

BMW CLUB

2004

Shaft Drive Lines

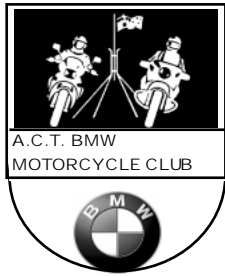


ACT BMW MotorCycle Club Inc

Member of the International Council of BMW Clubs



october 2004



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Meetings:

When: **Fourth Monday of each month**

Where: Italo Australian Club, 78 Franklin St FORREST

Time: 7:45pm

Next Meeting : Monday 27 September 2004

Membership:

Membership fee is \$40 per year . A small joining fee applies to new members and includes your membership badge. A membership form appears in the back pages of this magazine, or you can obtain one by writing to :

The Membership Secretary
ACTBMWMCC
PO Box 1042 WODEN ACT 2606

**Please advise the Membership
Secretary of changes to your
contact details.**

Activities:

Club runs and social events are detailed in the *What's On* page in this magazine. The Club endeavours to have at least one organized run per month. Suggestions for runs and activities are welcome to the Ride Coordinator or the Social Secretary.

Every effort is made to make the information on the *What's On* page accurate but changes to meeting times and places etc can occur between publication dates. Members will be reminded of rides, activities and general information by email. If your email address has been changed or your box is full, we can't contact you, so advise the Ride Coordinator of changes to your contact details. The most up-to-date information will be posted on our website <http://www.actbmwmcc.org.au>

Participants in Club activities are advised and reminded that they do so at their own risk and are fully responsible for their own riding. Please obey the law at all times and ride with your safety and the safety of others in mind.

Kosciuszko Rally:

Will be held on 23/24 October 2004 at the Geehi Hut campsite near Khancoban NSW. A portion of proceeds is donated to the refurbishment of The Canberra Hospital, Cardio-Thoracic Unit's patients/visitors lounge.

Charity Support:

This club proudly supports the Cardio-Thoracic Unit of The Canberra Hospital.

Web Site: <http://www.actbmwmcc.org.au>

Check the web site for updates of rides and social events.

About 'Shaft Drive Lines':

Relevant Contributions to this Club Journal are most welcome, and should be directed to the Committee at any general meeting, or posted to:

The Editor, Shaft Drive Lines
ACTBMWMCC
PO Box 1042
WODEN ACT 2606

or email to editor@actbmwmcc.org.au

The deadline 10 days is before the next meeting. All disks & photos etc. will be returned upon request.

Articles and photos sent as attachments to be in Word format or JPEG format respectively. Please keep photos separate and do not embed them in your document. When you send attachments to emails please use the alternative address:

editoractbmwmcc@yahoo.com.au

Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc.

Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

Privacy of Club Member Information

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a declared policy as regards *Privacy* and *Spam*.

Details of the Club's policy were given in our May 2004 newsletter.

Any members who have queries should contact the Club President in the first instance, or alternatively, raise these issues at the Club's monthly meeting.

This month's cover:

Upsidedown Greg on his outback adventure — read all about it in this issue.

The Presidential Hookah



Great to be back in Canberra after a few weeks away, firstly for a week on our Ranges Ride, and then a week in Cairns (beautiful one day sunny the next). Glad to hear that everyone made it back from the Ranges Ride without too many incidents apart from a few bikes that fell over, a bit of rain and hail on the return, and four punctures! A few of us are now quite proficient with the BMW tyre repair kits!

We experienced some terrific twisty roads and it would be hard to pick a favourite. Some of the following would have to be the best in NSW: Bell's Line of Roads, Windsor Putty, Thunderbolts Way, the Oxley Highway, the run across from Armidale to Dorrigo, the Gibraltar and Tenterfield ranges to name a few. The group who completed the entire trip will no doubt be able to tell you about some more that they enjoyed having added some five thousand kms to their clocks.

Over 20 of us will have been to Bermagui for our annual overnighter with the NSW BMW club by the time you read this so I hope those who participated enjoyed the social side of things and the ride down. The club will also have been represented by a group (convoy might be a better description) of K1200LTs ferrying celebrities around Manuka oval prior to the ACT AFL grand final. I hope the playing surface is not wet otherwise we may need a tow truck to dig them out.

Events to put in your diaries are the club concours and brunch scheduled for Sunday 10 October at Tidbinbilla Space tracking station – so get that polishing cloth out – the MotoGP at Phillip Island on 15-17 October – Colin Ward, Olaf and Cheryl Moon and Peter and Fiona Oliver are a few of our members who are going down – have a yarn to them if you want to join in.

The 22nd annual Kosciuszki Rally happens at Geehi Hut on the Alpine Way, on 23-24 October. You should try to make the rally as it has to be in one of the best camping spots in the Alps

and has some great roads to get you there – Colin Ward, Mark Edwards and myself went via the Elliot Way, Tumberumba and Khancoban to make it a bit longer ride one year – no it wasn't to avoid paying the Park entrance fee. The Alpine Way will also provide a lot of entertainment if you take the shorter route. Hopefully the weather will be kinder this year.

November will also be a big month with the BMW Safari in Tassie – 5-13 November, the Snowy ride - 13 November and a run out to Temora for the air show. Don't forget also to have a look at the Airheads ride schedule and the gravel surfers if you want to get dirty. Greg – Upsidedown - Barber recently attended the Off Centre Rally which was held this year at Innamincka via the Flinders Ranges. He covered just over 4000 kms of which some 2500 were on unsealed roads – I hope he didn't get any scratches on his GS!

