

Shaft Drive Lines

October 2014

www.bmwccact.org.au



What's On

28 October	BMWCCACT Monthly General Meeting
26 October	BMWCCACT October Monthly General Meeting, Googong Dam BBQ's.
22-23 November	Weekend Ride & Visit to the CSIRO Parkes Radio Telescope



SHAFT DRIVE LINES VOLUME 34, OCTOBER 2014

2014-15 COMMITTEE

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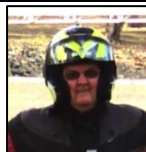
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Cover Photo: *Motorrad Rally*
2014 riders went to Mt Hope
Hotel for lunch. Emily (licensee
Royal Hotel). The western tiers
from Geehi. G. Smee

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 are 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 ACTGravel surfers: <https://groups.yahoo.com/neo/groups/ACTGravelsurfing/>

Charity Support: Profits from the Club's *Kosciuszko Rally*, held each October, with a donation 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 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.

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,

What a month we have just had, the *BMW Clubs Australia Motorrad Rally 2014* at Lake Cargelligo, to give the event it is official title, and our annual *Kosciuszko Rally* were both well attended and enjoyed by all the participants. Several members approached me from other BMW Club's at Lake Cargelligo who thanked us for the effort in putting together such a well-organised and rewarding event, particularly coming from a smaller organisation. I only hope that our efforts in creating a National Motorrad Rally have started the wheels turning with our colleagues in other states so that we can attend another one in 2016.

There are several individuals and organisations to be acknowledged who provided support in the form of money and products, designing and ordering badges and shirts or just lifting and carrying, without their efforts, these rallies would not occur. Firstly, our thanks go to BMW Group Australia who put their support behind the Club with a cash grant of \$2000.00 for the CA Motorrad Rally and a BMW System Helmet (\$1200rrp) for the Kosciuszko Rally. Rob Dunston, the proprietor of Motohansa donated a load of AirMan Compressors and Pro Ratchet sets sufficient for everyone who registered. From our own club, Dave & Sue Morgan, Steve Hay, David Prest, Bob Ellison, Bruce Barter and Jane Smee all put in a fantastic effort. A special thank you must go to Garry Smee, who started with an idea for a national rally, put in a huge effort over several months to plan and promote the event, arrange sponsorship and contact the community groups at Lake Cargelligo. Garry still found time to order badges, edit our newsletter and organise several club rides.

Please find reports on both *the BMW Clubs Australia Motorrad Rally 2014* and *Kosciuszko Rally* in this newsletter. This is the best time to get out on your bike; I especially enjoy riding in the hills nearby, seeing numerous farms with ripening crops of canola and wheat, sheep and cattle knee-deep in pastures and warm, clear skies. So come and join us, I can promise friendly company as well. Whether you can spare a long weekend or just a few hours on your bike, check out What's On for an event that suits you.

Lastly, our Christmas Party is quickly approaching; go to our web page and register your interest for an excellent meal and a fun night.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Terry & Janine Cunningham

Wayne & Dianne Higgins

Michael Hough

Jeff & Mandy Rolfe

Wayne Higgins

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

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WHAT'S ON

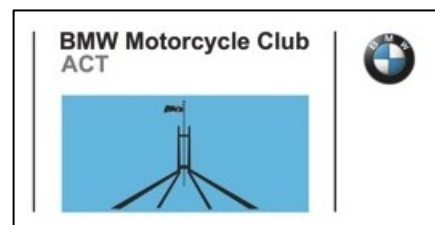
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to 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 are on the fourth Sunday at different locations. A BBQ breakfast from 0830 or lunch from 1200 (selected winter months) 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 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 45% of the course cost and maximum \$100. 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 2015AGM.

CLUB SPOT



The Club has purchased a SPOT personal (or group) GPS tracker for financial Club member's limited use.

You will need to provide the response mobile phone number or email address that SPOT uses to communicate too. The Club will not be monitoring the SPOT or responding to any request for assistance.

The Club member borrowing the SPOT is required to leave a refundable cash security deposit of \$50 and responsible for providing the 4 AAA batteries (if/as required).

The SPOT comes with instructions on its use and preformatted messages.

You can read more about SPOT [here](#).

Contact Garry Smee rides@bmwmccact.org.au before your next 'off grid' ride and let someone know where you are.

