

# Shaft Drive Lines

February 2015

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



## What's On

22 February  
7 March  
8 March  
14 March  
28 March

Club Monthly Meeting at Black Mountain Peninsula BBQ's  
Cold Flame Rally, Pinch River on the Barry Way  
Breakfast Ride, Meridian Café Marulan  
Overnight Ride, Blue Waterholes KNP  
BMWCCACT Incorporated Annual General Meeting



## SHAFT DRIVE LINES VOLUME 35, FEBRUARY 2015

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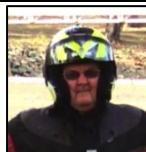
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**Cover Photo:** Bingleburre Road  
(wonder why) Dungog & Karuah  
River Rally. G. Smee

## 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](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 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, 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 INCORPORATED 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,

I do hope you are all getting out on your Bavarian Masterpieces to enjoy the best riding season of the year. There is no reason to stay at home if you lack companions or ideas for destinations, as our "What's On" calendar has numerous events to suit your riding style and time available and our Ride Coordinator Garry Smee, can quickly post a proposed ride.

Talking of riding styles, I had occasion recently to watch an "unplanned off-road excursion" when one of my companions left the road near Bungonia. The group of five were heading north towards Goulburn from Bungonia township when one of the riders in the midst of the pack decided he was unable to negotiate a tightening and bumpy left-hander immediately following a short bridge. After traversing the drainage ditch on the RHS of the road, he laid the bike down in the scrub and landed in a bush. Fortunately, my companion was not seriously hurt, has only suffered bruising, strains to his left leg, and will be back riding soon. His bike has numerous scratches and a few broken parts but was able to be ridden home.

What this event reinforced to me was the value of rider training, as four of us easily negotiated the corner, but I suspect our hapless friend was concentrating on the bike immediately ahead of him plus the bumps just in front of his front wheel. One of the major points that I remember from training sessions is to look ahead, judge the road, and assess each corner for yourself. If the other riders seem to be going too quickly, back-off and ride in your comfort zone. Conversely, if they are holding you up, and you are bearing down on the bike in front, pass and ride at your own pace.

The Club is continuing the rider-training subsidy this year, so if you complete a professionally conducted course, let the Ride Coordinator know and the Club will reimburse \$100 of the fee. Have a look in last December's Magazine for Terry Cunningham's report of the California Super Bike School held at Sydney's motorsport complex.

Do not forget that on 21<sup>st</sup> March we have the AGM at the *Canberra Irish Club* in Weston. For those of you who have been thinking of getting more involved with club activities, this is your chance to do something about it, as several positions will be vacated. Just have a chat to any of us currently on the committee and we can tell you what the various positions entail. Moreover, of course, if you have been complaining about the

Club not doing some activities that you really want to do, being on the committee is a good way to change that. If you are not able to assist the Club via the Committee, you can still help at the General Meeting Breakfasts or lead a ride on your favourite route. The Ride Coordinator would appreciate these ideas and assistance.

Ride Safely

Martin Robertson

## WELCOME TO OUR NEW MEMBERS

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Graeme Jones, K100RS + others

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Chris Nichols, R1200RT

---

Lachlan Robb, G650GS

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

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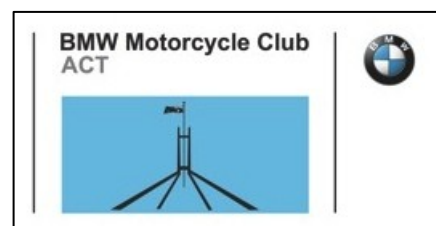
## WHAT'S ON

The Club 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  |
|-----------------------------------|--|--|
| 1 <sup>st</sup> Sunday each month | The Club has a ride to a nearby location for breakfast or brunch depending on the distance. A ride further afield often follows or you can return home with the group or make your own way.  | Look on <i>What's On</i> or contact <a href="mailto:Social@bmwmccact.org.au">Social@bmwmccact.org.au</a>   |
| 4 <sup>th</sup> Sunday each month | Club monthly meetings are held 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 <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 Ride 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 or postage, delivery and payment.



## CLUB 2015 RIDE & SOCIAL CALENDAR



Do you want the Club to ride somewhere or do something in particular during 2015?

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@bmwmccact.org.au](mailto:Treasurer@bmwmccact.org.au) before booking your course.

The rules!

- You must be a current financial member of the BMW MCCA ACT Inc. Yes, we will check.
- You must book, pay and attend a course with one of the 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](mailto: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.

### CLUB SPOT



The Club has purchased a SPOT personal (or group) GPS tracker for financial Club members' 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 four 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](mailto:rides@bmwmccact.org.au) before your next 'off grid' ride and let someone know where you are or help location if required.

### 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:

BMW Motorcycles: <http://www.recalls.gov.au/content/index.phtml/itemId/952852>.

Motorcycle Parts & Accessories: <http://www.recalls.gov.au/content/index.phtml/itemId/952853>.

Note: Not all importers choose to list their recalled motorcycle parts and accessories under this sub-heading, so a general search may be required ☹

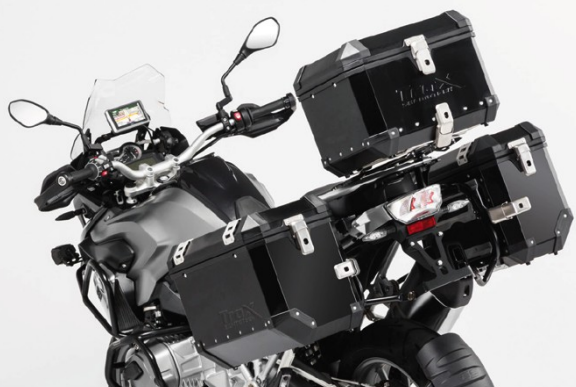
### ACCESSING THE CLUB WEBSITE: YOUR ACCOUNT, LOGIN & EMAILS

You can select what emails you want to receive from the Club by logging in to your account and 'viewing your profile'. From here, you can edit personal details, describe yourself, bikes or interests and importantly select what communications you want to get from the club including ride notices, event announcements and the Club magazine *Shaft Drive Lines*. Some things you cannot deselect including membership notices like renewals and reminders.

If you are not getting emails, maybe it is because your account is full or locked or you have changed email providers. These are all within your control and need to be changed by you. Lost your password? Then send an email to the [web@bmwmccact.org.au](mailto:web@bmwmccact.org.au).

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**EDITORS FILL**

Welcome to another month's SDL,

February is the end of the Club's financial year, so by now you will have received an email invoice from the Club via Wild Apricot inviting you to renew your membership for 2015-16. The Committee hopes you will renew and the Treasurer would appreciate prompt payment, preferably by EFT, so that he can finalise the accounts for the AGM. Recent new members will have had their membership rolled over to February 2016.

March is also important as the Club's AGM is at the end of the month and election of a new Committee for 2015-16. This edition of *Shaft Drive Lines* has a nomination form and agenda, both also available from the Club's website along with last year's AGM Minutes and draft Financial Audit that need to be voted on at the meeting.

