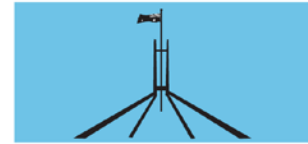


# Shaft Drive Lines

May 2014

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



## What's On

- 25 May, Club Meeting at Black Mtn Peninsula BBQ's
- 1 June, Alternate Breakfast Southern Cross Yacht Club
- 7-9 June, 45<sup>th</sup> Alpine Rally, Brindabella Valley ACT.
- 20 June, 29<sup>th</sup> Casper Rally, at Bummaroo Ford via Taralga.
- 28 June, Christmas in Winter Meet with the BMWCCVIC at Marlow Vic.



## SHAFT DRIVE LINES VOLUME 34, MAY 2014

### 2014-15 COMMITTEE

**President:**

Martin Robertson - R1200R, R80R  
0409 329 270 & Husqvarna 610

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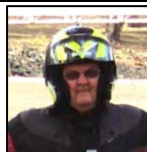
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**Cover Photo:** In the Brindabella's and source of the Murrumbidgee. (L-R) Garry Smee, Martin Robertson & Dave Morgan. The Murrumbidgee joining the Murray River at Boundary Bend, Victoria. G. Smee.

## ABOUT THE CLUB

**Membership:** You can apply to join the BMW MCCA ACT Inc. online from the Club's website <http://bmwmccact.org.au>. Members can update their personal details by logging on to the Club webpage.

**Meetings:** Club meetings start at 0930 on the fourth Sunday each month at different locations across the ACT; currently Parks with BBQ's and following a cooked breakfast from 0830. The location and details are posted to the websites *What's On* and email reminders sent to members beforehand.

**Activities:** The Club's *What's On* web page details Club rides, social and other organised events. Members can email suggested rides and social events directly to the Ride Coordinator ([rides@bmwmccact.org.au](mailto:rides@bmwmccact.org.au)) and Social Secretary ([social@bmwmccact.org.au](mailto:social@bmwmccact.org.au)) respectively.

The Club's webpage 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 do not get through.

You can also joining one of our Yahoo groups:

- BMW MCCA ACT: <http://autos.groups.yahoo.com/group/actbmwmcc/>
- ACT Gravel surfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

**Charity Support:** Profits from the Club's *Kosciuszko Rally*, held each October, are donated to a nominated charity. Unfortunately, there was no profit in 2013 due to low numbers.

### 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 our magazine 'Shaft Drive Lines'. Emailed content is preferred to the [editor@bmwmccact.org.au](mailto:editor@bmwmccact.org.au) or by @mail to:

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

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

## BMW MCCA ACT INC. RISK STATEMENT

Participants in BMW MCCA ACT 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 ACT Incorporated, Editor or BMW Motorrad. Technical articles and other such information where provided is for use at the discretion of the individual and are not intended to detract from genuine BMW spares, service and warranty.



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

## PRESIDENT'S BANTER

Hi fellow members,

This is the time of year when the Canberra Motorcycling Fraternity gets out to support worthy charities. First up was the Black Dog Ride to raise awareness of depression and suicide prevention where over 180 riders and their bikes set off from Civic for lunch in Bateman's Bay. This year had the added bonus of a \$50 per ticket raffle with the prize being a BMW RnineT; of course, I purchased a ticket. Nationally, the Black Dog Ride attracted nearly 5,000 riders to raise funds for Lifeline.

More recently was the annual MRA Blanket Ride in support of the Salvation Army's work with Canberra's needy. This year several members attended and were able to donate their old jackets for use by the homeless in our community. I believe that these events are an important part of our motorcycling culture, where we can have a good time doing what we enjoy whilst supporting worthy community causes. Please join the next charity ride and mix it with the wider motorcycling community, I am sure you will have a great time and probably catch up with some old biking associates.

Still on the subject of events, the club will be meeting up with our Victorian friends for Christmas in Winter to be held in Marlo at the end of June. We will be the hosts this year and I can guarantee a scenic weekend ride to the pretty coastal town of Marlo, a full Christmas dinner and lots of fun. And you can also have a bit of fun with the Victorians, if you need some ideas, just ask me. So don't just sit there and think about it, get onto the Club web site and sign up for a fun and memorable weekend away.

Planning is also well underway for our hosting of the *BMW Clubs Australia Motorrad Rally* to be held at Lake Cargelligo this October. Our Ride Coordinator and committed rallyist, Garry Smee, is the driving force behind this rally, which will be the first National BMW Motorrad Rally for many, many years. Look out for emerging details in the web-calendar and this magazine – the club will need many of you to assist in making this event a success.

Lake Burley Griffin and the beautiful autumn views have our focus for the next couple of weeks, the breakfast and general meeting is at Black Mountain Peninsular and the Yacht Club at Yarralumla being the destination for the next alternate breakfast. Check out What's On for details of all these events.

