving Booligal to their BBQ, we head S down the Cobb Highway about 40 kms to pick up the Corrong Road. We stopped briefly for our 2nd cultural aside (unless you include yesterdays AFL GF) to check out the ruins of the once famous One Tree Hotel. So called, on account of the lone gum tree that once existed for years at this otherwise treeless locality. An interesting factoid being that in 1864 the NSW government had even legislated to gazette the tree as "Timber Reserve No 32", the smallest timber reserve in the then



One Tree Hotel - (L-R) Garry Smee (F800GS), Martin Robertson (Husqvarna 650), Bruce Barter (R1100GS), Bill Brown (R1200GS)"

colony. One Tree Hotel's fame came about in the late 19th century as a stopping point for vast mobs of stock being driven along the Long Paddock; providing refreshment for passing drovers, shearers and the like.



Lachlan River, Oxley - End of the river for us (L-R) David Morgan (R1200GS), Garry Smee (F800GS), Martin Robertson (Husqvarna 650), Bill Brown (R1200GS)"

A few kms W of One Tree, we crossed the Lachlan for the penultimate time at Corrong, a locality of a couple of homesteads, then headed further W to pick up the track S to Oxley. The roads out here weren't fenced and although stock wasn't much in evidence, wandering emus were and given their well-camouflaged plumage, it paid to keep a sharp lookout. Making Oxley, a few houses, a hall and a church, we stopped at the Oxley Bridge to mark the limit of our ride along Lachlan. The southern or downstream side of the bridge makes the edge of the Great Cumbung Swamp, amongst which the Lachlan makes its way into the Murrumbidgee (about 10 kms S of the bridge). From Oxley it was a straightforward run on the tar SE to Maude, a small town on the Murrumbidgee, about 15 km upstream of where the Lachlan and Murrumbidgee meet up.

At Maude we caught up with Bruce and Andrew (Andrew having pulled over S of Booligal and missing us at the One Tree turn off - his focus no doubt being on the road train about to pull out in front of him at One Tree). I topped up the tank of my GS at the general store, and then booked into the Post Office Hotel. The 8 rooms were clean but spartan twin arrangements, all within a mining camp donga. The tariff was a measly \$25, which included a continental breakfast. After getting ourselves sorted into the accommodation, it was time to relax, meet the locals and get a refreshing drink. The pub's licensee was a German lady, Lydia, who had her parents from Germany over for a holiday (after landing in Sydney, they had virtually spent all their time at Maude, helping their daughter with the pub it would seem). The evening meal was excellent and our host was very accommodating in staying open so that we could watch the Aragon MotoGP live, before retiring for the night.