With a number of committee members stepping down and others looking to pursue different roles, what better time to nominate for election to the committee. Fresh faces and new blood allow the Club to undertake new or different activities, so why not give it a go? Don't know what's involved, then call, email or see the current incumbent or President. Cannot make it to the AGM, then use the nomination/proxy form and email or send it to the Public Officer Steve Hay before the meeting at [social@bmwmccact.org.au](mailto:social@bmwmccact.org.au).

If the chance to be elected to the committee isn't enough to entice you along, then what about the offer of free snack foods and chance to win a mystery raffle prize with tickets only available to those in the room.

Lastly, whilst we didn't have the hottest of summers, autumn provides great riding weather with the calendar full of riding opportunities. I hope to see all of you out there on the road.

Until then, enjoy your ride,

Garry Smee

Editor & Ride Coordinator

BMW Clubs Australia Delegate



## TOY RUN TEDDY BEAR ACTED 'LIKE A SAIL' IN FATAL MOTORBIKE ACCIDENT

Via David Prest, from an ABC news site



A large teddy bear strapped to a motorbike during a toy run acted like a sail during a fatal crash, a Tasmanian coroner has found.

Kim Marlene Anne Dougan died after crashing her motorcycle on the Midland Highway, south of Corona Junction, during the annual Christmas toy run in 2012.

Coroner Simon Cooper [found the 45-year-old was caught in a strong crosswind](#) and a large teddy bear strapped to the motorcycle's rear mudguard would have acted like a sail.

He also found the crosswinds would have caused her to lose control of the bike and her inexperience as a rider contributed to the accident.

Mrs Dougan only had her P-plate licence for six months and had previously only ridden in good weather.

"There is little doubt that the effect of those wind gusts would have been significantly accentuated by... the presence of the toy teddy bear," the coroner said.

"This in turn would have caused Mrs Dougan additional difficulty controlling her motorcycle.

"Inexperienced motorcycle riders, such as Mrs Dougan, need to be mindful of placing anything upon their motorcycles which compromise safe riding."

Mr Cooper said mandated training courses did not address safe riding in bad weather and they should be extended to address adverse conditions.

A steel railing on the highway significantly contributed to Mrs Dougan's fatal injuries.

Mr Copper also recommended that where possible, the rail posts be fitted with underrun protection in areas of high risk for motorcyclists.

Full report here:

[http://www.magistratescourt.tas.gov.au/decisions/coronial\\_findings/d/dougan\\_kim\\_marlene\\_anne\\_-\\_2014\\_tascd\\_344](http://www.magistratescourt.tas.gov.au/decisions/coronial_findings/d/dougan_kim_marlene_anne_-_2014_tascd_344)



*Catering for the 'rally' crowd on your Trangia gas stove? Then you will need this little beauty, a 1.5L pop up silicon kettle. Seen at BCF and metal pannier approved. G.Smee*

Garry & Mitchell Smee

Australia Day weekend 2014 was our first Phillip Island Classic and saw son Mitchell and I return for a second time in 2015. With over 400 bikes entered and ranging from ~1918 through to 1980 and almost as many riders, some with 2 or 3 bikes you are treated to 3 days of racing from 9am to 5pm each day. This near enough equates to one every 15 minutes or 4 laps for most classes and 6 laps for the International Challenge and fields of up to 40 bikes.



*Having offered Mitchell a lap on their 2015 S1000RR, club life member and current master of ceremonies at Doncaster BMW Ron Andrews tried offering Mitchell a ride on the 2015 R1200R.*

Throw in smaller crowds, trackside camping at the Visitor Centre and access to the pit area for wandering through and chatting with International, Australian championship and Club riders make for an excellent long weekend.

The paddock area hosts a small trade show; this year BMW Doncaster, Triumph and Victory all had 2015 models on display and attracted plenty of interest, along with Isle of Man tours, rider clothing and accessory stalls.

For the autograph hunters, Jeremy Burgess of GP fame and John McGuinness Isle of Man TT winner were on hand along with a number of other notable identities.

We arrived on the Thursday afternoon and whilst not the first had a good selection of available campsites. This year the PI Visitor Centre had 'Zoned' the camping areas; Zone 1 nearest the V.Centre (showers and toilets) was bike friendly, with cars allowed in and then having to stay parked for the weekend, bikes were free to come and go. Zone 2 outside the enclosed area and running down the grassed slope behind the Go Kart track accommodated larger groups, campervans and caravans etc with cars and bikes free to come and go.

One benefit of having access to wheels at PI on the Classic weekend is the opportunity to ride or drive around the track; where Mitchell and I had ready access to the track, but had

to walk the ~5km to get around. The Visitor Centre Champions Café was open for breakfast, lunch and dinner each day as well as being licensed for those not inclined to cook for them selves.

Travelling by Prado, we had the luxury of all the gear if not access to the vehicle, until I found that my pre-packed towels had been taken out whilst I put the Engel fridge in the car, only to then leave them on the bike in the garage. This omission saw us negotiate a 'quick' exit pass from security for the run into Cowes to buy a couple of replacement ones.

Friday saw the first round of practice interspersed with races with each class having 6 timed races over the weekend with opportunity for practice to test changed bikes, improve individual PB's and grid positions. I believe the youngest rider was 17 and oldest 77 who started racing in the early 1970's.

As you would expect Friday evening saw more bikes roll into the V.C and before long space was at a premium, but no one was forced to camp on top of another and plenty of socialising was had.

In the finest Phillip Island tradition we were blessed with sun, cloud, wind and very light showers but nothing that would dampen the enthusiasm of the racers or the increasing crowds.



We woke on Saturday to cool but sunny conditions and walked the track for a second time making the most of the many vantage points that the Phillip Island track has to offer. The racing format sees one class of bikes set out on the warm-up and sighting lap immediately after the last bike of the previous race goes past the start/finish line. Within each race there were often several different divisions so only the most ardent enthusiast could keep up with who was where and on what.

That said the racing was enthusiastic, often with a group of 3-4 out the front followed by 2 or 3 'packs' and a tail end Charlie or two. One of Mitchell's favourites was the rider of a Yamaha 250 who was easily on the fastest bike for his class and well out in front until the final turn on the final lap when aggressive riding met its match to tyre adhesion.



*This rider was in a class of his own all weekend. But just goes to show that eventually you can ride that bit too hard. Fortunately he walked away, unlike his bike that wasn't seen again for the weekend.*

*Pictures: M. Smee*

Whilst we didn't see any BMW's race over the weekend, big twins were well represented by HD, Ducati, Moto Guzzi and the exotic Vincent's. There was also an absence of sidecar events, possibly due to lack of entries or schedule constraints.



*Baden Jones #67 on his Suzuki 250 leads the pack on his way to second place in his Division. Photo: M. Smee*

We did get to see an old acquaintance, joint past member of BMWTCNSW and now emerging racer Baden Jones ride his *Plant Assessor's* sponsored Suzuki 250 over the weekend.

To Baden's relief his PB's decreased over the weekend and more probably to his partner Michel's relief didn't throw the bike away either.





#77 [John McGuinness](#), yes the one of Isle of Man and TT fame. Photo: M. Smee



#86 [Cameron Donald](#) on his '1959' Harley Davidson, winding up for a ~270kmh run down the main straight. During the 2014 MotoGP they were getting ~300kmh.