Ride Safely

Martin Robertson

## WELCOME TO OUR NEW MEMBERS

None this month

*We look forward to meeting you on a ride or at a Club event*

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## WHAT'S ON

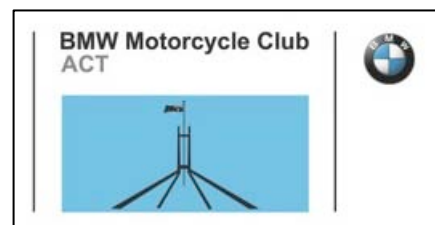
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to 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	Are listed on the <i>What's On</i> tab of the Clubs webpage <a href="http://bmwmccact.org.au">http://bmwmccact.org.au</a> and has the most up to date information. Periodic email reminders are sent to Club members. If you are planning 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	Are listed on the <i>What's On</i> tab of the Clubs webpage <a href="http://bmwmccact.org.au">http://bmwmccact.org.au</a> and has the most up to date information. Periodic email reminders are sent to members. If you are coming along or want to host a social event then email the 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 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.



## CLUB 2014 RIDE & SOCIAL CALENDAR



Do you want the Club to ride somewhere or do something in particular during 2014?

Then send your ride event or idea to [rides@bmwmccact.org.au](mailto:rides@bmwmccact.org.au) or Social event or idea to [social@bmwmccact.org.au](mailto:social@bmwmccact.org.au).

## IMPROVING MEMBER RIDING SKILLS

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

- [BMW Australia Off Road Rider Training](#), various locations,
- [Stay Upright ACT](#) @ Sutton,
- [Academy of Off Road Riding](#) @ Nelligen
- [Top Rider Motorcycle Rider Training](#) @ Marulan, (occasionally in Canberra, check the web).
- [California Superbike School \(Australia\)](#), various race track locations.

In anticipation of the massed enthusiasm, for 2014 the subsidy has a 20-member course cap. We will keep you up to date on where we are at and if you are concerned please email the [Treasurer@bwmccact.org.au](mailto:Treasurer@bwmccact.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 rider training organisations listed above.
- You, having successfully completed your course send a copy of your course completion certificate to the [Treasurer@bwmccact.org.au](mailto:Treasurer@bwmccact.org.au) with your contact email and bank details, and
- The Treasurer, having validated your details will then reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2014 to February 2015 AGM.

---

## MINUTES OF THE BMW MCCA ACT MONTHLY MEETING 7 APR 14

**Location:** *Sprout Café*, National Arboretum.

The Vice President opened the meeting at 0930 and welcomed all those attending.

### **Attendees:**

Vice President – David Prest, John Kemp

The Vice President had not received any apologies from members.

### **Reports from Committee Members**

Presidents report: There was no Presidents report

Secretary Report: There was no Secretary's report

Treasurers Report: There was no Treasurers report

Membership Report: There was no Membership report

Social Secretary: There was no Social Secretary report

Editor: There was no Editors report

Public Officer: There was no report from the Public Officer

Vice Presidents Report: The Vice President mentioned the forthcoming rides as listed in the Clubs magazine. The Vice President also mentioned any coming events also listed in the Clubs magazine. There were no questions from the floor regarding the forthcoming Club rides or events.

### **General Business:**

The VP opened the floor for general business and a lively discussion ensued about the lack of parking at the Arboretum for motorcycles. Following the meeting, the VP approached staff at the Arboretum regarding lack of motorcycle parking and was told that the dirt/compacted soil of the car park will be closed for resurfacing from Monday 28 April. Additionally, there will be a parking surface for motorcycles incorporated when the car park resurfacing occurs.

Additionally, the forthcoming vacation plans for Europe and Canada were discussed in depth between the members attending.

With the coffee finished and food eaten, the meeting was closed at 0955.

**Next Monthly Meeting:** The next monthly meeting will be held at a location TBA in the clubs web site. The Vice President submits his apologies for not attending any meetings until after his return from overseas on approx 20 June.

**BMW Clubs  
Australia  
Motorrad Rally 2014**



The Club is hosting the inaugural BMW Clubs Australia Motorrad Rally over the weekend 3-6 October 2014 in Lake Cargelligo.

The rally is open to BMW Clubs Australia member motorcycle clubs and riders.

The format is relaxed and will include local rides on Saturday afternoon, a casual dinner and guest speaker on Saturday night, group breakfast and photo on Sunday morning before riders head for home.

Lake Cargelligo is located in the south west of NSW and riding distance from Adelaide, Melbourne, Sydney and Brisbane and a little bit

further for our West Australian cousins.

You read more on Lake Cargelligo and accommodation options [here](#), and register on the Club webpage [What's On](#). Will you be there?

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The accompanying email notification advised postage was only currently available within the EU. However, it may be worthwhile members checking the shop for parts, price and availability for that next restoration.

