

Shaft Drive Lines

July 2014

www.bmwccact.org.au

BMW Motorcycle Club
ACT



What's On

- | | |
|------------|--|
| 27 July | BMWCCACT Monthly General Meeting, Casuarina Sands Reserve BBQ's |
| 3 August | Alternative Breakfast - Moon Rock Cafe, CDSCC |
| 10 August | BMWCCACT Motorcyclist First Aid Course (Pre-registered Only) |
| 24 August | Club Monthly Meeting and 1 st Burn of the Club BBQ. |
| 6 August | Club Overnight Ride to Cootamundra, NSW |
| 3 October | BMW Clubs Australia Motorrad National Rally 2014, Lake Cargelligo |
| 11 October | 2014 Kosciuszko Rally, Geehi Hut, <u>YOUR</u> Club Rally |



SHAFT DRIVE LINES VOLUME 34, JULY 2014

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Cover Photo: L-R, Ed (R1200GS), Rob (F800GS & James (R1200GSA) pause on the [Pages Creek Road](#) between Moonan Flat and Nundle NSW via Ellerston. G.Smee

ABOUT THE CLUB

Membership: You can apply to join the BMW MCCA 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) and Social Secretary (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 join our Yahoo group ACTGravelsurfers: <https://groups.yahoo.com/neo/groups/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 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.

BMW MCCA INC. RISK STATEMENT

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 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.

BMW Clubs
Australia



BMW Clubs
International Council



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

PRESIDENT'S BANTER

Hi fellow members,

Our busy ride schedule continues; in the past several weeks there have been rides to the *45th Alpine Rally*, *29th Casper Rally* and the annual *Christmas in Winter* with our Victorian cousins. By the time you read this several of us will have been on the GS Safari, the *Apollo Rally* and a Sunday ride in the countryside to Marulan for lunch. This issue of *Shaft Drive Lines* has reports on some of these events.

And coming up is a weekend ride to Cootamundra and our General Meeting has a short ride to Casurina Sands for a BBQ lunch. So those of you who are addicted to Bungendore for a Sunday coffee can also enjoy a ride afterwards into the hills for the General Meeting. Check out *What's On* for details of all these events.

The club is also repeating a First Aid Course for Motorcyclists. Having attended this course a couple of times in the past, I recommend it anyone who has not done a bike-specific course or just need a refresh of their skills. Details and registration are one our web site.

Other highlights on the spring calendar are the Shannon's German Auto Display, held on 21st September in front of the National Library. This is a great opportunity to show off your bike as the club holds a concourse at this event, but if you don't think your bike is of "show quality" bring it along anyway as the general public is always impressed by the extent and variety of bikes and cars produced out of Germany. This is one of our bigger events and I urge all club members to come along to say g'day and catch up with what the club goes-on.

The planning for the *BMW Clubs Australia Motorrad Nation Rally* and the Club's *33^d Kosciuszko Rally* is mostly done so all we need is entrants. The venues for these two rallies could not be more different – semi desert for one and alpine mountains at the other, so I urge all keen riders to come to both and enjoy our country in the company of friends with great bikes.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Andrew Crane

Andrew Love

Dion Isaacson

Michael Frawley

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

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WHAT'S ON

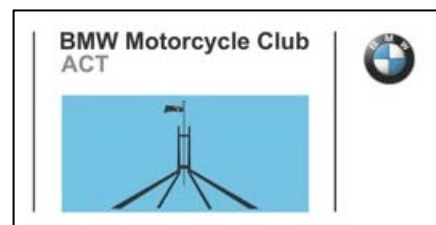
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to 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 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	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au 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 Ride Coordinator (rides@bmwmccact.org.au)
Social events	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au 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 (social@bmwmccact.org.au)

CLUB IDENTIFICATION

Looking for a sticker of the Club logo for your bike or badge to wear? Small Stickers \$0.50, large ones \$1.00 and enamel pin badges \$5.00. Send an email to members@bmwmccact.org.au to arrange for pickup, delivery and payment.



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 or Social event or idea to 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 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@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 rider training organisations listed above.
- You, having successfully completed your course send a copy of your course completion certificate to the Treasurer@bmwmccact.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.

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?

Planning a ride? Then the Club's *Kosciuszko Rally* is the following weekend; then *Australian MotoGP* at Phillip Island and finally the Moto Guzzi Owners Club Victoria *Spaghetti Rally* at Edi to round out the month.

CLUB SPONSORED FIRST AID COURSE



The Club is planning a subsidised first aid course for members with a motorcyclist component on Sunday 0930-1630 10th August 2014.

As important as Rider training is in preventing the accident, having someone trained in first aid on scene after the accident is just as important.

This nationally accredited course will benefit you, along with your riding companions, family, work colleagues and community.