Sunday evening saw the campground begin to empty and with our planned departure on the Monday a bright sunny morning allowed saw us breakfast, pack up and get on the road by 8.30am. This early start provided the opportunity to go home via Bruthen and McKillops Bridge before driving on to Delegate, Cooma and home.

A great 4 days and if your into classic bike racing well worth the effort and see Mitchell and me planned return for 2016.



**BMW TS SAFARI – TASMANIA 2014  
RIDE REPORT**

*Martin Little, R1200GSA*

Martin: With work all done (well actually not all done but I'm going on holiday so it will have to wait) I motor out of Canberra Friday afternoon bound for Melbourne via Kosciusko National Park and NE Victoria with a simple plan to stay off motorways as I make my way to Victoria

A short coffee stop in Cooma to catch up with Mark Cooper and we then head off together to share a few quiet farm roads as I wind my way southwards towards the Alpine Way.

Getting back onto the highway just north of Berridale I wave Mark goodbye as he returns home and I join the throng of motorcycles heading into Thredbo for the Snowy Ride. Climbing up past Thredbo the mass of fellow motorcycles suddenly thins out as they reach their destination for the Snowy Ride and I have the road to myself, bliss as I motor up over Dead Horse Gap and down to Tom Groggin just taking my time and enjoying the fresh alpine air as the holiday mood settled in.

I stop at Geehi Flats for photos and then continue on in the cool dusk to Khancoban for my overnight stop. Checked in and showered, I adjourn for a good vino and meal at prices that seemed ridiculously cheap. Great value! Before pulling stumps for the evening I recheck my route calculations for the next day, I have an important passenger to pick up at Tullamarine and mustn't be late!

4:00am, I'm up preparing to get moving. Everything done I motor out of Khancoban heading for Corryong. Its pitch black and still very warm which makes for a very pleasant start to the day's ride. Just south of Corryong there is a hillside on fire that looks eerie in the pre-dawn darkness. I make good progress along the Murray Valley Highway as it follows the river into Victoria. Just west of Tallangatta I take the Kiewa Valley turnoff and follow this down as far as Gundowring



*Near Berridale*



*Mark Cooper*

before crossing the Kiewa River and taking the roads over the hills to Myrtleford. It's breakfast time and the Bakery in Myrtleford is the only option, so a toasted sandwich and coffee is consumed as I recheck my route. All going to plan and I should arrive in Tullamarine with 2 hours to spare according to the GPS.



Motoring out of Myrtleford I plan to take the road around the eastern side of Lake Buffalo to Mansfield but that's closed so I detour back towards Myrtleford and take a promising looking farm road that the GPS says will get me to Mansfield. This promising looking road deteriorates into a fire trail as it climbs up into the hills and then it starts raining, heavily.

Not so good with a full set of luggage and Rebecca's riding kit on the bike seat but nothing for it but to press on. At the summit visibility is down to less than 100 metres and it's second gear maximum as the trail is now a goat track. It gets interesting sliding downhill for the next 20 minutes but the trail becomes a dirt road again which then becomes a sealed road and not too long later I motor into Mansfield covered in mud, absolutely soaked but very happy!

From Mansfield I head towards Jamieson and take the road around Lake Eildon that is now sealed. It's pouring with rain & windy but I have the road to myself. Perfect! The

scenery is the best you will see in this part of NE Victoria, and before long I pop back out onto the B360 which takes me down past the Marysville turn off to the Black Spur through Healesville where I head across to the airport via Yarra Glen, arriving exactly at 2:15pm as planned. Good route planning, given the detour I took earlier and a good way of covering some distance ahead of Tasmania.

Rebecca: This is my first time travelling by bike. I've done day trips before, but never anything overnight, and I've been warned that I'm only allocated one side pannier. My motorcycling clothes (jacket, vest, pants, gloves and boots) are already on the bike with Martin, so I've packed light. A couple of long sleeve t-shirts, spare 'smalls', thongs (flip-flops) and a minimum of toiletries are all in my hand luggage for the flight along with my helmet. And I'm wearing a t-shirt, jeans and joggers. That's it.

I'm already worried I am carrying too much so I've left my heavy jumper in Canberra. Which of course means that when I arrive in Melbourne there's a howling southerly and it's freezing. I meet Martin at the Terminal, get changed into my gear, and repack the pannier (where there is oodles of space). Should have brought the jumper!!

But we're on our way! I'm pretty excited and am enjoying the ride through Melbourne.

Rebecca exits the Terminal and we do the unpacking/repacking thing on the sidewalk and then get going to Port Phillip to catch the ferry. Arriving at the Port we join a few other Safari participants and seek shelter from the windy & cold conditions. Formalities all done we board, find our cabin to freshen up and then adjourn to the bar to enjoy the view leaving Melbourne. It's a very rough crossing and there are some ill looking passengers that disembark the next morning in Devonport. We motor around to the nearest café for breakfast, which was forgettable (no competition does not make for good food or coffee).

Leaving Devonport we have all day to make our way to St Helens, for Safari check in, so we meander our way down on B71 to the Tamar River where cross on the impressive Batman Bridge on B73 before making our way out to Bridport for an early lunch/2<sup>nd</sup> Breakfast. The Batman Bridge is worth stopping and looking at. It looks totally out of place as its striking modern architecture really stands out. From here we motor across to Bridport where we indulge in breakfast #2 (or an early lunch). I like Bridport; it's a neat little seaside village, which is well located on the NE coast.



After lunch we motor down to Scottsdale and then we have some serious riding to enjoy as the road climbs over Weldborough Pass and back down to our destination of St Helens. While it's windy, the sun is out, it's not too cool and as the corners and miles mount up we can feel the holiday mood settling in. Perfect.

At St Helens we check in and then go for wander around the town before riding over to the Bay of Fires. Great scenery! Back at our accommodation we meet the other recent Safari arrivals and then head off to the Safari check in and Welcome Banquet.

It was a rough night on the boat and I'm grateful for the parental advice to 'take the tablets anyway'. Even after two lots of Kwells I struggled with the rolling of the boat, and while I wasn't sick, I didn't get much sleep. So despite the early morning (it's a Sunday and I'm up at 5?!?) I'm pretty pleased to be disembarking. When we arrive at Bridport for proper breakfast I'm already starting to feel pretty sleepy, and by the time we get to St Helens I'm snookered and ready for a nanna nap. We wander around the town and work out where the evening's festivities are to be held and then I really do have a nap. This being on holiday's thing is hard work!

Feeling better, it's out to the Bay of Fires, which is beautiful with clear turquoise water and bright red lichen on the rocks. I'd always thought it was the lichen that gave the Bay its name, but apparently not – it was the fires of the indigenous people of the area that could be seen from the sea. Either way it's gorgeous and I'm really pleased we came out for a look.

A quick freshen-up and we head over to the main hotel to check-in, sign all the legal paperwork (if you die, it's not our fault) and get stuck into a few wines. We meet a few more of the other rally participants, have a good feed, then it's back to our room for some sleep.