## RIDING DOWN THE MURRUMBIDGEE; WITHOUT A PADDLE

Garry Smee, F800GS

Outgoing 2013 Ride Coordinator Dave Morgan had hit upon the idea of travelling the rivers of Australia; being ex-Army no boats were required and thankfully, being artillery, mechanised transport was permitted. Handy thing we are in a motorcycle club.



*On the line and waiting to set sail.*

A fine sunny morning saw Dave Morgane (R1200GS), Prez Martin Robertson (Husky 610? I brought this when BMW owned them. So?) and me rendezvoused at Glen Weston, also known as Macca's Weston Creek. Our 4<sup>th</sup> pre-registered rider and non-Club member failed to show, so after a ½ hour wait we headed off to the Brindabella's.

A road not normally recognised as lightly travelled, today the Brindabella Road was and under increasingly ominous clouds we made good time to Piccadilly Circus, pressing on having passed a few slower cars to Barnetts Road. Our first stop was punctuated by a semi of pine making good time on the gravel road to Tumut and our silent thanks not to be on the same road either in front or behind the truck.

The Club last travelled this road in summer to Blue Waterholes, in hot, dry and dusty conditions. Well today the same road was wet, greasy and slippery; adventure riders ho!

Today, Barnett's, Powerline and assorted tracks were not without their challenges, but we were soon gazing upon Peppercorn Hill the source of the Murrumbidgee!

The crystal clear waters and period of quiet reflection saw us all agree on the next leg – ride out on Long Plain Road before joining the Snowy Mountain Highway to Tumut vs. the original return back up Powerline and Barnett roads to the Brindabella Road and Tumut. A case of preferring the road recently ridden rather than the one just ridden.

The trip into Tumut was uneventful, other than the P-plater who rode their car brakes all the way down the hill to Talbingo amidst a cloud of blue smoke and smell to match.

Post lunch, we stopped by *Put the Boot Inn* a shoe and saddle repair shop to effect some running repairs to Dave's tank bag. This only took 2 goes showing our prowess in positioning zippers, but only charged once – out of sympathy. For \$10 a great job, so if you find yourself in need of a boot maker or zipper repairer – then stop by 89 Wynyard St Tumut.



*Peppercorn Hill, source of the Murrumbidgee River (or the locked gate leading there).*

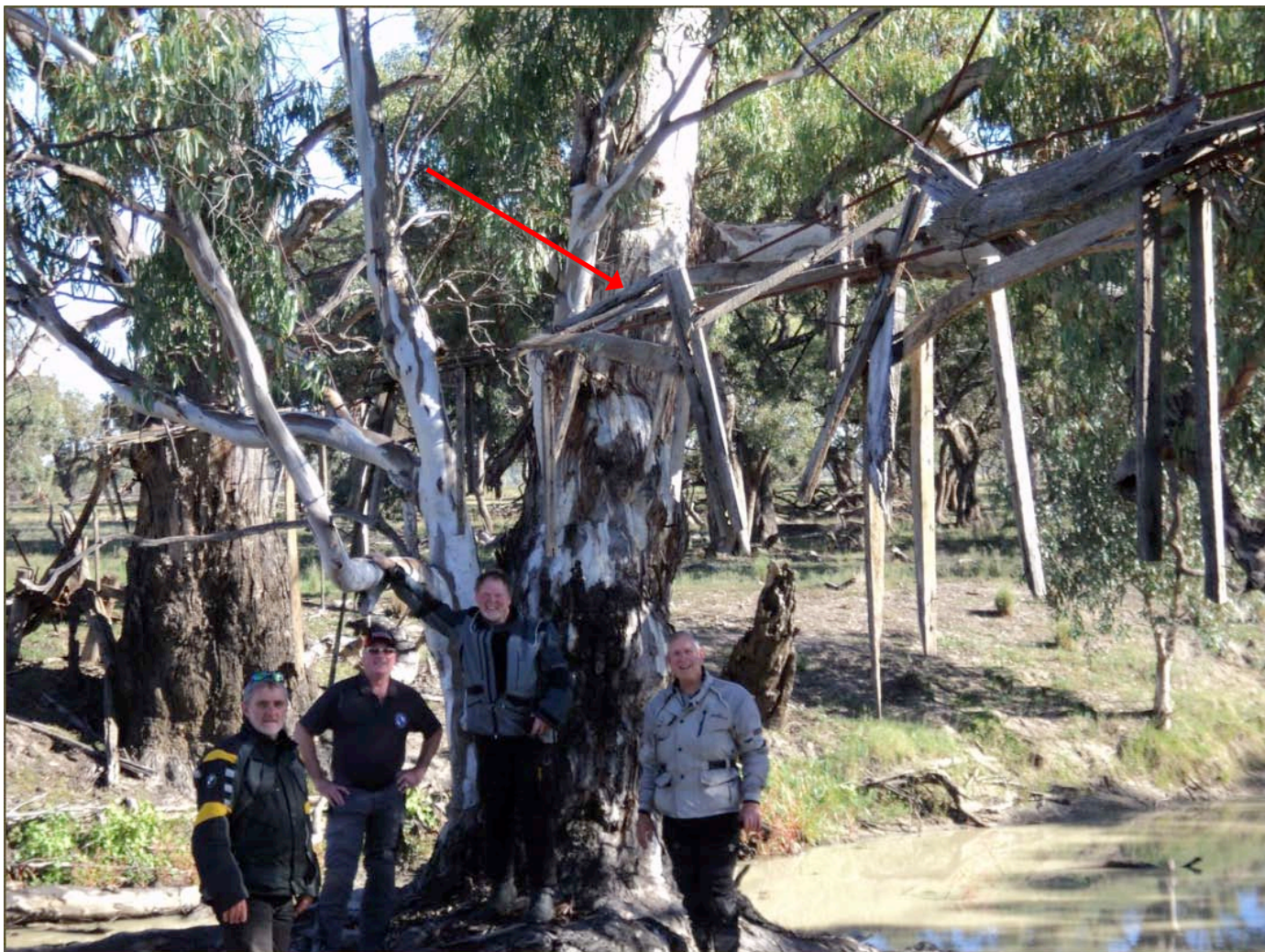
Our first night's accommodation was the *Criterion Hotel* Gundagai and made without due haste into a setting sun. Friday, ANZAC Day, saw us make our run west along lightly travelled roads and detours around a multitude of variously timed ANZAC Day ceremonies arriving in Griffith and end of their 11am service. Having parked up, we were soon joined by Superintendent Rowan, police officer in charge Griffith LAC (~11 000km/sq) who whilst amicable enough