The Clubs *What's On* page has the details where you can register your interest in the course and held at *The Irish Club* Weston.

Garry Smee, F800GS. Photo's (with me in them) – Robfari our ride leader, geotech and navigator.

My neighbour - Enduro Ed's - motard-expedition into the Brindabella's for a weekend of 'technical riding' was dampened by some autumn rains (see [March 2014 Shaft Drive Lines](#)) but not the spirit of adventure riding. Fellow expeditioner on that weekend Safari Rob (Ed's brother-in-law) decided that a washed out camping weekend should be followed up by a 5-day ride to the central slopes of NSW chasing dirt roads and utilising pub-stay accommodation; and if it rains? No excuse.

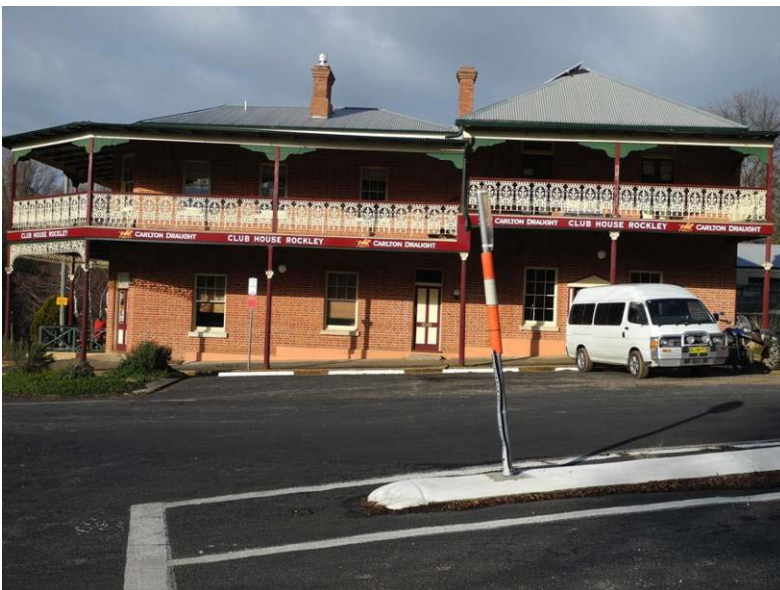
It did not take long for Safari Rob (F800GS) to round up fellow Sydneyites James (R1200GSA) and Motohansa Rob (R1200GS) or convince Enduro Ed (R1200GS) and me to join his carefully researched, test ridden and mapped – as only a geologist could - road trip.

Day 1, Canberra, Crookwell to Rockley 273km. Map here <http://goo.gl/maps/BEu9Q>

The agreed meeting point of Crookwell allowed the Sydney riders to 'warm-up' by riding down the Hume Freeway in the cold rain and strong crosswinds whilst Ed and I made the somewhat shorter trip out via Gunning in the cold and fog. A meeting spot at a café inclusive of wood fire was certainly welcome – with some making the most of air-drying their socks! An early morning rush of hot drinks and breakfasts countered what the café owner thought.



Ride meeting Point Crookwell



The Club Hotel Rockley

First greetings and re-acquaintances out of the way, we kitted up for the ride to Rockley via the red gravel and occasional mud on offer. The riding was spirited and the damp conditions appeared to be no deterrent to our ride leader and navigator Rob on his F800GS.

With the occasional drizzle and cracking pace we found ourselves in Rockley by mid afternoon. Some took a self-guided tour of this historic mining town, whilst others resorted gear or headed to the bar; it was pub stay after all.

William the licensee of the Rockley Hotel is a retired barrister from Sydney who as I gathered had inherited the Pub. Over the last few years the pub has been extensively renovated, some may say over capitalised, but for us guests the hospitality was

outstanding. So well worth revisiting in the future. The roast and steak dinners, accompanied by the red wine set the tone for a gruelling week. The following morning after a cooked breakfast, we were soon packed and eager to get back on the road for day 2.

Day 2: Rockley, Oberon, Sofala to Hill End 244km. Map here <http://goo.gl/maps/4MBI9>



James on his new R1200GSA and your correspondent practise their 'attack stance'. This is not the Turon Gates Road.

Day 2 was to be more of the same with Rob setting a spirited pace to our evening's stopover at Hill End. Stopping in Oberon for fuel, we were soon back on to the drying dirt under cold threatening skies. Today's riding saw us travel along the Turon River, a favourite if I am correct amongst the hard-core adventure riders and Turon Gates Road; the stop, open, ride through, stop, close, ride-on kind. This was our most technically challenging road, for me at least, and whilst relatively short, the cold was soon forgotten as I made my way over the sharp rocks that not only tested suspension but pannier frames as James and I stopped to recover one of Rob's that had fallen after breaking its hold.

Having negotiated this road, we then had the opportunity to traverse soft, wet, black mud roads – oh for the pointed rocks!