BMW CLUBS AUSTRALIA MOTORRAD RALLY 2014

Garry Smee, R1200ST

From an initial 'we can do that' to having 66 registered (paid) rallyists and a good number of other attendees the *BMW Clubs Australia National Motorrad Rally 2014* at Lake Cargelligo NSW was an outstanding success. Hosted by your Club the rally achieved its objective in having representatives from all the BMW Motorcycle Clubs other than WA who were always going to be up against the tyranny of distance and there is no official club in Tasmania at this time.

BMW Group Australia provided the initial \$2000 grant through BMW Clubs Australia that enabled the rally pre-planning to be undertaken and Lake Cargelligo selected based on its generally central location, range of accommodation options and some great riding following our previous 'rivers run' rides under the pilotage of member Dave Morgan through the area. Look out for a return visit to Maude and Homebush, Penarie regions.

As this was the first Motorrad rally in many years, we had little insight into how many would attend and our recent transition to an online operating environment and Wild Apricot membership platform was invaluable allowing rallyists to register and pay online, order the rally shirt and receive email news updates or ask the club questions.

BMW Clubs Australia Motorrad National Rally 2014 (Club Event)

04 Oct 2014 at Lake Cargelligo, NSW

Fields and options	Selected
Motorrad Rally - Home BMW Club Name	
BMWCCACT	17
BMWCCVIC	13
BWTCNSW	16
BMWCCSA	3
BMWCCWA	0
BMWCCQLD	8
BMWCCGC	2
BMW Tasmania	0
Other Club / No Club	5
No entry	5



To encourage early registration the first 50 received a quality laser engraved multi-tool and rally sticker to commemorate the event; had the option to order a quality embroidered polo shirt in a range of colours and sizes, with or without your name. Finally, Rob Dunston owner of *Motohansa Pty Ltd* provided every rallyist a gift option of AirMAN tyre repair and compressor kit or Multi Socket Ratchet Set.

These last gifts were very well received and I encourage members to visit the Motohansa website and online store when you are next looking for that next BMW accessory or part at www.motohansa.com.au.

As the rally drew closer, we made a final pre-rally ride to Lake Cargelligo and with registered numbers passing 55 had to move our formal dinner from the Royal Hotel to the Lake Cargelligo Bowling Club and visited the local businesses and Police to let them know and expect riders on the long weekend.

With the rally 'on' some of us rode over on the Friday to welcome other riders and lead the planned ride for Saturday. Having planned for <10 riders on Saturday, with riders already travelling ~900km from South Australia or ~1200km from Queensland – our Saturday morning ride to Mount Hope Hotel for lunch had more than 30 starters. Who said you could have too much riding.

Dave Morgan had offered to lead the ride whilst I took up the rear in case of difficulty. As you can imagine, there was a range of bikes from early 70's R90S through to 2014 K1600GTL's meaning group riding was going to be difficult. To their credit, everyone remained behind lead rider Dave and got us all to Mont Hope in time for lunch. For those that haven't had the luxury of visiting Mount Hope, the pub is it and publican Emily, young daughter and called in assistant did a great job in feeding and watering riders and pillions. This made for an impressive site and remembered in the photo on the front cover.

Our return to Lake Cargelligo allowed for those so inclined to rest or change into eveningwear, whilst the rest of us adjourned to the Pub or Motel car park for a socialising afternoon meeting new friends, catching up with old ones or retelling new and old experiences.

The LCBC made us all welcome on the night as did Mark, owner of the in-house Chinese Restaurant and before you could call service, had the buffet dinner going and everyone being watered and fed after the ceremonial welcome and raffle was completed.

What did this rally accomplish? With the support of *Motohansa* who donated a R1200 tool kit with all the tools an adventure rider would want on the side of the road or in the garage along with some excellent secondary prizes and *BMW Group Australia* donated excellent and collectable BMW 90 Years Motorrad coffee table book we sold a good number of raffle tickets. From this your Club and rallyists donated a \$250 Birko Urn to the *Lake Cargelligo Curlew Hospital Auxiliary* for the hospital day-surgery unit along with a cheque for \$500 and other important and necessary ward appliances not provided by NSW Health.

BMW Touring Club NSW took out the most members' present award after a closing BMWCCVIC contingent. SA, QLD and Gold Coast Clubs had representation that warrants consideration for a group kilometre award at the next rally.

The evening in time ended with members making their way home to motel, tent or pub, whilst others made the trip straight to the pub!