gathered some intel on our movements and having decided 3 middle aged men on motorcycles were no immediate threat to the community, bade us well and went off to his next appointment. Martin's rapidly expiring rear tyre prompted our detour into Griffith as it was unlikely to make a further 1000+ kilometres and our return to Canberra.

Unsurprisingly, even open takeaways were hard to find, never mind motorcycle tyre shops, on this ANZAC Day so we were soon on our way to Maude, fishing capital of southwest NSW. Enroute we stopped at Darlington Point and met up with Dave's brother-in-law Mark on his R1150GS who had ridden up from Melbourne and was to join us for the next couple of days.

Along the Murrumbidgee River Road, Dave pulled us over to inspect the remains of pioneering ingenuity, a wire rope suspension bridge built over a flooded river to recover 5000 sheep before they were lost to the rising waters. What the sheep thought of being herded across a flooded river on a flimsy wire rope and tea-tree sides is lost to history, along with this bridge in the not to distant future.



Arriving in Maude, our hostess, Kat, and licensee of the Post Office Hotel remembered us from Dave's last cruise along the Lachlan River, ensuring we had nothing but the best Donga's and finest table service. Over dinner, I found my long lost Rally raffle mojo, winning a very nice bait caster rod and reel combo but without line, lures or license it will have to wait until the *Trout Rally* for first bike related use.



Day 3, saw us head for Swan Hill, but not before making the run across 'the flat earth society' home lands or Hay Plains to the rest of us. By now President Martin's rear tyre was looking decidedly worn, so every passed town was scanned for a motorcycle shop and pause called for a phone search without success. Making Balranald shortly after lunch, we paused at the Balranald Tyre Centre, stockist of all good things Good Year and whilst closed, did by some miracle have a worn tyre of the same size and width, but not as worn, as Martin's out alongside the bin. Having tried phoning the owners without success, Martin secured the spare and intention to ride until his failed or at least to that nights stop Swan Hill and change it over.

Later that afternoon we found ourselves at Boundary Bend Victoria and with some local intel from the CFA crew refilling their truck before returning to a nearby fire, had in our possession the directions to the mouth of the [Murrumbidgee River](#) and official end of our journey.



*(L-R) Garry, Mark, Martin & Dave. The confluence (thanks Dave) of Murrumbidgee, in the background, and Murray Rivers at Boundary Bend, western Victoria.*

Our evening's accommodation was Swan Hills Big 4 Caravan Park and on-site 'Executive Cabin'. Whilst Martin proceeded to impress the holidaying Victorian's with his hard core adventure rider skills in changing a tyre 'in-the-field' with encouragement from Dave, Mark and I made the run into town for BBQ supplies and evening meal soon enjoyed on our deck overlooking the Murray River and reminiscing another great days riding.

Martin even managed to balance his newfound tyre that was to see him all the way home to Canberra.



## THE DTM 2014: SAVE YOUR FAN PACKAGE NOW.

2014 is a very special season for BMW Motorsport: The legendary BMW M3 has said goodbye to the DTM, our new challenger is the BMW M4 DTM. The four BMW teams with their eight drivers will give everything they've got in order to prove that the BMW M4 DTM is able to continue the success of its famous predecessor.