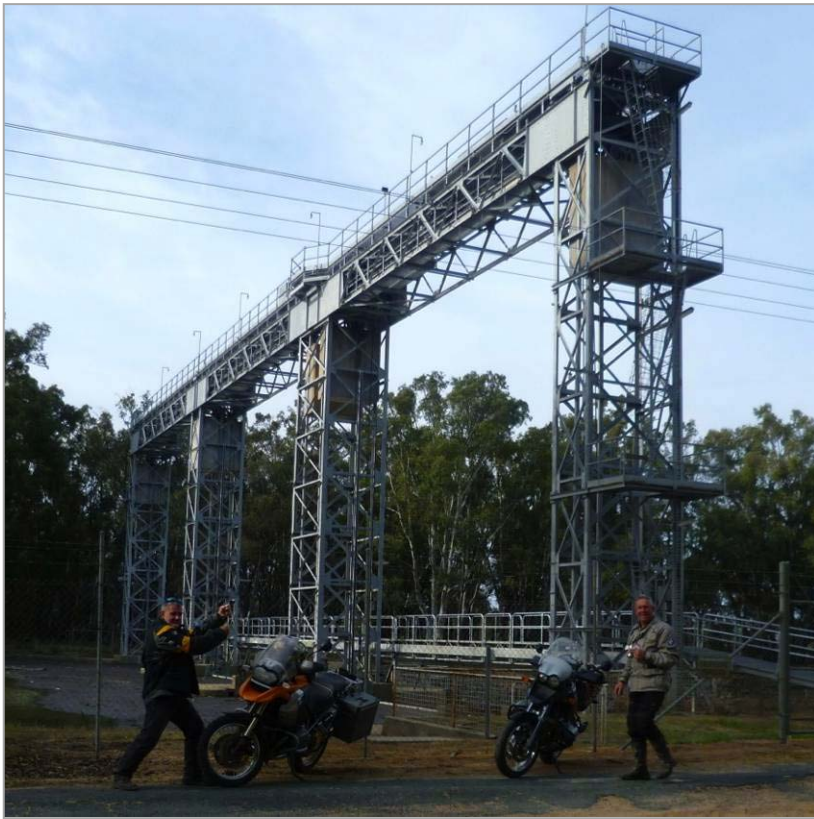


Lachlan River, Oxley Bridge - view towards Great Cumbung Swamp

Google Maps link: <http://goo.gl/maps/SFmMK>.

## The Last Day - Maude to Canberra (545 kms)

After a good nights sleep and breakfast, and a ride down to the Maude weir at the S end of the town, for a "look see", it was time to point the bikes east towards home. Making Hay about a half hour after departing Maude, we fuelled up the bikes at one of the roadhouses on the Sturt Highway on the southern side of town. In an effort to avoid the mind-numbing boredom of the Sturt and Hume Highways, we headed back into Hay and picked up the Murrumbidgee River Road about 16 kms from Hay, along the Mid Western



Garry Smee (F800GS), holding up the superstructure & Martin Robertson (Husqvarna 650), Murrumbidgee River, Maude Weir

Highway. Following the Murrumbidgee River Road past Carrathool, we turned off N towards Griffith, at Bringagee. Not wanting to disappoint Bill, about 10 kms of nice gravel road appeared before us as if by magic enroute to Griffith. Taking some refreshment in Griffith and regrouping, we picked up the Burley Griffin Way and continued on towards home via Barellan, Ardlethan, Temora (refuel) and on to Harden where we had our final break and split for our various home locations. For me that meant making the Hume just west of Yass, then splitting off the Barton Highway at Murrumbateman via Sutton to Queanbeyan and home.

A long weekend well spent, with good company in fine weather (albeit a tad windy for much of it). A ride for my part, I'd be keen to do again with a few variations to the route and perhaps, take in a couple of different "cultural" attractions. Unless you're a die-hard camper, both hotels we stayed in during the trip were excellent value

Google maps link:  
<http://goo.gl/maps/siGdr>.

### ***The Escort Rock Robbery Story***

*On June 15th 1862 the gold escort from Forbes carrying a driver, the police escort of four and a large amount of gold, cash and other mail approached Escort Rock.*

*Frank Gardiner's gang of bushrangers - Ben Hall among them - lay in wait behind large granite boulders after they had blocked the road with commandeered bullock wagons. This forced the coach to slow, as it passed between a gully a the rocky outcrop.*

*The gang fired on the coach as it passed, wounding two of the police. The frightened horses bolted and the coach overturned. The bushrangers ransacked the coach and made off with 2,719 ounces of gold and £3,700 in cash, packed on one of the coach horses (a multi-million dollar haul by today's values).*

*Meanwhile, the coach driver John Fagan and the police made their way to nearby Eugowra homestead. The owner, Hanbury Clements, hurried to Forbes to alert the authorities.*

*A detachment of police and an Aboriginal tracker set off next morning and surprised the bushrangers at their Wheogo Hill hideout. After a long chase, Gardiner released an exhausted packhorse to avoid capture and a considerable amount of gold was recovered. More gold and notes were recovered when police apprehended gang member Harry Manns some time later, west of Forbes. The remainder of the haul has never been accounted for.*

*Eventually all the bushrangers were either arrested or killed. Hall, Gilbert and O'Meally were shot, Manns was hanged and the rest were gaoled for varying terms. Charters became a crown witness and was pardoned. After 10 years in gaol and because of a change in public opinion, Gardiner was released and exiled. He died in San Francisco in 1904.*

Read more here: [http://www.goldtrails.com.au/html\\_files/explore/escort-rock.html#](http://www.goldtrails.com.au/html_files/explore/escort-rock.html#)

# 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](mailto: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](mailto: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](mailto: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 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](mailto:Editor@bmwmccact.org.au) with captions and photographer credits.