Sunday morning saw VP Dave Prest make an early start and had the BBQ's and espresso generator all set for the free-hosted breakfast. With assistance from Jane Smee and Sue Morgan the egg and bacon rolls were soon flying off the griddle and washed down with espresso coffee courtesy of Pres. Martin's generator and club coffee machine. Needless to say, our expertise at breakfast was the envy and talking point of other clubs. We had a visit from Chris and *Daily Advertiser* who came down and provided the local media coverage as riders came through ate, farewelled and left for home. Others had planned an extended visit to LC and were staying on.

In our case Jane and me, Andrew (R1200GS) and Mikel (R1200GSA) packed our bags and left for home via Condobolin, Cowra and Boorowa without incident and light traffic.



Now that the rally is over, was it worth it? I believe a resoundingly yes; we had representation from all the eastern seaboard and mid-Oz BMW Motorcycle Clubs; donated \$750 in goods and cash to a worthwhile and needy community organisation and collectively spent a good sum of money in LC with most riders and pillioners staying 2 nights, ate 2 dinners plus other meals and filled up at least once. When the service station tells you that business has been good – then it does not get much better, and anecdotally the LC business community welcomed and appreciated our visit.

With the success of the *BMW Clubs Australia National Motorrad Rally 2014*, it will be test the resolve and commitment of other BMW Motorcycle Clubs to repeat the event in 2016.

What happens in 2015? The BMW Car Clubs will be celebrating their 'Nationals' in Sydney under the stewardship of the BMW Car Club NSW, who have invited us, so check the *What's On* page for details.

2014 SHANNONS GERMAN AUTO DAY

Garry Smee, R1200ST

The 2014 Shannons German Auto Day attracted 13 Club members out on a sunny September Sunday to join the swelling ranks of proud German auto owners along with Audi, Volkswagen, Mercedes and Porsche dealers to display their pride and joy on the Patrick White lawns in front of the National Library of Australia. Unfortunately Rolfe Classic chose to not attend this year in any capacity.

There were plenty of public walking through the collected vehicles, and whilst we were light in numbers attracted our fair share of admirers including youngsters and aspirational owners of the Motorrad marquee.

For me, a highlight was the H2O automobile that is designed to drive on land and water without getting out of the vehicle. This c60's vehicle had been restored and with President of the BMW Car Club Lawrence Glynn on board, the owner drove into Lake Burley Griffin at regatta point before driving confidently across the lake under Commonwealth Ave Bridge and motoring past the massed crowd on the footpath. I would bore you with video, but my camera has conspired sent this along with my other pictures of the event to cyber-space.

With crowds thinning and members having made other plans for the day, not least going for a ride, we packed up and cleared the lawns for another year. Thanks to members who took the time to come along and share their Teutonic pride and joy with the wider public, whilst promoting your Club.



The best-looking R1200ST and a very nice K1600GTL were two of the bikes and members representing the Club. Terry Cunningham

VALE - IAN HORSBURGH JP, BMWTCNSW

We will remember Ian as a well-respected and active member of the BMW Touring Club of NSW and devoted husband and family man with a wide circle of friends and interests. I knew Ian through our respective Club's editor roles, joint participation in our Club's off-road rider training course and had occasionally crossed paths at rally's and on rides.

Ian died after hitting an emu on an off-rally ride whilst attending the *BMW Clubs Australia Motorrad Rally 2014* in Lake Cargelligo.

Ian had a passion for adventure riding and despite only recently returning from the *Off Centre Rally* at Drysdale Station in the Kimberley WA made the time to join us in Lake Cargelligo supporting the national rally.

Ian's loss will be most keenly felt by his family and friends in BMWTCNSW and those who knew him, but we will all be the poorer for his untimely passing as an active BMW Club member and KTM owner and riding enthusiast.



RIDE REPORT SADDLE SORE 1600, 27 SEPTEMBER 2014.

Martin Little, Honda ST1300

Fresh back from the States and Buttlite 7, I had planned this ride for some time with specific objectives in mind. These included leaving the BMW in the garage and taking the Honda ST1300 for its first certified ride and also picking a route that suited covering distance while allowing the ride to be enjoyed as any motorcycle ride should be (ie: lots of corners).

I always plan to depart about 3:00am and this morning was no different apart from the noisy neighbours who were holding an all-night party. Great! At 2:15 am, I decided trying to sleep was a waste of time and I might as well get riding. All toggled up with the Spot activated I fired up the Honda and rode the 100 metres up the road to collect my start receipt.



Launch time.