But motorsport is much more than just racing cars, drivers or mechanics. It is the fans who motivate us and inspire us to continually improve our performance. Fans like you. With your personal DTM ticket you will become part of the BMW Motorsport family and witness the tarmac turning into a stage for impressive technology and grand emotions. Welcome to the team!

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**BMW Club members receive an exclusive 20% discount** on tickets in the "BMW Power" and "BMW Passion" categories. To take advantage of this offer, simply send a mail to [welcome@bmw-motorsport.com](mailto:welcome@bmw-motorsport.com), ask for the discount code and then enter it in the designated field in the shopping basket. You can use the discount code to purchase up to 10 tickets.

### DTM RACE CALENDAR 2014.

Date	Country	Race
04.05.2014	GER	Hockenheimring I
18.05.2014	GER	Motorsport Arena Oschersleben
01.06.2014	HUN	Hungaroring Budapest
29.06.2014	GER	Norisring
13.07.2014	RUS	Moscow Raceway
03.08.2014	AUT	Red Bull Ring Spielberg
17.08.2014	GER	Nürburgring
14.09.2014	GER	Lausitzring
28.09.2014	CN	Guangzhou
19.10.2014	GER	Hockenheimring II



Day 4 and another fine morning saw us pack for an early start and ride to Lockhart via roads less travelled with some dirt sections thrown in for good measure and Jerilderie who had secured for themselves a surplus Army Leopard II tank replacing the 'pioneers plough' as the centre of attraction in the park.



*Above: (L-R) Garry, Mark and Martin inspect, whilst Dave explains Jerilderie NSW latest addition to the park; a second hand, never seen combat and carefully driven Leopard Tank.  
Below: Courtesy of Google Map, the Park's previous tourist attraction...*



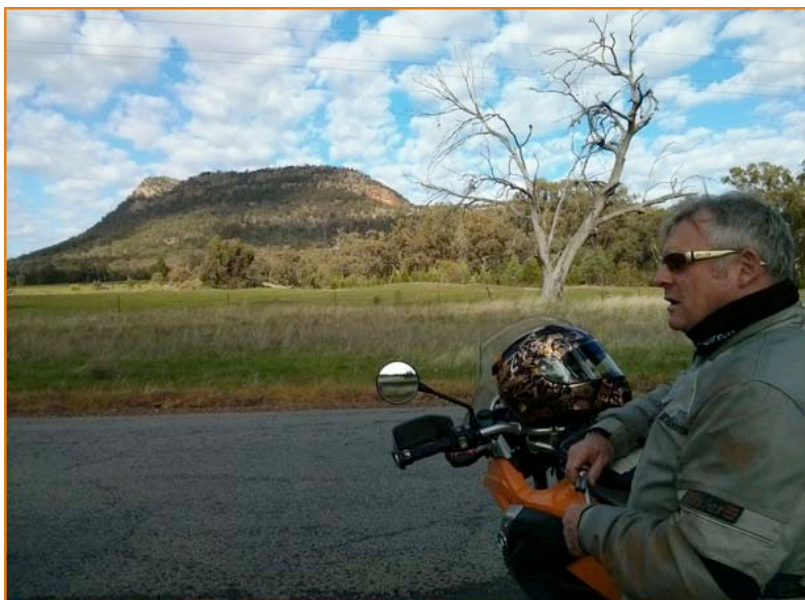
Lockhart the town of verandas was in the midst of a revival, or at least the various main street shops & buildings had been repainted in heritage colours of greys and reds.

From the Hotel and having eaten there in the past I suggested dinner at the RSL, only to find the kitchen closed pending new operators. So back to the Pub we went to find ourselves the only diners that evening.

Day 5 and our final day saw us packed and ready to go by 8am. Mark bid farewell for his return to Melbourne and our parting invite to join us for any future ride should family, work and time permit.



*From an era when panache meant security and the bank manager actually 'looked' after your money, the Lockhart NSW branch of the NAB.*



On our way to Wagga we passed 'The Rock' an aptly named and prominent rock rising from the plains and backing on to the town of the same name. Very imaginative those early pioneering folk and closed to rock sport activities due to nesting peregrine falcons.

Unfortunately, time prevented us from making the 'hard' 6+-hour return trip, but I imagine the views from the top would be spectacular. To compensate we had to make do riding along (not) more sweeping sealed roads with little traffic that ran along the side of the Murrumbidgee River.

For a long weekend, traffic even on the main highways was light allowing us to make good time to Wagga and a coffee break at Dave's café of choice when passing through these parts.

*Dave and The Rock NSW. Pity about the peregrine falcons, it would make a fine artillery observation post,*

We were well on our way home now, and pressed on to Tumut crossing the roads travelled in part on our outward leg.

Our final stop for fuel and lunch in Tumut saw a discussion on Brindabella's vs. Hume Highway with Dave having a mid-afternoon appointment. With time in hand we opted for a return through the now dry, Brindabella Road to Brindabella, Piccadilly Circus and Weston Creek.

Making it as far as Fadden before we parted our respective ways with the biker's wave.