### **TS Safari Day 1. St Helens to Burnie**

The day dawns cool but sunny and as I lay in bed I can hear the familiar boxer drone as the marker riders leave town to mark out the day's route. Leaving Miss in bed to snooze I'm up and getting ready to go. Bike is all packed I have time for a short walk while Rebecca gets up and moving.

Motoring out of St Helens towards the mountains the air is fresh and cool: perfect riding conditions. We climb upwards towards the summit, enjoying the views, and then motor down the other side to Pyengana where we take the side road down to the dairy farm café (Holy Cow) where breakfast awaits. Food and coffee consumed it is time to just enjoy the bikes coming and going in the morning sunshine. Not a bad way to start the day!



*Day 1 – Near Deloraine (North Coast)*

We get moving, as today is a long one so mustn't linger, as there are some serious roads to be ridden. Heading northward we cruise over Weldborough Pass really enjoying the views and the roads. Lots of corners in perfect morning sunlight. The route takes us off to Leggerwood where we stop briefly to enjoy the timber carvings and then make our way back to the main road and onto Scottsdale.

From here we take the Targa road towards Launceston, which is one of those roads everyone must ride at least once if not more. Half way up the hill we stop at the viewing platform as it's one of those crystal

blue-sky mornings and from our elevation the valley sprawls out below us into the distance. We are novelty at this stop with some Japanese tourists waiting for us to mount and ride off so we can be photographed. The next 40 minutes is just corner after corner through Tasmanian hills and valleys. Tough but someone has to do it. All good things come to an end and before we know we are motoring through the bypass of Launceston and pointing the bike towards Deloraine.

Staying off the main roads we wind our way towards Deloraine through rolling green farmland with the mountains off to our left. If Rebecca had her way we would be collecting farm animals as we travel. Lunch is consumed at a leisurely pace in Deloraine and then we head towards Mt Roland through Mole Creek and Paradise, the roads tight and windy as they climb ever upwards. We stop briefly at the summit and then make our way to Lake Barrington where its cooler and we stop to reflect and take photos. This is a great place to stop and enjoy the Tasmanian wilderness.

Our destination of Burnie beckons so it's back on the bike and we climb the hill out of Lake Barrington back to the main road where we start working our way through every conceivable back road you can imagine towards the coast. The road from Riana across to Natone was a real highlight as we climbed up out of the river valleys. Words do not do this part of Tasmania justice. We come across some split diesel on the road, on corners of cause that keeps things interesting. After a wonderfully long day in the saddle we motor into Burnie, this is Rebecca's longest ride ever on the back and I can tell she's starting to flag. We find our lodgings and then head off to Safari HQ for drinks and food plus the briefing for tomorrow.



*Breakfast in Burnie (NW Coast)*

Today was a good day with a million corners and fantastic Tasmania scenery. The Safari organisers have done themselves proud and this bodes well for the rest of the week!

I made it pretty clear last night that I was sleeping in today, so Martin's way ahead of me by the time I'm up and ready to go. He's also starving, so we motor out to the first suggested stop of the day, the Holy Cow Café, for bacon and egg rolls and hot coffee. It's SO good. If this is what the rest of the trip is going to be like, I think I'm going to like Safari. We chat with some of the other riders, Martin drools over the other bikes, and then it's back to following the green arrows on our way to Deloraine for lunch. The sights are all-encompassing from the back of the bike, and I'm sure there are moments I'm in exactly the wrong position for a corner while I squeal in Martin's ear about the 'cute little lambies and can we please take one home'? Between the animals, the rolling green farmland, a few streams and the townships I'm in my element. But hunger gets the better of us and we stop at the Deloraine raspberry farm for some food.





Day 1 – On the way to Lake Barrington

Fuelled up (us, not the bike!) I'm keen to get back on the road. We still have a fair distance to cover to Burnie, and I want to go back to the Lake Barrington rowing course, which holds some very special memories.

There's also a lot of navigating for me this afternoon, as the GPS is struggling with the side roads. Turns out there's a really important reason those BMW touring jackets have fat pockets at the back and it has nothing to do with being helpful for the rider – it's so pillions can store their camera, map, and other sundry items for easy access.

It's invaluable on the way to

Burnie where I'm reading the route directions to Martin and then snapping away on the camera between turns. There's diesel on some of the corners making life pretty interesting for Martin, but I'm definitely enjoying the ride.

It's been a big day. My longest by far on the back of the bike, and my butt is pretty sore. But it's worth it. A wine and some food in Burnie where we meet up with everyone to get tomorrow's route plan and share the day's experiences are just what we need before a good night's sleep. Martin is NEVER coming on Safari without me again!

## TS Safari Day 2. Burnie to Strahan

Day 2 starts for us with breakfast at the Run Rabbit Run Café and it is an inspired choice. There's not a lot of choice in Burnie but this spot is eclectic with good coffee and even better food.

Fed, we motor beside the sea up the main highway to Somerset where we then turn inland on the A10. The change to the A10 is instant, you come off a dual lane main highway and straight into undulating road that snakes its way over hills as it makes its way to Hellyer Gorge.



Hellyer Gorge. (Editor: now this road on a dry day...)

As we leave the town of Henrietta the road cascades down the forest-clad hill into the Gorge, tight, tight corners and I'm thankful it's dry today. We stop at the Hellyer River at the bottom of the Gorge to enjoy the river, the bush and of course the parade of passing BMW motorcycles. Not a bad spot!

Continuing on we elect not to go up to Cradle Mountain as we've both been there recently and the thought of motorcycling is more appealing. Heading down to Tullah we encounter some lengthy roadworks with at times deep gravel. I'm grateful we are on the GS as we make short work of it.

At Tullah we join a few other Safari Riders

and enjoy morning tea. We then back track to the C252 route and head west towards Reece Dam. This road is a great motorcyclist's road, scenic, little traffic and generally good road surfaces. We had a great time and were more than happy to stop to rest and enjoy the views at the Dam along with other riders, including Terry and Janine from Canberra on their K1600GT.

Once rested it's onwards to Zeehan where the highway flattens out and becomes more coastal as we near Strahan. Arriving in Strahan just after lunch we have plenty of time for walking and enjoying the town. Just a short ride today although it was really good one. The rain arrives mid-afternoon but that's Strahan for you.

Today's ride is a short one in comparison to yesterday, and we decide to bypass Cradle Mountain (where we've both been before) in favour of a detour around Reece Dam. It's a good choice as there are roadworks between Cradle Mountain and Tullah for 5kms at a time and it's serious gravel surfing down the Murchison Hwy. Morning tea of hot choccie and toasted sandwiches at Tullah is great, and then we head out around the Dam. Strahan is beautiful and we do lots of walking around the town, then dinner and the usual ride briefing for tomorrow over a wine.

I'm not getting a lot of exercise but I'm sure enjoying the food. The oysters here are something else.