The all important start receipt, Crows Nest, NSW

That task done it was northwards onto the Pacific Highway for the 14 kms ride up through Sydney's northern suburbs. Normally this is a nightmare but at 3:00am, it is a pleasure as the Highway twists its way north to the start of the M1.

Jumping onto the M1 at Hornsby I set the cruise control on and settle in for the night run up to Port Macquarie junction with the Oxley Highway, my first planned stop. The big Honda just hums along and tucked in behind the screen with the heated grips keeping my fingers warm the ride northwards is a piece of cake while I enjoy the change from dark to pre-dawn as the sun comes up over the Pacific Ocean to my right. At Bulahdelah, there are some showers (as always) but once clear of there it is dry

again and rolling past Taree the countryside is bathed in an early dawn mist. Perfect!

At kilometre 366, I pull into the servo at the Oxley Highway junction to fuel up the bike and rider. The required receipt is obtained, paperwork completed and photos taken followed by brekkie. I am slightly ahead of schedule but I do not use any more of the time allocated for this rest and after 20 minutes I am heading west up the ranges as the Oxley climbs its way up the Dividing Range to Walcha.



The Oxley Highway between Wauchope & Walcha



Service Centre M1 Junction with the Oxley Highway



Roadwork's west of Tamworth

The Oxley is a magnificent riding road and this morning it is dry with little traffic plus the added bonus of going uphill. Once I have passed through Wauchope the old timber town, what traffic there is gets thinner until I have the road to myself. The temperature cools as I climb higher and the forest closes in around the winding road. The Honda is not as nimble as the GSA on this type of the road but it makes a good fist of it as the corners get more frequent and tighter. Ginger Creek Roadhouse comes up but I do not stop. Near the summit, a wild pig darts out from the forest, startled by the noise of the approaching bike. Fortunately, the small pig makes the right decision about which way to run. At the summit, the road flattens out as I ride out of the forest into farming countryside bathed in spring sunshine.

I put the cruise control back on for the run into Walcha and before long; I am motoring into Walcha and past the Royal Café. There are two brand new R1200GSAs parked outside the Royal all kitted up with panniers and I am sorely tempted to stop. I remind myself of the objectives at hand and keep going.

The countryside between Walcha and Tamworth is beautiful; the rolling hillsides combine perfectly with the road to make for a very scenic ride while maintaining a good average pace. The downhill section into Tamworth is always good and mid-morning with the temperatures in the high teens it is especially good. I am over a 3rd of the way through the ride and maintaining good progress against schedule. I put this down to the excellent weather and the lack of traffic, although I am impressed at how easy the Honda seems to eat up the distance.

Heading westward from Tamworth to Coonabarabran the countryside changes dramatically as we enter the central west of NSW. The speed limit changes to 110km/hr that reflects how open the roads are here out west away from the coast. Spring has been good to the countryside with the dams' full and green grass everywhere. Coonabarabran is not a scheduled stop but it is just gone midday and I am hungry so I have a quick stop at the local bakery where I get the last two pizza slices. I devour these on the footpath while I watch the world go by. These country NSW towns are always interesting and Coonabarabran especially so with its claim to fame being the astronomical centre of Australia on the edge of the Warrumbungle Mountain Range.



Coonabarabran, NSW

Lunch done, it is back on the bike onto Gilgandra, where I continue on the Newell Highway to Dubbo and my next scheduled petrol stop. There are some minor road works on the Newell where I am stopped for approximately 5 minutes, more nuisance than a real delay, plus I am still running ahead of schedule anyway. In Dubbo, which is just over the half way mark, I fuel up, clean the visor and screen on the Honda and 10 minutes later, I am back on the Highway for the run down to Parkes. The countryside around Parkes is simply gorgeous with the well-kept horse breeding properties standing out. The Highway bypasses the main street of Parkes and before long I am back out in the countryside heading to Forbes, my next scheduled receipt stop.

It is an easy 35kms to Forbes where I pull into the local servo to grab a receipt documenting the turn eastwards towards Yass. That done I am back on the

bike heading towards to Cowra in the late afternoon sunshine. It is a pleasant 22 degrees; the sun is on my back as I wind my way east through a mix of woodland and farms. Nearing Cowra my alert levels rise as back in June I had a roo strike while riding the GSA in this area. The GPS takes me through some delightful back roads as we bypass Cowra and pop back out onto the Lachlan Valley Way to Boorowa, home of the Superb Parrot (well that's what the signs say!).