All up our 5-day trip covered some 1800km of roads, many of which I had not travelled on before.

With great company along the way, we had successfully travelled the Murrumbidgee by bike and without a paddle amongst us.

Thanks to Dave, Mark and Martin for making a great trip.



*Martin inspects Dave's telelever suspension, gaining a deeper understanding of why some of us prefer not to ride the Husky rocking horse.*

## BMW CLUBS AUSTRALIA AGM, MELBOURNE VIC

Garry Smee, Delegate BMW MCCA ACT

I attended the 2014 BMW Clubs Australia (BMWCA) annual general meeting in Melbourne over the weekend 3-4 May 2014. BMWCA is the umbrella organisation for the recognised Australian BMW Motorcycle and Car Clubs and interface to BMW Group Australia and BMW Clubs International Council for BMW Classic and parent company BMW Ag. For those members keen for additional information the website is here <http://www.bmw-clubs-international.com/en/>

Each member club delegate has the opportunity to make a short presentation to the others on their Club's activities over the previous year. I won't regale you with all the detail, but on the 'upside' all Clubs are financial, have full calendars and delivering interesting programs to their respective members. On the 'downside', Clubs had more members than those who regularly attended events and often the Committee members had more than one job, suggesting member reluctance to contribute to the operation of the respective Club. Perhaps we are all too busy.

Vice Chair Motorcycles Bailey Gifford (BMWOCSA) provided the following breakdown on bike club memberships.

Bike Club Membership Statistics for 2013						
Bike Clubs	end 2010	end 2011	end 2012	end 2013	Gain 2012 to 2013	Gain%
BMW MCC ACT	249	249	138	122	-16	-11.59%
BMW MCC Gold Coast	73	69	77	85	8	10.39%
BMW MCC Queensland	545	347	331	251	-80	-24.17%
BMW MCC WA	112	100	125	130	5	4.00%
BMW MCC Victoria	857	827	778	778	0	0.00%
BMW MCC SA	83	72	79	88	9	11.39%
BMW MC NSW	254	250	210	203	-7	-3.33%
<b>BikeClubs' Totals</b>	<b>2173</b>	<b>1914</b>	<b>1738</b>	<b>1657</b>	<b>-81</b>	<b>-4.66%</b>
<b>Annual Growth Rate</b>		-11.92%	-9.20%	-4.66%		Bikes

*Reported BMWCA member motorcycle club membership 12/2010 – 12/2013*

The reduction in BMW MCCA ACT members from 2012 to 2013 is largely due to the non-renewal by purchasers of new bikes given one-year's free membership. Rolfe Classic no longer supports this program. For those interested, there are (car clubs with 1,518 members equating to ~2000 individuals).

Our Club's proposal to run the inaugural *BMW Clubs Australia Motorrad Rally 2014* at Lake Cargelligo NSW over the long weekend 4-6 October received a positive endorsement by delegates. It is now incumbent on us to make a good show of it.



By way of comparison, the BMW Car Nationals in 2013 at Phillip Island had an operating budget of \$47 5000 versus our ~\$2 000, so it will be camping and socialising vs. fine dining and laps of Phillip Island; maybe in 2016 a motorcycle club can follow us and set the bar higher.

The NSW BMW Drivers Club is hosting the Nationals over Easter 2015 and open to all BMWCA Member Clubs and members. You can check out the website and subscribe to the newsletter [here](#).

## THE CASE OF THE MISSING LASER HEADLIGHTS

Lawrence Glynn  
President & Membership  
BMW Car Club Canberra

Editors Note: Lenore Fletcher (Marketing & Communications BMW Group Australia) gave a presentation on BMW 2013 and 2014 model releases. This included [BMW's i8](#) that comes with 'laser' headlights, but not in Australia.

Lawrence Glynn President & Membership of the BMW Car Club Canberra subsequently provided this background piece, on why not.



When the i8 is launched in Australia it will be without the option of laser headlights available in other markets. This is because laser headlights are not allowed (yet) by the Australian Design Rules (ADRs) although allowed by the equivalent safety legislation in many other countries.

And if you wonder why not, the answer is “international harmonisation”, which sounds like the sort of answer a politician may give. Yet it is true.

Let me explain.

Back in the early 1970's Australia was a pioneer in vehicle safety, first jurisdiction to mandate seat belt wearing and all that good stuff. But assessing the suitability of seat belts, seat belt anchorages, the commensurate seat anchorage requirements etc is beyond what can be done at a roadworthy check.

Plus, as the safety technology became more complicated (than the almost non-existent technology previous used) vehicle manufacturers were getting fed up with meeting different requirements and compliance systems in each State and Territory.

In a remarkable piece of political agreement everyone agreed that the Commonwealth Government would develop and administer a set of vehicle safety design standards and all the States and Territories would accept them. These standards were called, with immense originality, Australian Design Rules.