Our run into Sofala and on to Wattle Flat for fuel and return to Sofala, included a number of water crossings, repeated in this case as the Sofala shop owners told us of a welder/fabricator in the district back the way we had come. So we returned with Rob's broken pannier frame to the aforementioned property

and owner who kindly, expertly and quickly repaired and strengthened the offending frame.

Back on the road, we were soon backcrossing the causeway for the third time and saw a photo opportunity. It was here that Enduro Ed whilst attempting a powerful display of his R1200GS' bow wave capability found some algae covered concrete with the consequence of an even more impressive dismount, slide up the causeway and off over the edge to the river's gravelled banks (see [The Tail Light](#)). We regrouped and with a lift, push, shove, drag and impressive rooster tail got the bike back on the road with surprisingly only light cosmetic damage and bike ridden for the remainder of the trip and home. (PS: as I write this Ed has the bike in the shop waiting on quotes for the more detailed repair).

The rest of the day, taken without lunch, was made over the hard quartz gravel roads of the area before we arrived in the historic gold mining town of Hill End. Here we were given the balcony rooms, that were the pinnacle of ingenuity in that the owner's had cut each room in half, so the 'internal' room accessed from the hall had no window, whilst the 'balcony' rooms had no ceiling lights, having to make do with table lamps. We could not test the rooms for size due to lack of measuring apparatus, but suffice to say a lot of riding gear spent the night on the balcony.

Freshened up, we made our way to the bar, enjoying the hospitality of the pub, open fire and recounted our days riding.

Day 3: Hill End, Merriwa, Cassilis and Coolah 322km. Map here <http://goo.gl/maps/JB4lh>

We awoke to the sound of rain on the tin roof, not the sound you want to wake to on a dirt road adventure, but there were dirt roads waiting. By the time we had breakfasted, packed and donned riding gear the rain had eased to drizzle, eventually clearing and leaving us with a cool but sunny day.

It was here that Rob Dunstan and his R1200GS 'wasser boxer' bid us farewell with the call of unfinished and new work at his *Motohansa* business in Sydney awaiting his return. We paused, said farewell and rode on without lament or remorse.



Royal Hotel Hill End. Rob insisting on another photo L-R; James, 'let's go' Rob D, Garry and Ed happy to oblige.

This day's riding saw us travel across the open slopes and an opportunity for those keen to practise their sand or 'power, speed and sit back' riding technique apart from the absence of sand or was it just a need for speed. Council's road building efforts and recent rains accounted for the day's mud and easily traversed given our earlier practice. By dusk, we had arrived in Coolah in time to watch sunset from the veranda whilst enjoying one or was that two cooling ales from this quintessential Australian Pub.



As any good adventure rider will tell you "how important it is to change your tyre pressures to suit the conditions and check for accuracy". But on every change in dirt; and this dirt?

Day 4: Coolah, Merriwa, Scone, Ellerston to Nundle, 371km. Map here <http://goo.gl/maps/t1uk4>

Today's ride saw us ride the Liverpool Plains and it was clear to see why this is such a highly regarded food bowl – under threat from coalmines. Geologist Rob gave us a detailed discourse on the regions volcanic past, making for the nice hills and more recent geological formation of coal – at least in the last few hundred million years. The sun was out and having left Coolah in the cool morning, this natural bowl and abundant ground water made for hot humid riding and this pause to de-layer, and for some, you guessed it check their tyres as we transitioned from black soils to the quartz gravel as we rode east.



James packs away the jumper; not need for this morning's ride.

The roads were once again open and flowing and whilst we were riding mid-week, there was surprisingly little traffic even on the larger roads. We had an enforced pause in Scone as one of the many loooong coal trains in this part of the world, made its way through town and on to Newcastle.

Our route after Scone saw us riding on into the mountains skirting the edge of Barrington Tops national park. The road from Scone went through Ellerston, home of the Packer family horse estate and a sight to behold. They could give few pointers on security for the Lodge and Parliament House on how to maintain grounds.

Riding on we stopped at the [Moonan Flat Pub](#) for refreshments. This pub is a popular overnight stop for Queensland riders making their way to the BMWTCNSW Karuah River

Rally near Dungog and Chichester State Forest in February of each year.

The roads to now had progressively narrowed and steepened; after Moonan Flat we passed a sign '23 creek crossings to Nundle – 4WD only', just the thing to close out another excellent days riding and afternoon.



Moonan Flat Pub

This was moderately technical two-track stuff with a good variety of creek crossings to practise our technique on with a mixture of shallow and steep entry/exits over a predominately-rocky bottom of varying depths. There was no benefit to in following someone, as he had usually rolled or bounced off a rock leaving the following rider to make a 'new' route of his own choosing.