Reece Dam, West Coast



Reece Dam

### TS Safari Day 3. Strahan to Hobart

Today dawns foggy and overcast – we had to have a wet day somewhere and this is it. Leaving Strahan it's straight into some full-on cornering and I don't feel like we're in the groove this morning. We regroup at Queenstown and head up the hill, I've done these roads before in a car and know the scenery would be spectacular if we could see it – but the clouds are down and it's eerie riding with yellow rocks and fog all around. Today is the day my heated vest comes into its own. Martin's plugs directly into the bike, but I have a little battery pack which means I can walk around anywhere and stay cosy. It's worth its weight in gold and I get many jealous glances from the other pillions when we stop at the Wombat Café in Derwent Bridge. It's freezing but we've enjoyed such beautiful riding through the Franklin-Gordon Rivers National Park and I wish we had time to stop and do some walking. Even in the wet it's incredible. Thank goodness the foresters haven't had it all their own way.

Watching some of the other 'lady riders' I'm starting to wish I was on a bike of my own – but I don't have a license yet so it's look but don't touch for now.



By the time we near Hobart I'm pretty wet, but Martin is saturated! The ladies at the café where we break for some food in New Norfolk have to mop around our table when we leave – our jackets have dripped huge puddles onto the lino but like so many of the people we've met here, they're not worried and are just concerned for our mental health that we're out riding (actually out doing anything) on a day like today. I do a passable job navigating us to the hotel, and we shower up, warm up, and plan the rest of the evening.

Today's the day of rain. It's showers and cool as we breakfast early-ish in the main street of Strahan before setting out for Hobart. Climbing out of Strahan on B24 is always demanding, I've ridden this road before and know it's demanding but it still comes as a shock to go from the 50 km/hr suburbia of Strahan into some of the most demanding motorcycling roads you will find anywhere. Great scenery though, or what we can see of it through the clouds and the showers. Queenstown is making the best of its lot, and we check out the Main Street and then exit, heading up THAT Mountain. It's not quite so much fun today with mist and cloud shrouding the mountain. At the lookout we don't even get off the bike, you can hardly see 10 metres in front of you.

Once we clear the summit visibility improves, although it's still cool and the heated vests come into their own now. Great to be warm in such wintery conditions. We stop briefly at Lake Burberry for photos but the weather is not hospitable and we don't linger long before heading for Derwent Bridge. The climb up the Raglan Ranges past Mt Mary is done in steady rain. Not hugely uncomfortable but enough to keep you on your toes, especially avoiding the slower traffic. Generally we are on our own and we don't see many other motorcyclists. The exception to this is about 50km outside of Derwent Bridge, a set of bright headlights comes up in my mirrors fast and a well-ridden new RT1200 glides past me and then gracefully pulls away through the next set of corners. It's Kel Buckley from AMCN and it's a pleasure to watch a professional piloting the big RT.

At Derwent Bridge it's warm up time in front of the fire while morning tea is consumed sharing stories with other Safari riders. Rebecca's heated vest is the envy of many! The weather doesn't get any better from here onwards to New Norfolk the rain is steady and consistent. I don't mind riding in the rain but I start to worry for my pillion as this Rebecca's first outing in such wet conditions. Afternoon tea in New Norfolk was a chance to drip dry in a café! Hobart finally came into view where we easily located our hotel and put the bike away and cleaned ourselves up.

Another good days riding just in wet conditions!

#### **TS Safari Day 4. Hobart**

Today is a rest day and we elect for a short ride to Richmond, It's also Rebecca's birthday so there is much to celebrate!

I like Hobart and I like riding around Hobart. However I also have a thumping toothache that requires an emergency appointment in the afternoon at the Salamander Dental practice where they give me the bad news, I need a root canal done. Bugger! Anyway they give me the required antibiotics to control the infection and I leave slightly poorer for the experience.

Earlier in the day we rode out to Richmond via the Salmon Ponds near New Norfolk, which was very pleasant. The riding included some gravel surfing (not too much) and Richmond provided good shopping and an even better lunch complete with vino for the birthday girl. The lunch must have been really relaxing as the birthday girl felt she could enhance the bike's cornering ability, needless to say we sorted that out pretty quickly.

Back in Hobart and after the dentist we re-join the other Safari Participants for a short cruise on the Derwent, which is excellent. Good weather, great scenery and a chance to swap stories from the day's riding. After the cruise there is a Safari dinner that is hugely entertaining including some opera singing from Julian, the F800GS riding baritone.

It's my birthday today! Pretty special way to turn 30 (even if my Mum is concerned that it may be my last with all this motorcycling in my life) – and we decide to take it easy. We go out as far as



the Salmon Ponds near New Norfolk, then across to Richmond where I have very fond memories of a family holiday 25 years previously. It's still beautiful and I get spoilt with wine for lunch on a weekday!

Unfortunately the wine has relaxed me perhaps too much, and my cornering on the way back to Hobart is stressing Martin out – I'm leaning before he does which is really not the done thing...

Martin has a dentist appointment this afternoon – a tooth has been giving him pain so I wander around the town while he has it seen to. Then we're treated to a cruise on the Derwent and a fancy dinner as part of the Safari! Really, he's NEVER coming without me again.

### **TS Safari Day 5. Hobart to Launceston (the long way!)**

Since we had such a cruisy day yesterday I'm feeling ready to do the long way round today. We're up early and head back through Richmond (much quieter at 7am) towards Poatina. As we turn off towards Melton I realise we're overtaking the morning riders who do the 'green arrows' pointing



*Near Poatina*

the way to go, so we stop for a coffee at Bothwell. When we reach Poatina the views from the plateau are incredible, as is the road back down to the plains.

We stop at Campbell Town for second breakfast and agree we're definitely up for the long road – down to Bicheno and back up Elephant's Pass.

All goes well on the way down, the corners are smooth and feel magnificent. We're in the groove. Unfortunately I lose the groove on the way up the pass and am very disappointed with myself. I know I'm spoiling what would otherwise be a fantastic road, but the more worried I get about it, the worse I'm sitting. \

The pancakes at the top of the pass are decadent but delicious, though Martin has to pay because they don't have eftpos facilities and I've got no cash. Thankfully he can cover it because I don't fancy having to stay to do all the day's dishes!

I relax a bit as we get closer to Launceston, but am pleased to be having a couple of shorter riding days coming up with a chance to do some socialising and just chill. Everything can come out of the panniers for a wash and when we discover the monkeys in the main Launceston Park during our stroll, my day is made.

Well this is the last official ride day of the Safari and we elect to take the longer leg of the two on offer to Launceston. There's no way we are only doing 350kms today thank you!

We are up and out of town early as we head northwards to Baghdad and then the junction of the Melton Mowbray with the Highland Lakes Road. We are making good progress, so much so that nearing Melton Mowbray on Highway 1 we pass the two Safari Route Markers (Riders) still placing arrows. We have a quiet chuckle as we pass them secure in the knowledge that we have our GPS route all sorted and who needs arrows anyhow?

Climbing up the ranges on the Highland Lakes Road to Bothwell we are quickly passed again by these same Riders, they've got a job to do so we leave them to it, we're on holiday and enjoying the scenery. We have a brief stop at Bothwell and then continue onwards ever climbing as we motor past the highland lakes. At the junction of the B51 we head downhill towards Poatina, and a superb piece of road, smoothly formed tight corners makes for a lot of fun as we descend down to the farming valley where we take the C522 towards Campbelltown. The sun is out and the bike is

humming along as flow our way through the farmland. Perfect! Campbelltown is morning teatime so we stop for coffee and food. Tough I know.