The vehicle manufacturers/suppliers would test the vehicles to the requirements of the ADRs and submit the results to the Commonwealth Department of Transport (or whatever named bestowed upon that function from time to time) who would issue a certificate of compliance and authorise a Compliance Plate to be affixed to all vehicles, which conformed to the tested design.

A process which continues to this day and which I joined on the Government side in 1982.

The First Edition ADRs were based on USA standards (FMVSS and SAE) as most of the designs and engineering used by local manufacturers (as distinct from importers or assemblers from Completely Knocked Down – CKD – kits) was from the USA.

And very fine they were too.

The Second Edition came into being in the mid to late 1970's, carried over most of the First Edition, but followed the industry trend towards European standards. Holden had switched to Euro designs and there were more European imports. Chrysler was now Mitsubishi and Ford had a mix of USA, European and Japanese engineering.

By 1981, the vehicle safety standards issued by the European Economic Commission (also known as the Common Market, now the European Union or EU) as Directives were the base for all new ADRs and existing ADRs were progressively revised to align with the EEC Directives.

Meanwhile, the task of getting new ADRs adopted was proving to be too slow for some so design requirements started to be slipped into the roadworthy requirements again, leading to a two tier system, much of which could not be assessed at the inspection station. Representative vehicles of each model, and some variants (eg different engine) had to be physically presented, along with test results, to each State and Territory, at huge cost.

After the election of the first Hawke government the newly appointed transport minister, Peter Morris, set in place a process to rip all design requirements out of the State and Territory regulations, get them into the ADRs and institute a Single Uniform Type Inspection conducted jointly by the Commonwealth and one State or Territory in one location, the Compliance Plate now being issued only when all that was OK.

That process took until the late 1990's to be completed and has almost been undone a couple of times since!

Meanwhile, along came the 1984 Button plan. The aim of this plan, named after the Commonwealth industry minister John Button, was to improve productivity, quality and competitiveness so as to reduce the then high cost of cars in Australia (as import tariffs would no longer be required to protect the local industry), allow the local manufacturers (assembler numbers were rapidly falling) to compete in the export market, and to provide the consumers with greater choice.

Which is pretty well what we got. Only not enough of the competitive export bit.

Obviously the local makers did not want to be handicapped by having to meet one set of costly safety standards in the local market and a different set(s) in the export market. Manufacturers in other countries were in the same position.

Fortunately, the United Nations had a set of vehicle safety standards which were internationally determined and administered (no country is going to agree to adopt standards in which it has no say in the drafting and no say in the enforcing. At least, Australia is not). These were (are) largely based on the European requirements. To the point of being almost identically named.

They are the UN's Economic Commission for Europe's Regulations (ECE Regs).

With some encouragement by Australia and vehicle manufacturers everywhere the process of international harmonisation began in earnest around the world and certainly in Australia.

So, all new ADRs were based around the UN ECE Regs with a process to adopt the UN ECE Reg as the primary standard and the old ADR text as an alternative standard. Compliance with the UN ECE Reg was accepted at face value as compliance with the ADR.

Slowly but surely, the ADR system became fully internationally harmonised. A vehicle meeting all the applicable UN ECE Regs will meet all the required ADRs. Well, very nearly almost.

But, I hear you say, if that is the case, what happened to the laser headlights (remember them?).

Well, the UN is a bit understaffed and, with so many countries wanting a say in the process, the ECE Regs do not keep up with the EEC Directives. All the more so when the USA discovered international harmonisation as their local industry crumbled but could not accept the formal government supervised certification process. The USA uses self-certification supported by "post market surveillance" – they take a car off the show room at random and test it for compliance.



This meant the development of a new set of Global Technical Regulations, which did not have mandatory certification clauses.

This has meant that new features, which are allowed in the EEC Directives, and therefore allowed in EU countries, are not always immediately allowed in the UN ECE Regs and therefore not allowed in internationally harmonised countries such as Australia.

Out of the original objectives of international harmonisation the only one remaining is greater consumer choice. Somewhat ironically, that choice is actually being restricted by the very measure brought in to enhance it. But only slightly restricted.

## BMWCCACT COMMITTEE MEETING 7 MAY 14

**Location:** The Irish Club, Weston

**Time:** 1930, 7 May 2014

**Present:** President Martin Robertson (MR), Social Steve Hay (SH), Rides Garry Smee (GS).

**Apologies:** Membership Bruce Barter, Treasure Bob Ellison (BE), VP David Prest, Secretary Dennis Littame.

**Minutes of Previous meeting:** Accepted as published in April' SDL magazine.

**Social Calendar:** SH worked through the current Social Calendar and updated the Committee on forthcoming alternate breakfast locations.

SH advised 14 members had registered for the Christmas in Winter function and 7 paid. Members are encouraged to attend this joint event with BMWCCVIC and pay for the dinner per the instructions on the Club's *What's On* page.

**Ride Calendar:** GS worked through the Ride Calendar; details are on the club's *What's On* page. Members are reminded to check this page, particularly before leaving home and ride as details can change at late notice.