Hi Riders,

Well after a few hiccups the Club's 32<sup>nd</sup> Kosciuszko Rally has been held, heralding the Spring riding season – for those that need a reason to get out on the bike. Our next major event and to round out the year is the Awards and Christmas dinner at the Mawson Club. The venue has been booked and so can you on the Club's webpage and 'What's On' tab.

Whilst the Club calendar may start looking thin over Christmas, this doesn't mean the rising stops; so if your looking for company send the Ride Coordinator an email a few days before hand and it will be emailed to club members. Remember to include a start time and location and short description of where the ride will be too and anticipated return time.

That's my fill,

Garry Smee,

[Editor@bmwmccact.org.au](mailto:Editor@bmwmccact.org.au)

BMW Clubs Australia Delegate



*David Morgan (R1200GS)*

It made a frustrating start to the month, when we were informed by NSW Roads & Maritime Services (RMS) that a landslip on the Alpine Way S of Khancoban and ensuing heavy truck traffic, would prevent access to our Club's rally site at Geehi campground for our originally scheduled dates of 11th-13th October. So, it was good to know that the rally was now "on" for our rescheduled dates of 25th - 27th October and that we had a weekend of excellent weather to boot. It would be revealing to see just what effect the enforced rescheduling would have on rally goers (the NSW Ducati Owners Club had their Thunder Rally near Nundle scheduled for the same weekend, to which many rally regulars would be already committed). I departed Williamsdale in the company of Bill Brown (R1200GS) and Ian Hahn (K1200LT) and proceeded via Cooma, Kiandra, to Khancoban, where we grabbed lunch at the pub and met up with Bruce Barter (R1100GS) from Wagga. Refuelling the bikes, we proceeded to Geehi, passing the landslip site on the way. The landslip was a few kms S of Scammels Spur and traffic was limited to a single lane at that point managed by automated traffic lights.



*Geehi rally site*

We made Geehi about 2:30 PM. This year, the Club had set up Rally HQ about half way between the Alpine Way turn-off and Geehi Hut. President, Martin Robertson had travelled down on Thursday to get things set up in advance and meet our firewood contractor on Friday morning. Looks like Martin had been busy, as he had himself well established in prime position, with generator, lighting and espresso machine all duly wired up for war. Now, on the ride down, I was wondering whether we might have ordered enough rally badges. Looking at the tents sprinkled around, I saw that we would have badges aplenty to go around. Numbers were evidently well down on previous years. Still, at such a top spot and with the good riding country book ending the rally, how could you not have a good time, numbers notwithstanding. It was good to meet up with friends old and new.

With camp set up, it was time to relax and chew the fat with other folks there. Marg Barlow set an example by heading into the Swampy Plains River for a refreshing swim - they're hardy folks in Orange. Some time after five, Club President, Martin, got the formal proceedings underway with a welcome to all and brief outline of the enforced deferment of this years rally. So without further ado, rally awards were presented first, with congratulations to the following awardees:

Longest Distance Rider - Dave Barlow (Orange, NSW)

Longest Distance Pillion - Ruth Lever (Parramatta, NSW)

Oldest Combination Bike + Rider - Chris Howard (Corryong, Vic)

Youngest Motorcycle Rider - "Timmo" (Canberra, ACT)

Youngest Attendee - Johnny Tame (7 years)

Largest Club Attendance - Ulysses

Smallest Club Attendance - Victorian BMW Club (Trevor Lever)



*Longest Distance Rider - Dave Barlow (Orange, NSW)*

Following the rally awards, it was straight into the raffles. These were well spread about with Dave Barlow from Orange, taking out the top award and choosing the BMW System 6 helmet - a good addition to his fine looking K1600GT. Additionally, some Oil Head Rally (OHR) badges and stickers were sold to enthusiastic oil headers plus bottles of exclusive OHR red wine for any rally goers caught short or just wanting to supplement their cellar for the evening.