From Campbelltown we head eastward down to Bicheno on the Lake Leake Road. This is one of THOSE roads that are made up of well-formed, well-cambered wide-open sweepers that seem to go on forever and forever. We spend a very pleasant 45 minutes flowing from one sweeper to the next always on a slight downhill trajectory with the sea away in the distance.

Bicheno arrives but we don't stop, instead planning to rest for lunch at the top of the Elephant Pass. By now it's quite hot and the climb up the pass while good is hot work and we're ready to park in the shade at the Mt Elephant Pancake Café for lunch.

After lunch its northwards towards Launceston - our final destination for the day. The roads here, while good, are not a shadow on what we experienced earlier in the day, so I'm content to just motor along in the bright sunshine as we make our way through the countryside. Unfortunately I'm rudely interrupted by bright flashing lights and police officer who wants to discuss things. He was most polite and understanding and after issuing the necessary warning we were sent on our way. A very different approach to policing compared to the Mainland!

Arriving in Launceston we locate our digs and shower up before enjoying a walk around the local parks.

### **TS Safari Day 6 Launceston. TS & GS Riders Dinner**

Today is the final day, and a rest day that includes a demo day at the local BMW dealer. After a very relaxing start to the morning, we take a K1600GT Sport out for a demo ride, an impressive bike but not for me. We while away the rest of the day socialising with other Safari riders and enjoying the local parks and Botanic Gardens.

The Safari dinner is held at the Launceston Albert Hall, a gorgeous architectural gem and what a dinner it is! Over 300 Safari riders had a great time.

It's a rest day today for us, and I'm ready for it. It's nice to be able to take in the sights, do some shorter rides around Launceston and just go at our own pace. We meet some of the other riders at various places around the town, and enjoy another ride out along the road to St Helens, this time taking the main route rather than the farm roads.

The demo of the K1600GT Sport is not what I was expecting. It's clearly a very fancy bike, with all the mod cons, but somehow this feels more like a car than a motorcycle. And I like the GSA.

Dinner is pretty great, with some wonderful stories shared and some seriously cool bikes on display. I definitely want to learn how to ride myself now. Tomorrow is going to be back to the Mainland for me – a flight back to home and work on Monday. But I've had a fabulous week. And a really relaxing holiday.

When it comes down to it, we could have done it 'cheaper' if we'd organised it ourselves – booked and paid for our accommodation and planned our routes – but it wouldn't have been anything like as good as what we've experienced. We'd never have found the same roads, met and spent time with some like-minded people, and found all the great food stops on our own. It's not just about the roads, it's also the people we've met and the places we've seen that we probably would have ridden straight past if we hadn't been pointed in the right direction. It was my first safari, and Martin better be planning to be riding with a passenger if he wants to come again!

So that was our Safari in Tasmania. This was my 4<sup>th</sup> Safari and this was the best yet.

Tasmania guarantees great riding roads and when you throw in a slick and well-organised event such as this that delivered the goods it was BMW motorcycling heaven. It appears the Rebecca is now hooked on these events so I guess I won't be riding solo on these anymore, which is a good thing.





## BMWCCACT NOTICE OF ANNUAL GENERAL MEETING & AGENDA

Financial members and other interested persons are notified of the BMW Motorcycle Club ACT Incorporated (BMWCCACT, the Club) annual general meeting will commence at **1600 / 4pm on Saturday 21<sup>st</sup> March 2015 at the Canberra Irish Club, Weston Creek.**

Your Club will be providing free tea & coffee and light snacks at the meeting. If that isn't enough to entice you, there will be a raffle prize offered to those in attendance.

The AGM will follow a short March General Monthly meeting and on conclusion all Committee positions declared vacant. The 2014-15 Public Officer Steve Hay will then hold an election for 2015-16 committee positions. Only BMWCCACT financial members can nominate for election to the Committee using the form included to this edition of *Shaft Drive Lines* or available from the website and completed forms returned to the Club Secretary by email PDF to [secretary@bmwmccact.org.au](mailto:secretary@bmwmccact.org.au) or @mail and marked for the Secretary's attention to PO Box 4042 Weston Creek 2611 ACT.

At the Public Officers sole discretion nominations can be made and form submitted on the day of the AGM.

### Agenda / Call for Agenda Items

Forward any agenda items to the President Martin Robertson, [president@bmwmccact.org.au](mailto:president@bmwmccact.org.au)

1. President's welcome & opening address
2. Vote of acceptance on 2014 AGM Minutes. These are available on the club website here <http://bmwmccact.org.au/page-1419644>.
3. Presidents Report 2014-15
4. Treasurer's 1 March 2014- 28 February 2015 Report. A draft copy of the Financial Audit & Report is available on the Club website and must be voted on at the meeting. This is required to meet the ACT Office of Regulatory Services requirements for the Club's continued incorporation along with other paperwork.
5. Membership Secretary's Report
6. Ride Coordinators Report
7. Other Committee Member Reports (TBA)
8. **Notified agenda matters:**
  - a. Future of the Club newsletter - *Shaft Drive Lines*
    - i. Without an editor...
    - ii. Change to a quarterly format, ie: Summer, Autumn, Winter and Spring
    - iii. Use the Club Website and Wild Apricot's 'blog' functionality. This may require a moderator, noting only members will be able to post material (and can be traced).
    - iv. Other options from the floor.
  - b. Club Person of the Year
    - i. Consider the use of an attendance points system for rides and events with the winner receiving the coveted CPoY and voucher.
  - c. *(Nil others at this time)*
9. At the Presidents sole discretion; any matter raised by Members from the floor; for the AGM these must only relate to the Club's operation.

*Break – Light refreshments will be available to members, guests and visitors*

10. The President will suspend the meeting and hand it over to the 2014 Public Officer Steve Hay who will conduct and act as returning officer for the election of the 2015-16 BMWCCACT Committee.

On completion, the Public Officer will declare the results of the election and in-coming Committee members. He will then invite the incoming President to resume the meeting.

11. The incoming President will conclude and close the meeting.



*The Canberra Irish Club has donated the use of its facilities to the BMWCCACT for our AGM. Why not consider staying on and enjoy dinner at the bistro after the annual general meeting.*



## 38<sup>TH</sup> KARUAH RIVER RALLY, BMWTCNSW

Garry Smee, R1200ST

Celebrating 50 years in 2015, the BMW Touring Club NSW hosted their 38<sup>th</sup> Karuah River Rally under clear skies 'again' making it ~3-4 out of 38 at the [Frying Pan Creek](#) rally site in the Chichester State Forest that abuts Barrington Tops NP one of the wettest spots in NSW.

With a one-way trip of ~600km, I had the dilemma of R1200ST for the road leg or F800GS for the final 15km of forest roads after leaving Dungog. With a social Friday evening planned in Sydney, the 1200 made short work of the Hume Freeway with coffee at Berrima and chance meeting with a recent GS Safari R1200GSA rider who had come down from Sydney to test ride an ex-Australian Safari Honda CFR450 that was up for sale. You can read the GHR Honda Racing story here <http://ghrhonda.dirtbike.com.au> and 2014 BMW Safari at <http://www.bmwssafari.com/>.