These roads are very familiar now and it is a real sense of nostalgia to be riding through fields of bright yellow canola (Having lived in Canberra for so long this is my local riding area). At the village of Boorowa, I stop to change gloves and then get going again. Fifty minutes later I roll into the last fuel stop of the day at the Yass Service Centre, Hume Highway at Yass. This is also my dinner stop so once the bike is fuelled and paperwork completed its time for dinner in the truck stop. Ham, Cheese & Tomato toasties are washed down with a hot choccie as I watch the sun set over the hills and the stars come out.

Dinner done, it is back on with the gear, including another layer for the run northwards through the Southern Highlands of NSW to Sydney. Leaving the service centre it is pitch black with the stars bright overhead. Normally the Hume Highway is a mass of trucks but for some reason I strike it lucky and I have almost no traffic to worry about until the Federal Highway junction near Goulburn. The LED lights fitted to Honda are excellent especially combined with the already good standard lights and I am able to leave them on for most of this leg. At the Federal Highway junction I am basically back on my weekly work commute route to Sydney from Canberra and the big trucks are back in force. Thank goodness for cruise control.

Rolling through the Southern Highlands the temperatures drops to 8 degrees and on go the heated grips. Not for long though. As I enter the Sydney Basin, the temperature rises back up quickly and the traffic volume increases markedly. At Campbelltown, the traffic for a Saturday night on the motorway is almost as heavy as a normal weekday morning. It is a shocker. The M5 with its perpetual roadwork crawls along at 70km/hr and this is the way it remains until I enter the harbour tunnel and we exit onto Sydney's North Shore. Almost there! Entering the exit lane of my suburb, I have to dodge a taxi stopped in the middle of the lane, hazard lights flashing. The reason becomes apparent as I swing around him, the passenger is in the gutter puking her guts out and the driver is on the phone, no doubt seeking instructions on what to do.

I roll to a stop outside my local bank/ATM and collect my finishing receipt. Job done and in almost exactly 19 hours for the 1600 kilometres. The thought crosses my mind that this has been easier than expected and I could knock out another 400 kms for a SS2000 but common sense prevails and I put the bike away in the garage and call it quits.

So, having successfully completed this ride on the Honda, I am very happy with how the ST1300 performed. While the route and the weather made this ride good, there is no doubt the Honda is well suited to this type of riding and having owned many Hondas in the distant past it felt strangely good to be back on the bike of my choice from days gone by.



Canola Fields



Finish and job done; (hard to read) but 1656km @ 18h 57m (~87km/h), or in IBA speak 1000 miles in <24 hours.

By the Editor. If you need help after reading Martin's story, then all is explained on the US Iron Butt Association website here <http://www.ironbutt.com/about/about.cfm>.

BMW MOTORCYCLE & PART RECALLS

Here is a list of recent BMW Motorcycle and motorcycle related product recalls listed on the ACCC [Product Safety Recalls Australia](#) website:

2014

- [BMW Australia Ltd.—C 600 Sport & C 650 GT - Timing Chain Tensioner](#), 23rd July 2014
- [BMW Australia Ltd—R 1200 RT Motorcycles](#), 18th June 2014
- [BMW Australia Ltd—BMW R 1200 GS Touring Motorcycle](#), 13th June 2014
- [BMW Australia Ltd— Assorted BMW Motorcycles Side Stands](#), 7th April 2014

2013

- [BMW Australia Ltd—F 800 S & F 800 ST Motorcycles](#), 16th December 2013
- [BMW Australia Ltd—BMW K 1600 GT & K 1600 GTL Motorcycles](#), 20th November 2013
- [BMW Australia Ltd—BMW K 1200 S, BMW K 1200 R & BMW K 1200 R Sport Motorcycles](#), 5th September 2013
- [BMW Australia Ltd—BMW K 1300 S & BMW K 1300 R Motorcycles](#), 5th September 2013
- [BMW Australia Ltd—BMW F 700 GS & BMW F 800 GS Motorcycles](#), 6th August 2013

Parts and accessories (this is limited to those parts possibly used by BMW owners. Check the ACCC website for the complete list)

2014

- [Mityre Australia Pty Ltd—Mitas Sport Force Motorcycle Tyres](#), 1st August 2014

2013

- [Ohlins Racing AB—Motorcycle Steering Damper Bracket for BMW S1000RR \(SD033\)](#), 8th July 2013
- [Monza Imports Australia—KBC VR-1X Motorcycle Helmet](#), 7th May 2013
- [Mitas—Mitas "Dual Sport" Off-Road Motorcycle Tyres](#), 17th January 2013

BEEMER FARKLES¹

Kathy's Journey Designs (KJD) inner bags for BMW R1200RT, R1200ST, K1200GT (2006 or later), K1300GT, R1200R, and other BMW's equipped with the BMW System EVO side cases, sold in pairs. Please note these will not fit the R1200RT LC introduced in 2014.