Riding into the twilight and mix of sunset and shadows, we made Nundle and after a shower made the most of the Pub's main bar and State of Origin and distinct absence of Queenslanders.



As is often the case, our pause on Crawney Road (Moonan Flat to Nundle) and photo does not do the view justice.

Day 5: Nundle, Gloucester, Wollombi to Sydney (overnight) to Canberra, 768km [Map here](http://goo.gl/maps/2hceV)
<http://goo.gl/maps/2hceV>

This was our final day and after some intel-gathering by the local police (who are you, where are you going and what are you doing; really?) whilst refuelling at the servo in Nundle we headed east and ride through the pine forests eventually joining *Thunderbolts Way* and sealed road to Gloucester. From here on it was over the scenic back roads and fog before Singleton to refuel and riding on to Wollombi for lunch.



Wollombi, the meeting point of the leather clad scratchers and adventure riders from Sydney on a weekend

At Wollombi we bid farewell to Robfari and James who were going on to Mangrove and freeway to Sydney, whilst Enduro Ed and I took the dirt through St Albans and Wisemans Ferry bound for western Sydney.

Our arrival into north-western Sydney at peak hour took some gloss off the final 40+km ride from Wisemans Ferry to Baulkham Hills for me to visit friends and Ed to Pennant Hills to refresh for his BMW Level 2 Adventure Riding course that weekend.

On Friday morning and final wave to my old neighbours left me with the commuter rush ride out of Sydney and trip down the Hume.

In all this was an excellent weeks ride over many new roads and some I had travelled before.

If you find yourself with a few days to spare I can think of no better way than to spend them riding with like minded riders, ones I am happy to now call friends. Thanks to Rob, James, Rob and Ed for the weeks riding.



The smiles say it all, 5 days great riding, in good company, no major problems and everyone getting home.

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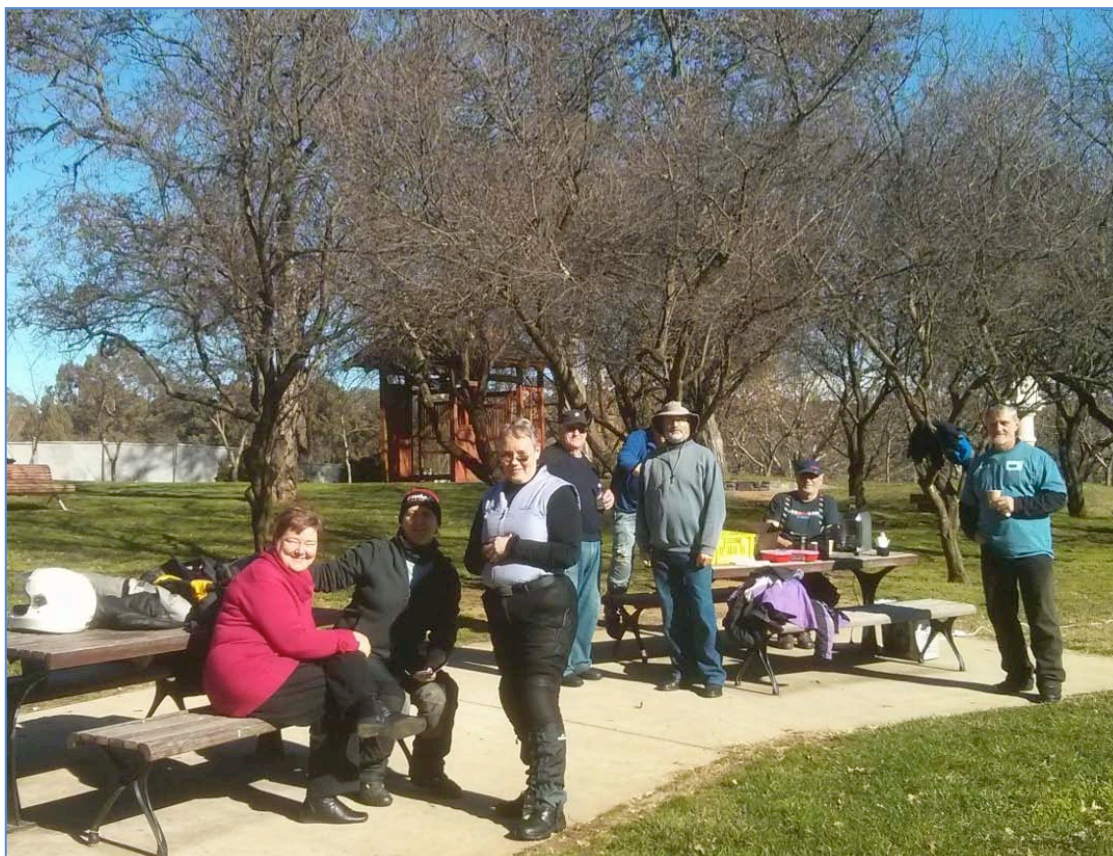


DRINK HOLDER

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Club Members made the most of a glorious winter's day for a BBQ lunch and June's monthly meeting at Lennox Gardens

2014 CASPER RALLY

Garry & Jane Smees, R1200ST

This is a rally favourite, more so for those who like bitumen access roads and cold weather located at Bummaroo Ford where the Goulburn – Oberon road crosses the Abercrombie River.