I left Sydney Saturday morning under leaden skies. Undeterred I made my way to Windsor and southern end of the Putty Road. The Putty Road is legendary, makes for great riding, but not without its hazards, and over the years has seen too many deaths and serious injuries. Today the 175km Putty Road is sign posted 'Motorcycle Safety Enforcement Zone', code for generally two or more active NSW HP patrols particularly on weekends.

I passed my first checkpoint leaving Wilberforce after a nice bend over a crest, mmmm, without incident joining an increasing number of bikes heading north. The Colo Heights Servo is the 'sport bike' turn-point; note to self 'mention that to Top Gear Jeremy when next out'. The next land mark is the *Grey Gums Café* a popular coffee and food stopover for tourers travelling north or south and well set up for the rider with concrete hardstand, plenty of tables to spread out, toilets and biker friendly ambiance.

I joined a table comprising Sydney day-cruisers and a retired Queenslander who makes 3 trips a year to the 'Island for the Classics, World SBK and MotoGP variously with bike or car & van for onward travels.

Whilst here, my 2<sup>nd</sup> checkpoint drove by heading south, presumably having completed his most recent discussion and witnessed by those already at the café. A final word of caution, whilst signposted the Putty Road is steadily being reduced from 100kmh to 80kmh, meaning a roadside chat could easily result in a long walk home.

The final stretch of road leaves Bulga with adjacent impressively large holes into Singleton and on to Dungog. Dungog Shire is home to many fine riding destinations, outstanding scenery and one of the last bastions of roads made by hand – dig the hole, fill the hole, dig an adjoining hole, fill the adjoining hole and



*KRR Dungog Base Camp – The Bank Hotel. Unfortunately my camera skills do not do the 40-50 bikes parked out front on two streets and across the road much justice, but the Pub is friendly, has good food and cold beer.*



so on. Palerang council is another. To be fair they both councils have many kms of roads and a low number of ratepayers to either pay for roads or attract state government funds to build roads.

After Singleton, it was on to Dungog and Bank Hotel. Having completed the social hellos, eaten lunch and washed the parched throat, I left for the final 30kms including 15kms of dirt to the rally site. A working forest, the Chichester offers good riding and with today's dry conditions and recent grading my 50mm of suspension was untroubled – although you do have to dodge the occasional hole or rut, whereas the 800...



*The Telegherry Causeway, low today but in 'wet' years a raging torrent well left alone even for a 1200GSA.*

My early start and good time meant I had the pick of camping spots and chose one a short walk from the swimming hole. With the temperature now in the high 20's low 30's and having sorted my sleeping arrangements I was soon in the creek along with others for a swim. Fellow club member Steve Murray, winner of our 2014 Kosciuszko Rally prize of BMW 6 Evo helmet, doubled our Club's attendance but would not be enticed into the creek of 8-9°C having parked his caravan to Port Stephens and sea water of 20°C.



*BMWTCNSW 50th Birthday Cake. Photo: D. Ramsay*

I spent the afternoon doing the rounds catching up with old, recent and making new acquaintances including a contingent from BMWOCGC, some of who had also made the trip to our *National Motorrad Rally*. With dusk approaching, it was time for welcome speeches, raffles, celebratory birthday cake and awards. With a Club membership of two vs. winning club of 14, not bettering Port Fairy as a start point and holding losing tickets was no deterrent to a relaxed evening amongst like minded rallyists.

Lead organiser and Wanniasa resident and occasional ride companion Rob reported selling some 295 badges, allowing for the small number



who attend but do not buy a rally badge, suggesting more than 300 rallyists. There were noticeably fewer cars than in recent years. Personally a trend I would like to see continue, but with an ageing demographic an issue that all rally organisers are increasingly facing.

With the stars still bright and fire embers low, I made my way to bed lulled to sleep by murmuring voices and occasional mis-firing chainsaw or two. A little known benefit of my formative Naval career and 50+ person mess decks is the ability to sleep anywhere and almost under any conditions. Before I knew it, I woke to a fine dawn – & are they still talking – and BMWTC members preparing to cook their rally entry inclusive breakfast. This can be an involved affair, well empathised having crewed the coffee machine at the *Motorrad Rally* for some hours – without the benefit of a coffee!

Having planned my return trip via Oberon and coffee stop at my brother's weekender, I passed my breakfast voucher on to another rallyist and with the first bike leaving at ~0630, packed, said my farewells and was on the road at 0730.



*That's the 'control tent' bridging the access road, just as well I had planned on staying the night.*

I love riding in the morning and today was no exception – no suicidal road-crossing wildlife and more importantly you rarely come across 4WDs this early. Leaving the forest the ride into Dungog and on to Singleton was very pleasant. Not as good as the ride from Dead Horse Gap to Jindabyne, but then again I may have some bias in that regard.

Leaving Singleton my route was via the [Bylong Valley Way](#), Kandos and then on to Oberon. Another fantastic road, BVW has also become a favourite of the NSW Highway Patrol. Armed with some rally Intel I was on the lookout and prepared for the 80kmh speed zones and couldn't believe my good fortune when, whilst drinking a Bylong General Store coffee and munching on my breakfast sausage roll along with another early riser, the HP not only left the Bylong store but headed north; whereas we were going south.

It was not long before the temperature started rising, but with little traffic, I only stopped at Rylstone for petrol and fluids before an enforced stop outside Oberon. I ride with my visor up and sunglasses on, a practice not without its perils and reaffirmed today when riding past a clear felled pine forest observed ~30  
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bee hives across the road in a clear farm paddock. Mmmm, wonder what they're eating – S%^T BEES – too late he said, once again smacked in the face whilst trying to ride up a bee's arse. The resultant insect + sting had eluded screen, deflector, partially open visor and sun glasses before hitting me on the eyelid.

Another video moment would have seen my emergency stop, helmet removed, face wiped and jacket checked for the bee's remaining mates. With the benefit of hindsight, I now see this as a question of physics; the combined bike + rider's mass must at a given speed disappear up the [insert animal], aka custard beetle. Do I need to ride faster or get a smaller bike, another problem to be solved next ride.

Having recovered the demeanour befitting a BMW rider I went into Oberon just in time to see them wrapping up their steam extravaganza. One for a future calendar with several traction and stationary steam engines, early vehicles and machinery around on the verges, parks and trailers.

Following a quick drink break and hello with the brother, I rode on to Taralga only to find *Melinda's Café* shut again leaving me the quick ride to Goulburn for fuel before hitting the Hume for the run home. At least you can do an approved 110; all in all a great weekend, good riding and pleasant company apart from the bee, whose impact and after effects are only leaving me now some 4 days later.

## NEW TO RALLYING AND DON'T KNOW WHAT GEAR YOU NEED?

*Garry & Jane Smee*

A popular rally pastime is finding out who has what or recommends to take the basic out of camping. The following list is not exhaustive nor recommendations, but the listed gear does currently have pride-of-place in our front room for the Friday night 'rally-pack' and Saturday getaway. Once you have one night sorted, then you are set for any number of nights.

**Tent:** There are hundreds of different tents, sizes and materials for sale, but in my experience they average ~1kg/person for the better quality ones and 2kg+/person or more as the cost goes down.