Each KJD inner bag has a zip-up inside pocket plus an outside zip-up pocket. And because these perfect-fit bags are distinct for right and left sides, unlike BMW's same-for-both-sides liners, the outer pockets always face the lid opening for convenient access. Each bag has an easy-grab single handle plus D-rings to attach an optional shoulder strap (not included).

Made of **water repellent 1000 denier CORDURA® Brand Fabric**, the toughest and most versatile material available for bags of this type.

Products made from this material are lightweight and supple (and machine washable), with a very high long-term resistance which will not deteriorate easily compared to semi-rigid bags of other brands. Combining this excellent fabric with superior hand-made workmanship allows all KJD products to benefit from their renowned **LIFETIME Guarantee**. Optional colours include grey, silver, red and blue.

Look for them online or here <http://kathysjourneydesigns.com/> and <http://motoluxe.com/aa/>.



¹ Fancy Accessory Really Kool and Likely Expensive
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DAY RIDE 1 TO BRAIDWOOD & 2 EDEN WHARF & LUNCH

Garry Smee, R1200ST

Sunday's Ride to Braidwood

Conducted under a fantastic Spring Canberra day, I did not need much convincing to take in a ride once I had returned the breakfast BBQ accruelements home.

President Martin (R1200R) and Robert Berry (F650GS) met me at home shortly after and we departed for a loop to Tarago, Braidwood and Canberra. Martin apparently missed his own rider briefing on the expected Canberra long weekend traffic, threat of AFP and double demerits. Passing Bungendore, the roads opened up and a cloudless sky and before too long we found ourselves in Braidwood and stopped at *Shirl's Cafe & Courtyard* the latest incarnation of the takeaway when you first come into town from Canberra on the right and before the park. Having returned from 3 weeks overseas and enjoying the best of American culinary delights Martin opted for the healthy chicken burger, 2 schnitzels, egg and bacon jammed in a bread roll with chips and salad. X and I had opted for the 'Bogan' burger comprising pattie, salad sweet chilli sauce and sour cream and chips jammed in a bread roll. Light lunch indeed!

Our return home was in the mix of King's Highway traffic and occasional passing opportunity taken.

Monday's Ride to Eden

With the promise of even better weather on Monday's Family & Community Day public holiday, I had emailed members of a day ride to Eden.

President Martin (R1200R), Simo (R1200RT) and Terry (K1600GTL-E) met at the BP Chisholm under what promised to be a cracker day. Unfortunately, whilst Terry was showing off his new 1600 to Simo, they noticed a badly scrubbed patch on the rear tyre. This meant Terry had to cancel his ride and book a return visit to Rolfe's with a tyre only 6500km old and decidedly dead, leaving us three.

We headed off, on time, and on cresting the hill to Rose Cottage, came across an AFP checkpoint. Given the countries heightened terror alert, I would have drawn comfort from their checkpoint and Canberra's southern suburbs imminent invasion by Queanbyanites, Jerrabogans and Googonians except they had set up the command post on the side of the road - leaving Canberra. Recognising us as Canberra locals and with disinterest they waved us past without having to stop and show our credentials.

Having negotiated the Monaro Highway under very light traffic conditions our first stop was Nimmitabel for refreshments before tackling the more interesting lower Monaro Highway and Imlay Roads to Eden the home of BMWCCACT past Presidents. In this case Peter Stanfield who had timed our arrival to within 15 minutes and was on hand to meet us, say hello before leaving to attend to other matters. Martin picked the



The Nimmitabel Windmill

The story is that John Geldmacher built the windmill by himself over a seven-year period to produce flour from locally grown wheat. The mill was completed in 1872 and shortly after the authorities informed him that the shadows from the sails would frighten passing horses and the mill had to be shut down. Horsepower turned the millstones for several years before all milling operations ceased in 1885. The horses powering the mill must have been quite small as there is not much room inside the mill tower. It is noticeable that there are now no passing horses or locally grown wheat but the administrative authorities live on.
Prez Martin Robertson

fish n chippery and undeterred by the 30-minute wait, waited for near on an hour for our lunch. I overheard some chatter on fryer's losing power, but the patient crowd was testament to the food, when it arrived.