Jane and I met Sue (R1200R) and Dave (R1200GS) on the Kings Highway Queanbeyan for the departure and having waited some time realised we were it from the Club.

Our route via Tarago, Goulburn and on to Taralga Pub for lunch was under grey skies and made with respectable pace ensuring we made it in time for the pub's lunch menu along with a good number of other riders also of the same mind. If you are ever out this way, I can recommend the [Taralga Hotel](#) for meals and also have reasonably priced single, double and shared accommodation.



With lunch done, we headed for the rally site and cheerfully met by organisers SCUM (South Coast United Motorcyclists). Badges and raffle tickets in hand, we headed on and made camp on the grassed banks of the Abercrombie River. Both Sue/Dave and Jane/mine rally raffle success went missing (again) as we did not win a thing. Or was offset by United Tourers members vast holding of raffle tickets. With little despondency, we returned to camp with some of the supplied firewood a casual survey of the site did not reveal any other club members present.

Tents erected and beds made, we settled in for an evening of fine food, good company and shared campfire stories. As the evening wore on, an adjacent camp misplaced exuberance extended to trying to set a large dead hollow tree on fire. The organisers other concerned rallyists eventually extinguished this 'trunk' fire with some difficulty; a tree to stay well clear of when next in the region.

For those craving icy conditions like the Brindabella based *Alpine Rally* but without the mud, then the *Casper* will usually deliver but not this year; a mild and cloudless sky provided great viewing before retiring to the warmth of tent and sleeping bag, serenaded by the gentle and not-so-gentle snoring of adjacent rallyists.

Whilst we only had a short Sunday ride home, versus the longest participant who came from north of Sydney, we packed with the salivation and expectation of egg 'n' bacon rolls and coffee at Melinda's Café located on the main street Taralga (map [here](#)). Some other early risers or those otherwise keen to get home for some weekend chores joined us soon enough.

In our case, with a leisurely breakfast had by all, Sue, Dave Jane and I headed back the way we had come via Goulburn, Tarago and Queanbeyan in time to make the Club's June monthly meeting and lunchtime BBQ at Lennox Gardens under sunny, relatively warm winter skies. More egg 'n' bacon rolls?

What could be better than a weekend's riding in the company of friends, attending a popular and well-attended rally with the benefit of great riding roads in between.

See you on the road...



A rally favourite, the raffle draw, but unfortunately no joy for us this year.

David Morgan (R1200GS)

So, at 8:30 AM, on what promised to be a cold, windy and showery Saturday, 28th June, the ride group set off from the rendezvous at Chisholm BP servo for our destination, Marlo, on the Far East Gippsland coast. Our ride group comprised President Martin Robertson (R1200R), Membership Secretary Bruce Barter (R1100GS), Sue Morgan (R1200R), Paul "Macca" McAlister (V-Strom 1000) and I.

Our destination, Marlo, was this year's annual Christmas-in-Winter dinner between the BMW ACT and Victorian motorcycle clubs; hosted on this occasion by your club. After Martin led us on a circuitous tour of the Chisholm back streets, we made the Monaro Highway for the run down to Cooma, then through Polo Flat to a timely hot cuppa at Nimmitabel. Departing Nimmitabel in 60C and building grey clouds, the run down via Bombala to Cann River, always enjoyable, was that much better due to the forecast showers continuing to hold off and the steady rise in air temperature. After crossing into Victoria, Martin did a bolter on his R1200R with the rest of us catching him up at the fuel stop. By this time, the temperature was a very pleasant 18oC and sunny.



President Martin topping up on Vitamin D while enjoying the sea views on the deck of the Marlo Hotel.

From Cann River we split up down the highway, with Martin and Bruce taking the coastal tourist drive via Cape Conran to Marlo while Macca, Sue and I proceeded on to Orbost. While Sue and I lunched at Orbost, Macca elected to push on to Lakes Entrance to fortify himself with the local fish & chip offerings - prior to him catching up with Bruce Campigli and Jim Reid at the Marlo pub main bar.



The Marlo Pub

Departing Orbost, the final 14 km run to Marlo along the Snowy and Brodribb Rivers brought us to our destination, the Marlo Hotel, around 2:30 PM where Russell the publican made us feel at home, giving us the rundown on facilities, etc.