Want to stand up in your tent? Easy, double the weight+ per person. You may need two bikes ☺

You'll also need to allow for an 'extra' person for gear, unless you want to leave it outside. I'd also recommend the use of a groundsheet – either manufacture option or polytarp to protect the floor from tears and punctures. Our current tent is a Mont Moondance 2. Check out their website <http://www.mont.com.au> or visit the Fyshwick store.



**Sleeping Mat:** There is only one brand here EXPED. There are many other mats in the market and I have even seen people sleep straight on the ground (without the benefit of alcohol), but once you have slept on an Exped you won't be going back. Up maybe, but not back.

Check the manufacturer's website for technical details here <http://www.exped.com/australia/en/product-category/mats> and available in Canberra from the up-market camping stores or on the web. They come in a range of sizes and we have some surplus larger ones for sale (see 2-up touring) ☺



**Chairs:** When I started riding to rallies sitting on the ground was fine and in any case I needed the room for the beer, ice & Stones. As I grew older and met Jane, we progressed to 3-legged steel then aluminium stools in the quest for comfort and weight reduction before buying two [Kermit Chairs](#) from Tennessee USA; there went the 'weight' saving.

Whilst *Kermit's* may be similar to the common \$10 'Director's Chair' wait until you sit in one and experience the difference. We and some other Club members have *Kermit's*, but for 2-up touring they had to go to make way for the beer, ice and Stones. They do get carried on the shorter or catered rallies, particularly where beer, ice and Stones are available and pre-mixed drinks for Jane.





The Helinox Chair 1, rated for 130kgs



The Kermit Chair with optional leg extensions. Also available is a cup holder and different colours

However, the current 'chair' and easily most popular on the touring and rally scene is the *Helinox*. Made from hi-tech alloy tube and offering both off ground and back support this chair packs up into a small bag without having to sacrifice the beer and stones. However, the ice had to go offsetting the *Kermit's* weight.

*Helinox* chairs and other bling are only sold online at <http://www.helinox.com.au>, but if you negotiate a bulk buy then do not forget to ask for a discount.

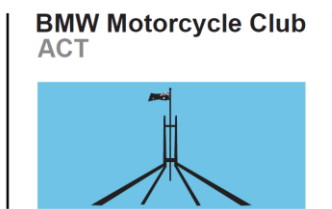
Jane and I have the pictured *Chair 1* but the manufacturer has since introduced the *Ground Chair* that may well overcome one shortfall of the earlier model, the legs sinking into soft ground.

**Stoves:** Well for Jane, it's a case of big Pub lunch on the way in, packet snacks in the evening and egg 'n' bacon rolls & coffee at the first stop the following morning. Throw in a catered rally and she's in. It's hard to argue with that and also saves on carrying food - leaving more room for, you guessed it...beer, ice and Stones. Okay then, pre-mixed drinks as well.

But, what about the back to basic rally or off-track adventure? I long ago gave away campfires for cooking on and for many years now have owned a Swedish Trangia stove <http://www.trangia.se/english/2916.start.html> that followed an earlier Optimus stove which waits patiently in the camping cupboard (& needed for the sub-zero rallies). The Trangia burns methylated spirits and Optimus Shellite liquid fuels; both pack up like Russian dolls that contain the stove, burner, pots, frypan and even a small kettle. There are a number of butane gas stoves on the market and separate cooking sets, but only these two pack up as a complete set. A worthwhile investment to the Trangia is the optional gas ring that replaces the Metho burner and connects to disposable butane gas cartridges. Whilst quicker, convenient and hotter, you do need to carry the gas cartridge and spares as they each burn for ~20 minutes. Whereas 500ml or 1-litre of Metho will keep you going for weeks. These and other stoves are available from the serious camping and outdoor shops in Canberra and online.



The Trangia Stove System (left) and optional gas burner that uses disposable butane gas cartridges available from hardware and camping stores



# BMW Motorcycle Club ACT Notice of Annual General Meeting 21 March 2015

## 2015-16 Nomination & Proxy Voting Form

Only a current financial member of the BMW Motorcycle Club ACT Incorporated (BWMCCACT, the Club) can nominate for and be elected to the positions of President, Vice President, Secretary, Treasurer, Editor, Ride Coordinator, Webmaster, Social Secretary or Membership Secretary. See the Club Constitution for details at [www.bmwccact.org.au](http://www.bmwccact.org.au).

I (insert name) ..... of  
(print address) .....,  
being a current financial member of the BWMCCACT nominate for election to the following Committee position(s):

|             |                      |             |                                       |
|-------------|----------------------|-------------|---------------------------------------|
| <i>Tick</i> | President            | <i>Tick</i> | Vice President                        |
| <i>Tick</i> | Secretary            | <i>Tick</i> | Treasurer                             |
| <i>Tick</i> | Membership Secretary | <i>Tick</i> | Ride Coordinator                      |
| <i>Tick</i> | Editor               | <i>Tick</i> | Social Secretary                      |
| <i>Tick</i> | Webmaster            | <i>Tick</i> | Volunteer Assistant (for record only) |

*The Volunteer Assistant recognises a person who wants to assist the Committee and Club*

Club members do not elect the Club's Public Officer or BMW Clubs Australia Delegate (for the following year) who are appointed by the President having consulted the Committee.

|             |                |             |                              |
|-------------|----------------|-------------|------------------------------|
| <i>Tick</i> | Public Officer | <i>Tick</i> | BMW Clubs Australia Delegate |
|-------------|----------------|-------------|------------------------------|

**If you are unable to attend the AGM, the Public Officer can act as your proxy *only* if he or she receives your completed nomination form before the AGM commences. I have advised the Public Officer of my voting intention for the listed Agenda**

**A financial member of the Club must second all nominations (not required for proxy voting).**

I (insert name) ..... of  
(print address) .....,  
being a current financial member of the Club second this nomination.

.....  
(signature of nominee)

.....  
(signature of seconder)

.....  
(print date)

**Return this completed form to the [secretary@bmwmccact.org.au](mailto:secretary@bmwmccact.org.au) as a PDF file or @mail marked for the Attention of the Secretary, BWMCCACT PO Box 4042 Weston Creek ACT 2611 by 13 March 2015.**



## 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@bwmccact.org.au](mailto:Editor@bwmccact.org.au) along with your name and a caption. If that is too hard, then your picture will go in without credit!



With not long until my 3-months of summer redgo runs out, the RS and I took a day trip via Uriarra Crossing, Fairlight and Wee Jasper (turn right) to Yass for coffee before returning via Murrumbateman, Sutton and Queanbeyan. All up around 200 kms depending on your start and finish points.



Café Dolcetto, left hand side (going south) Yass Main Street, look out for this as an alternate breakfast/lunch run. Alternatively, if you cannot wait here's the [Google Map](#).

Apart from a couple of km's of dirt between Uriarra to Fairlight, that you could almost roller-skate on, the road is sealed all the way. No problems.

Nip past the almost standard RBT/Licence check/Speed Trap in Murrumbateman and you should have a good ride and usually little traffic.

Look for a repeat of this trip in the ride calendar or after a monthly meeting.

Garry Smee.