With lunch done and a return leg of ~300km before us we headed off to Wolumla and turn off to Candelo and Mogilla road to Bemboka; another motorcyclists road.

The number of cars may have diminished the enjoyment of our ascent up Brown Mountain except for the road works and traffic lights. Using the newly proclaimed NSW 'filtering' law we made our way to the front of the queue and when the lights went green – made an orderly ascent to the top of the hill.

Our trip continued through Nimmitabel to Cooma and final pause, saying farewell to Simo who had an evening engagement, leaving Martin and me to return to Canberra without incident.

Fine company, excellent riding, what better way to spend your Family & Community Public Holiday.

RECALL NOTICE - RON ANGEL WHOLESALE PTY LTD — CONTINENTAL TYRES

PRA number: 2014/14270

Date published: 18th August 2014

Product description

Continental 120/70 ZR 17 and 120/70 R 17 tyres

Identifying features

- ContiSportAttack CP8B B5MV 1008 to 2614
- ContiSportAttack 2 CP8B B5M4 4811 to 2614
- ContiAttack SM CP8B BXM9 1011 to 2614
- ContiRaceAttack Comp. Soft CP8B B5M1 1907 to 2614
- ContiRaceAttack Comp. Medium CP8B B5M1 2307 to 2614
- ContiRaceAttackComp. Endurance CP8B 918B 3011 to 2614
- ContiRoadAttack 2 GTW CP8B 91E9 2513 to 2614



What are the defects?

In some tyres, the tread and/or belt may separate, possibly resulting in loss of air pressure.

What are the hazards?

If the defect occurs, this may affect steering control, posing a potential crash hazard to the rider.

Dates available for sale

18th August 2007 - 18th August 2014

What should consumers do?

Consumers should contact their place of purchase to receive replacement tyres.

Need more info? See <https://www.recalls.gov.au/content/index.phtml/itemId/1062240> or contact your Continental Tyre reseller.

EDITOR'S FILL

October has been a busy month starting with the *Motorrad Rally* in Lake Cargelligo, hosted by our club, then our *33rd Kosciuszko Rally* at Geehi, Bathurst, Japanese MotoGP and as I write this from the Gold Coast just having watched the *MotoGP* at Phillip Island and Valentino Rossi returning to the podium. Club members went to some of these events, others contributed to their running and some did not ride at all.

In my dual helmeted role of Editor and Ride Coordinator, the Committee discusses and looks for answers as to why members are not on club rides or actively involved in the organisation of their club. Clubs offer and reflect what members want; so if the club is not meeting your needs or expectations then let the committee know what you want to see. Our contact details are on the website and inside the front page *Shaft Drive Lines*. Spring makes for great riding, so look, ride and come along to a club event.

2014 KOSCIUSZKO RALLY

Garry Smee, F800GS

October was proving to be a busy month with the *Motorrad Rally 2014* in Lake Cargelligo on 4th & 5th followed by the Club's *Kosciuszko Rally* on 11th and 12th along with Bathurst 1000 and MotoGP in Japan.

The weather gods had again smiled on us with Rob Lovett (R80ST/GS) and my departure made under brilliant sunshine and the only traffic south to Namadgi being sadomasochistic cyclists enjoying the pain of riding uphill: maybe the downhill return is better. Even the Bobeyan Road was in excellent condition following winter and only a couple of farm 4WDs coming north our company before we took in coffee at the Adaminaby bakery. Our next visit will be over the *Trout Rally* and *Snowy Ride* weekend of 1-2 Nov, so will not find parking so easy then.

Refreshed we made the ride to Kiandra and on to Cabramurra with sun on the back, grippy roads and little traffic, passing a tiger and copper head snake sunning themselves on the road; surely a sign of little traffic?

Cabramurra's restaurant was closed, but café/kiosk open for coffee and has a new real-time display of electricity prices, demand and production by Snowy Hydro into the national electricity market making for an interesting discussion point. Whilst watching the instantaneous changes in demand pricing of our power, this was not enough to deter our ride down the other side and into Khancoban and cooling ale.



The view down into Tooma Dam was more inspiring than my 100mm tripod camera mount would suggest and an absence of obliging tree limbs, rocky outcrops or even a stick. (L-R) Garry and Rob.