After getting settled in, we spent some time with Martin and Bruce making the most of the pleasant weather to check out Marlo on foot. Back to the pub and by 7 PM the Christmas-in-Winter activities was well under way, being led by President Martin's welcome, with excellent quizzes prepared by Social Secretary Steve Hay to break up the courses and get everyone talking together and mixing. Overall, there was a goodly representation from both clubs at the function and from those we observed, all seemed to be enjoying themselves.



*President John (BMWCCVic) and
President Martin (BMWCCACT)
on the floor*



The Troublemakers Table

Overnight the noise of rain belting down on the pub roof ensured that the Bureau of Meteorology were not going to be called liars, as the forecast rain and wind had duly arrived at Marlo. So, after loading up our bikes in the rain, Sue and I headed up to the local Snowy River Café to meet up with others for a final farewell and hopefully, wait out the worst of the showers passing through.

Eventually, we all headed off with Eden and the warmer, drier coast route being our intended return trip. The run from Marlo to Eden was in dry sunny weather, with the rain having moved offshore and wet roads to Genoa being the only reminder of the rain. Just prior to Cann River, a police car coming up rapidly behind us then overtaking us had us wondering what was up, until a short while later we found out – a tree had fallen across the highway having been blown over in the strong winds. Our group comprised Martin, Bruce Barter, Sue and I, Bill Brown (R1200RT) and Ian Hahn (K1200LT) with Jeanette Hahn following in the Hahn's Subaru "Support Vehicle". After lunch at the Eden pub, the group pretty much went home via either the Mt Darragh Road or Brown Mountain through to Nimmitabel and Cooma, and the "conga line" of (slow) snow traffic to Canberra.

Sue and I elected to follow the coast road via Pambula, Tathra, to Bermagui, where we booked into the Bermagui Beach Hotel for the night.

The Bermagui Beach Hotel has a range of accommodation options from bunkhouse, motel rooms and suites to suit most budgets. The coastal weather the following morning was clear, sunny and mild as we continued up the coast till Batemans Bay and at Nelligen, donned an extra layer for the run up the Clyde Mountain to become re-acquainted with the local tundra; an excellent weekend's winter riding.

Finally, well done to the Martin and Steve for organising the Christmas-in-Winter gig at the Marlo Hotel. Well worth a stopover if you have not been there.



Sue Morgan, Bermagui Beach Hotel







WHERE DO YOU SHOP FOR YOUR BMW?



We all have a favourite shop either local, for real, or in cyberspace. Where do you shop, where are they and what do they sell? Let the editor@bmwmccact.org.au know. Look out for an update in a future issue.

The BMWWMCCACT Club, 'Shaft Drive Lines' or Editor do not endorse any of the firms listed and provided here for the general information of members only.

Name	Location	Why
Rolfe Classic - Motorcycles	2 Botany Street Phillip ACT	AU, ACT BMW Motorcycle Dealer & spares
Motohansa, Sydney	http://www.motohansa.com.au/	AU, Parts, service & Bling
Motobins, Surfleet, PE11 4AG United Kingdom	http://www.motobins.co.uk/	UK, For the self service rider of old or new BMWs
Munich Motorcycles, Western Australia	http://www.munichmotorcycles.com.au/	AU, Overnight parts for the garage mechanic tragic
Touratech Australia	http://www.touratech.com.au/home/	AU, Bling for your BMW
 MOTOR WORKS	www.motorworks.com.uk	UK, For the self service rider of old or new BMWs
Boxxerparts, Germany	http://www.boxxerparts.de/en/index.php	De, For as soon as the Aussie \$ looks better to the Euro €
Adventure Designs, Castro Valley California USA	http://www.advdsgns.net/	US, Shiny toys for the discerning traveller
Teileineile, Germany	http://www.teileineile.de/be_shop/	DE, More BMW Bling, including a very nice toolkit. Pity I brought an Adv Designs one 1st.
Redddog Motorcycle Clothing	http://www.redddog.com.au/	AU, Only at Bungendore. Merino motorcycle clothing
1day	www.1day.com.au	AU, Specials of stuff
Aerostitch	www.aerostitch.com	US, Heated vests, jackets and other riding accessories.
BMW Boxer Supplies	http://www.bmwboxersupplies.com/	SU, Another one for air heads; located in the Netherlands
Motoren Israel (Germany)	http://www.motoren-israel.com/en	IR, More bits for the air-head group.
Capital Cycle, 45915 Maries Road,	http://capitalcycle.com/	US, BM Parts