Awards and raffles done, it was time for all to relax, arc up the fire, and swap stories. For the remainder of the night folks congregated around the fire to talk about all sorts of things, motorcycling, rallying, or anything and everything. At some stage during the evening we all heard the distinct exhaust note of a certain ubiquitous American V-twin, with a goodly set of lights. The owner eventually found the fire and other than stating that he had ridden from Sydney, offered little else. We're still not sure whether he'd got to the wrong rally, or group, or had simply lost his way. Nonetheless he was most

welcome to share the fire. Much later in the night, the camp quietened down with folks heading off to their respective tents.

The next morning was warm and sunny, after the initial mist had burned off. Martin had the espresso firing on all cylinders for any folks needing a morning caffeine injection, or to clear the fog from last night's indulgence. Eventually, most of us had packed up, checked the area, and were off by 10 AM. Given the late changes to the rally, the low numbers were perhaps not unexpected. However, it is still strange how so few come to what is one of the best rally sites on the calendar. What is certain that those who made this year's rally thoroughly enjoyed them selves. A special acknowledgement should go to Martin for resting his bike on this occasion and doing the transport thing via car to ensure that the site was prepped and well organised. If you "don't do rallies", at least try to make your Club's 2014 rally. You won't be disappointed.



*"Longest Distance Pillion - Ruth Lever (Parramatta, NSW)"*



*Oldest Combination Bike + Rider -  
Chris Howard (Corryong, Vic)"*



*Smallest Club Attendance -  
BMWCCVIC, Trevor Lever*



*Youngest Attendee - Johnno Tame (7 years)*



*Youngest Motorcycle Rider - Timmo (Canberra, ACT)*



*Major Raffle Prize: BMW System 6 Helmet  
Dave Barlow (Orange, NSW)"*



*Sunday morning latte set:  
Ruth Lever, Bruce Barlow, Martin Robertson"*



*L-R: Andrew Snelling (R1200GSA), Peter "Hoss" Horsburgh (R1150GS), David Morgan (R1200GS),  
Bill Brown (R1200GS), Bruce Barter (R1100GS)"*





To mark the company's 90th anniversary, BMW Motorrad is introducing the BMW R nineT as a gift for enthusiasts and customers alike.

The nineT distills the fundamental brand values from 90 years of BMW Motorrad in a motorcycle that is all about pure riding pleasure in the most classic way. It presents a clean design, unadulterated by complexities, and a deliberate focus on the technical essentials. The nineT is a classic roadster packed with style and expressiveness and it is the perfect choice for anyone looking for a pure, uncompromising bike with thrilling on-road performance.

But there's more to the BMW R nineT than being a BMW motorcycle with an unprecedented design.

Besides its technical functionality, it assures an emotional bond between man and machine, stimulating all of its rider's senses with non-stop thrills, whether it's pulling up in front of a cafe or darting along country roads.

The nineT displays timeless styling cues from the past – and yet this is no retro bike. Rather, it synthesizes state-of-the-art technical features from high-performance motorcycles with classic principles derived from 90 years of BMW Motorrad, and applies them with compelling craftsmanship.

Call Josh or Michael at Rolfe's who will be happy to take your deposit to secure the all-new nineT should it come to Australia or arrange delivery into Australia. More information is available from BMW Motorrad [website](#).





**BMW Motorcycle Club  
ACT**



To:

---

From: BMW Motorcycle Club of the ACT Incorporated

PO Box 4042 Weston Creek ACT 2611