Pausing on our run into Khancoban, we met and chatted with a S1000RR rider from Sydney who found he had a week off and was a first time visitor to the Snowy's and will not be his last. Interestingly, his daily ride was an RnineT and he was in the market for a 2-up tourer as neither of his current rides catered for the 'tourer'.

Member Greg Barber (R1200 ex-Army MP) joined us briefly and having done the rounds of other rallyists, we left for Geehi in lengthening shadows pausing at Scammel Spur lookout, a pause well taken when you are next this way.

We made it into the rally site to see Steve Hay's dome of paradise luring a steady stream of rally goes to take up raffle tickets, espresso coffee and the chance to win *BMW Group Australia's* donated System 6 EVO helmet or one of the other prizes piled on the table.

With a reported 60 rally badges sold and another ~10+ choosing not to register this year's turnout was an improvement on 2013's numbers. Prez Martin welcomed the crowd before the rally raffle was drawn and for those who did not win anything returning to camp arms laden with the club-supplied firewood for a mild

evening around the campfire. A threatening frost around midnight was held off under a starlit sky before another cooling in the pre-dawn that made me wish I had my 'winter' sleeping bag on hand. The pre-dawn chill gave way to a clear and sunny Sunday dawn.

With stirring tents, Treasurer Bob was first away with the cash and a date with his Bathurst 1000 armchair. I at least waited for the Club espresso machine to splutter into life, downing a coffee after my newfound rally breakfasts of Up & Go's and with bike packed headed off in pursuit.

A large number of red-necked wallabies witnessed my run back to Thredbo, practising their turn and hop vehicle avoidance technique unlike their eastern grey brethren and their jump straight out technique of testing your avoidance skills.

For me the road from Dead Horse Gap to Jindabyne has to be one of the best roads in Australia, at least on Rally Sunday and today with little traffic and no emus or brumbies on this occasion.



Now whilst this sign west of Khancoban has been there for some time, surely we do not need to encourage more traffic on these roads.



The raffle proved popular and why not with a BMW EVO 6 Helmet on offer, courtesy of BMW Group Australia.

The ride up the Monaro Highway to Canberra is only improved by little traffic, and saw me pass some of the hardest of skiers or partiers before stopping in Cooma for a top up egg and bacon roll.

My remainder trip home was uneventful and ample time to clear the bike, hang out the tent and settle in for what turned out to be a very eventful Bathurst 1000.

Missed this year's rally? Well the 2015 34th Kosciuszko Rally is up on the website, so no excuses for not arranging for a weekend free from mowing the lawn, cleaning the kitchen or some other domestic calling.



The early risers were treated to a free boxing tournament

Who won what?

- The BMWTCNSW took out largest club award with 8 members in attendance,
- Longest distance went to a sole BMWOCSA rider with ~1200km under his tyres, who also took back to his camp the smallest club attendance,
- In a sign of the times, our youngest rider was 40, female and member of BMWTCNSW,
- A further sign of the rallying times was oldest rider & bike combined – 108 years young,
- The longest distance on 3 wheels went to a chair owner at 710km,
- Longest distance pillion, a 'glad to be here' resident of Kandos NSW and member of BMWTCNSW,
- Youngest at the rally, our ever present Johnno (12) and resident of Nimmitabel, now the proud owner of a BMW wash bag.

On to the raffle prizes...

- BMW System 6 EVO Helmet, Steve Murray
- BMW Wall Clock, Bruce Barter along with a BMW Pen, OHR Shirt (but I spent \$22 on tickets)
- Combination Socket Tool Set, Greg Barber
- Airman Tyre Pump, John Kemp
- Tyre Repair Kit, Graham Johns
- BMW Beanie, BMWTCNSW Member
- BMW Coffee Mug, BMWTCNSW Member,
- BMW Coffee Mug, BMWTCNSW Member
- BMW Beanie, Rob Lovett BMWTCNSW

The BMWMCCACT appreciates the generous support of BMW Group Australia in providing the major raffle prize of a BMW System 6 EVO helmet and minor prizes of BMW branded merchandise. Why not check the full range of motorcycles and accessories available from [BMW Motorrad Australia](#) or visit your local Motorrad dealer.

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!



Whilst contemplating the abundant riding opportunities and route just taken through Tharwa, Adaminaby, Kiandra and Cabramurra before riding on to Khancoban Rob Lovett (R8ST/GS BMWTCNSW) and I were joined by a S1000RR and rider who had taken a week off work from Sydney to take in a week's sport riding in the Snowy Mountains. Needless to say, another convert to the region. Garry Smee.