**Treasurer's Report:** With Bob Ellison overseas, MR advised the Club had \$9715 in the bank.

**Vacant Committee Positions:** MR reflected that a number of Committee positions remain vacant, providing an opportunity for club members to get involved in the Club's administration. Interested members can contact the President.

### General Business

**2014 Kosciuszko Rally:** This is planned for the weekend 11-12 October 2014. GS has firewood, and rally badge in hand. MR may be in attendance 'on scene' from Thursday 9 October and is happy for company. SH will plan on arriving ~1200 Friday 10 October. If you can commit to being at the rally site by 1200 Friday 10 October to receive and pay for the firewood, let GS [rides@bwmccact.org.au](mailto:rides@bwmccact.org.au) know.

The Club has requested BMW Group Australia support to provide the major raffle prize.

**BMW Clubs Australia Motorrad Rally 2014:** GS advised that BMWCA had supported the proposed rally and a funding request will be submitted for approval. This will cover the non-refundable costs of hosting the rally at Lake Cargelligo over the 4-6 October long weekend.

Volunteer members are sought to assist in the administration and running of the rally. A Rally registration form will be available on *What's On*.

**SPOT Tracker:** GS advised that the preferred supplier OZGPS has gone bush and won't return until early June; the SPOT will be purchased after then.

BE has applied for a Club ABN, this is required to connect a mobile phone service.

GS will arrange for a phone and Amaysim SIM card (phone service) once the Club has the SPOT.

**Membership Records:** MR continues to work on fine tuning the Wild Apricot membership database to allow members to identify their prime and secondary...motorbikes by make and model.

### BMW Clubs Australia AGM

GS attended the AGM in Melbourne over the weekend 3-4 May. See the report in May's SDL magazine.

**Club Website:** MR is working with Alan Walsh on the finer nuances of domain names, hosting, and upgrading the Club's online presence. If you're into IT, have a passing interest or keen to learn - the Club is keen to find a Webmaster/mistress a currently vacant and important Committee position.

**Club BBQ:** GS proposed the Club purchase a portable stainless steel BBQ to use at monthly meetings, rallies and other outdoor functions. SH proposed a Weber Q, however MR & GS had reservations on the 'portability and longevity' of a shared Club BBQ. The stainless steel option was carried, and GS actioned to investigate and purchase same.

**Online T-Shirts:** GS advised that the President BMWCCWA had found an online shop that will print your picture (of anything) on a T-shirt for ~\$20. You can have a look online at [www.ThePrintBar.com.au](http://www.ThePrintBar.com.au). BMWCCWA had set up an online store for members to purchase Club regalia with a small commission of each sale refunded to their Club.

**Meeting Closed:** 2200

## LOADED DOG RALLY 2014

*Garry & Jane Smee, R1200ST*

Having joined the MRAACT for their 2014 Blanket Run, I abandoned the group ride to Woden and return to Civic, changing the F800GS for the R1200ST and Jane before heading out to Tarago Showgrounds and 25<sup>th</sup> Loaded Dog Rally. Being only 72km from home meant we missed out on the longest rider or pillion awards (300+km) and were the only Club members in attendance. Whilst 'badged' numbers were more



*Loaded Dog HQ (Sunday 6am), Tarago Showgrounds, less than 70km from Canberra*

than 100, there were fewer than previous years, perhaps put off by the forecast of inclement weather. This turned into showers through the evening, but the provided band kept those off us entertained until after 11pm before adjourning to the rally fires to carry on the story telling and problem solving.

Sunday morning, Mothers Day, greeted us with a fantastic sunrise, egg & bacon rolls and hot coffee. It cannot get much better than this. As those with longer journeys packed and left, it wasn't long before we had packed and headed for home. The beauty of the Loaded Dog meant I was home in time to mow the grass – only kidding, make the most of mother's day. Next up; the 45<sup>th</sup> Alpine Rally.

Sunday morning, Mothers Day, greeted us with a fantastic sunrise,



## THE TAIL LIGHT

Having difficulty in putting fingers to the keyboard or finding the words to accompany your riding picture? Well then, this is the section just for you. Send your picture to the [Editor@bmwmccact.org.au](mailto:Editor@bmwmccact.org.au) along with your name and a caption. If that is too hard, then your picture will go in without credit!



### MRAACT Blanket Run 2014

Club members made their way to Old Parliament House, or the more correct *Museum of Australian Democracy* for the 2014 MRA Blanket Run supporting the Salvation Army to help those less fortunate. Along with the usual donations of non-perishable foods, the Salvos have found a use for those motorcycle jackets that are in otherwise good condition, unless riding your bike in the rain! A warm layer of clothing for those sleeping rough. Having donated my old dri-(now wet)-rider jacket, Prez Martin did the same, before spying a nice leather jacket and briefly considered making a on the spot offer

Garry Smee, F800GS