Name	Location	Why
#124 Sterling, VA 20166		
Real OEM, Microfiche Part Numbers	http://www.realoem.com/bmw/	US, A detailed listing of bikes, models and par numbers. Check with your local provider.
RB Racing	http://www.rbracing-rsr.com/	US, Aftermarket exhausts and other bits
Overlander Equipment	http://www.dropbears.com/o/overlander/bmw.htm	AU, Motorcycle Parts (exhausts)
The Bolt Guy	http://www.theboltguy.com/	US, For those who like stainless steel
John's Beemer Garage	http://www.beemergarage.com/	UK, Historical information, parts and manuals
Motorcycle Info company UK	http://www.motorcycleinfo.co.uk/index.cfm?fa=contentGeneric.home	UK, Information for R1200GS Owners
Metalgear Premium Quality Braking Components	http://www.metalgear.com.au/index.php	Au, based aftermarket replacement brake disks and pads
Andy Strapz	http://www.andystrapz.com/	AU, based motorcycle touring accessories
Quest Outfitters	http://www.questoutfitters.com/	US based. See alloy tent poles and parts
Duncan's Beemers	http://www.duncansbeemers.com/part2.html	US based 2nd hand parts for the DIY
KEIHAN Exhaust Systems	http://www.keihan.co.uk/catalogue.html#	UK based SS exhausts for Beemer's
Farkle me	http://farkle.me/	US, the name says it all...
Alt Rider	http://www.altrider.com/product/category/fmaid/1/cid/1/d/Parts+and+Accessories+for+BMW	US Based BMW & other bike parts
Twisted Throttle	http://www.twistedthrottle.com/	US based, bolt on accessories for your bike.
Eastern Beaver	http://easternbeaver.com/Main/Bike_Specific/bike_specific.html	JP, A Canadian living in Japan who custom manufactures electrical connections & looms.
Desmoparts	http://www.desmoparts.com/	US, Replacement stainless steel fastener kits for BMWs and other bikes
Chris Shaw Engineering	http://www.shawstainless.co.uk/www.shawstainless.co.uk/info.php?p=1	UK, Stainless steel bolt kits
The Bolt Guy	http://www.theboltguy.com/How-To-Order.htm	US, SS bolt kits

Name	Location	Why
Pyramid Parts	http://www.pyramidparts.com.au/	AU, aftermarket fork seals, dust caps and brake pads from Aus.
F800 Depot	http://f800depot.com/	US based aftermarket parts for F800's
Hyperpro	http://www.hyperpro.com/	US suspension lowering kits
Wemoto.com	http://www.wemoto.com/home/	UK motor cycle parts online
Pyramid Parts	http://www.pyramidparts.com.au/	Aus online fork seals 25% price of BMW
Euro Motoelectrics (EME)	http://www.euromotoelectrics.com/	US, Replacement BMW electrics and upgrades
Metal Mule Panniers	http://www.metalmule.com/motorcycle-luggage-systems	UK Aluminium pannier systems
Larrakin Products	http://www.larpro.com.au/larpro/Home	AU, electrical components and for those with older bikes PVC tubing (spaghetti)
		http://www.rallemoto.com/index.html AU, Ralle-Moto Adventure Products manufacture Steering Dampers and other products for BMW's.
	http://bingcarburetor.com/bmw/bmw.html	US, Factory approved spare parts and info supplier for Bing Carburetors http://www.bingpower.com/english/service/einstellblaetter.html
	http://www.bingpower.de/english/service/datenblaetter.html	DE, Bing data sheets and tuning information
Manuale de Reparatie	http://www.manualedereparatie.info/en/category/bmw.html	Owner and Repair manuals for some BMWs and other makes of motorbikes.
 Cycle Works LLC	http://www.cycleworks.net/	US tool and part supplier for airhead BMWs. Expanding into later models as rebuilds require.
	http://www.steelpony.com.au/	AU, Soft pannier systems for motorbikes from Western Australia
 Austrasian Motorcycle	http://www.amhp.com.au/amhpshop/index.php	AU, Customised acrylic headlight protectors in clear and range of other (non-road use) colours

Name	Location	Why
Headlight Protectors		
LAMIN-X Protective Films	http://www.lamin-x.com/BMW-Motorcycle-Headlight-Covers-s/131.htm	US, protective film for your headlight and paintwork
Beowulf Performance Products	http://www.beowulfuk.com/default.asp	UK, Exhaust Silencers and Radiator Guards
CarbonForBikes	http://www.carbonforbikes.com/index.php?cat=c1_Motorbike-Shop.html&XTCsid=86bbfdd877007891dc939d63bd847c57	Germany, solid graphite block chain lubricating system
 TWISTED THROTTLE .COM	http://www.twistedthrottle.com/shop-by-bike/bmw	US, Bolt on accessories that fit your bike
 MOTORCYCLE HID LIGHTS XENON MOTORCYCLE LIGHTS & ACCESSORIES	http://www.motorcyclehidlights.com/	US, HID kits and parts for motorcycles

Editor: Do you have a favourite shop? Then why not share it with other Club members. Send the details to editor@bmwmccact.org.au

MICK OWEN MOTORCYCLES

For those who hadn't heard, Mick Owen has packed his bags and is moving to Townsville to work the spanners at the local BMW dealership. Before leaving Mick sold his business to *Daniel Mulcahy* who is continuing to trade under the Mick Owen Motorcycles banner from Unit 9/61 Townsville Street Fyshwick.

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**COME SEE US AT THE MOA RALLY
for the unveiling of the new *GS-911 WiFi!***

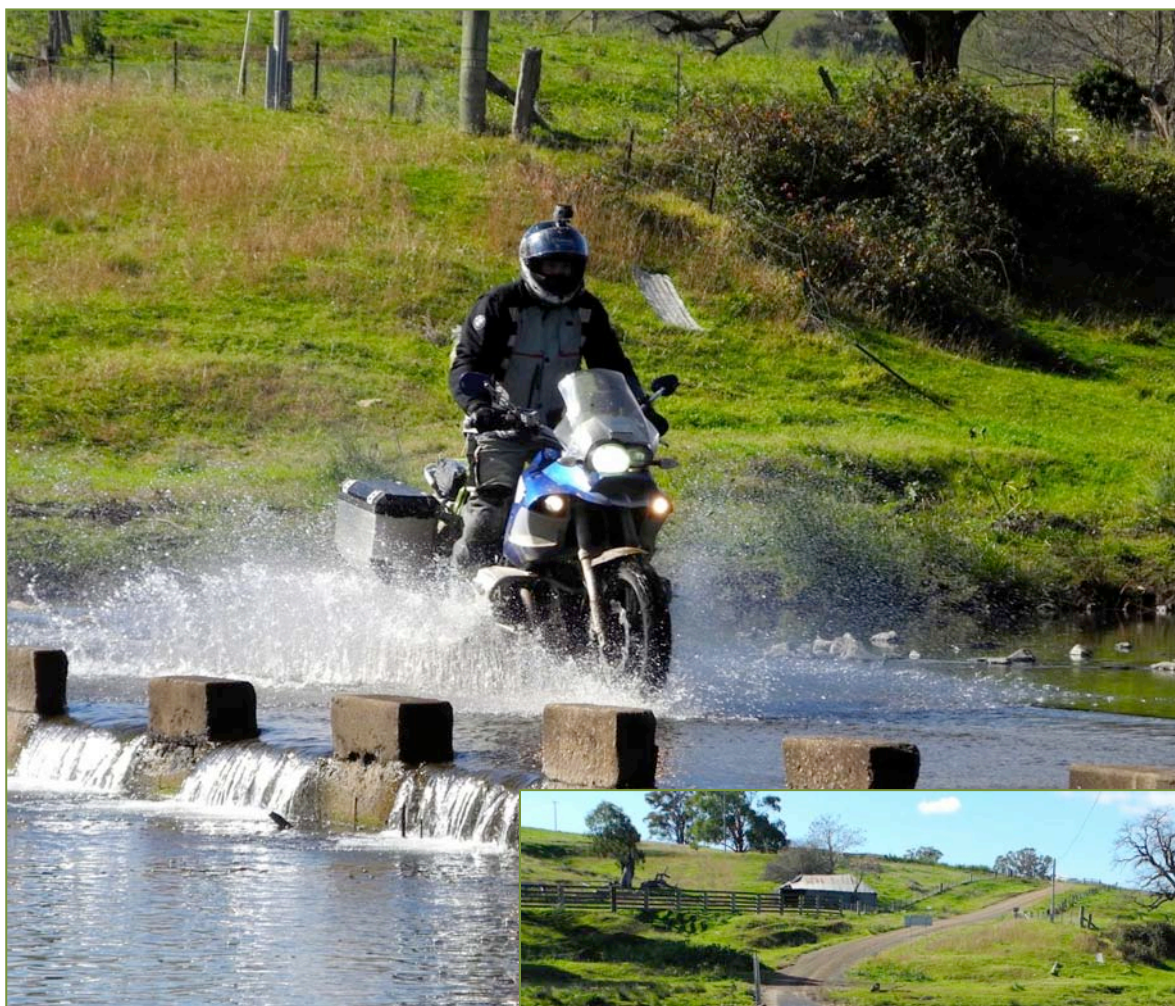
Works on K1600GT and the new
Water Boxer models!!

Now for iOS! Works on your
iPhone and iPad!!



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 along with your name and a caption. If that is too hard, then your picture will go in without credit!



On the road between Hill End
Sofala; a tad more power and this
will make a spectacular photo of
the GS and bow wave...and then
again, maybe not ☹

Not to worry, with a lift off the
rocks, and stood upright, Ed's
R1200GS was ridden away and
continued on for the remainder trip,
with not much more than cosmetic
damage.

Photos: Rob, words Garry Smee