Well enough from me – the weather is getting warm enough for even you less hardy types – so get the battery charged, get it out of the shed – get your leg over and come on out!

Safe riding
Peter

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Welcome to new members:

Ian and Katherine Davey

- R80RT
- Yamaha SR250



A cold and foggy start from Hall on the Ranges Ride.



What's On - Rides, Events & Meetings

Club events are highlighted

Next General Meeting is on Monday 27 September
Sunday mornings now at the Arté Café, Bungendore

September 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

- 25-26 Weekend at Bermagui
Annual club event
- 27 General Meeting
7.45 pm Italo-Australian Club, Forrest

October 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- 6 Chomp and Chat — 6.30 pm Red Sea Restaurant, 47 Northbourne Ave Civic (Melbourne Building)
- 10 Sunday (alternative) brunch combined with the Club C onours at Tidbinbilla (see opposite for details)
- 14 Committee Meeting
- 15 -17 Philip Island Grand Prix
- 23 - 24 Club's Kosciuszko Rally at Geehi Hut
- 25 General Meeting
7.45pm Italo- Australian Club, Forrest

November 2004

Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

- 3 Chomp and Chat — to be advised 6.30 pm
- 5-12 BMW Safari Tasmania
- 7 Mystery Ride with Alternative Sunday Breakfast
- 11 Committee Meeting
- 13 The Snowy Ride
- 22 General Meeting
7.45pm Italo-Australian Club, Forrest
- 22 *Last day to book and pay for Christmas Dinner*
- 27-28 Day/Overnighter to Young / Temora

2 December - Christmas Dinner

This year's Christmas Dinner and Presentation night will be on Thursday 2 December from 7pm at the Restaurant in the Australian Botanic Gardens. See separate flyer for details.

RSVP and payment by 22 November essential. Places are limited so **BOOK NOW** and have a great evening!

NOMINATIONS (and accompanying story) are also invited for the annual 'step off award' - so think back over those usually embarrassing, occasionally funny and sometimes painful events of 2004.

More What's On

10 October - Club Concours

The monthly alternative Sunday breakfast will be combined with the Club Concours event at Tidbinbilla ... and breakfast will be brunch. **See full details on this page**

15 - 17 October - GP - Phillip Island

Still looking for expressions of interest at this stage. who would like to go as part of the Club group? Contact Colin Ward or Olaf Moon or Peter Oliver if interested and then following straight on ...

23-24 October—Club's Kosciuszko Rally at Geehi Hut

Our Club's annual rally and a fun weekend for every one. This year it's BYO everything—camping gear, food, drinks but firewood will be available. Entry fee is \$15 per person payable on arrival. Prizes, raffles, good times assured.

See page 21 for more details

5 - 13 November - BMW Safari Tasmania

See details at the website:
www.bmw-safari.com

7 November - Mystery Ride

... is still a mystery, but remember that it's the first Sunday of the month, so it's an 'alternate breakfast' Sunday. 8.30 am departure from the usual locations—Shell Gateway at Mitchell and 'Red Rooster' Queanbeyan.

13 November 'The Snowy Ride'

Destination: Thredbo. An annual fundraising event for the 'Steven Walter Fund' the Children's Cancer Institute of Australia. "The 2003 ride was enormously successful with 2100 riders attending - from all over. It is not a race or rally, it is meant to be an enjoyable safe ride through some of the nicest riding areas in the country" There is an entry payment of \$50- which includes a raffle ticket in a major draw of a donated Honda. Not a Club event, but let us know if you're interested in getting together and travelling as a Club group.

27—28 November - Temora and Young

Day ride, or optionally a weekender, for the Young Cherry Festival and the Temora Airshow and Museum. The Airheads are riding to Temora on Saturday 27 November.

2 December - Christmas Dinner

At the National Botanic Gardens Restaurant, Acton.
\$45 per person. Make sure you book early!

For details see enclosed flyer **OR, for electronic newsletter members, see next page for details and booking slip.**

11 December - MRA Toy Run

2004 Club Concours

Time to show off!

Get your pride and joy out (BMW that is), dust it off, wash it down, give it a polish ... and come along!

The categories are:

1. Cruiser
2. Tourer
3. Sports
4. Roadster
5. Off road/Dual purpose
6. 'Rat' Bike
7. R-Series Classic (pre 1970)
9. R-Series Post Classic (post 1970)

Note: You may enter in any two categories but can only win in one.

Totally impartial judges guaranteed!

Prestige! Trophies!

This year the Concours will be held in conjunction with a Sunday breakfast run to the Moonrock Café, Tidbinbilla Deep Space Tracking Station.

Depart from Rolfe BMW at 9:15am sharp, for a 10:00am brunch at the Café. Cost \$12.50 per head for a buffet breakfast of eggs, bacon mushrooms, tomato and toast, tea and coffee.
(Does not include espresso).

As the Concours will be within the security area of the Station, you MUST let us know if you are coming, so that we can arrange access.

We also need numbers intending to come along for breakfast.

Please let John McKinnon know by Sunday 3rd October, by email to rally@actonwmcc.org.au or phone

6291 9438.

**The ACT BMW Motorcycle Club invites all members to the
CHRISTMAS DINNER AND PRESENTATION NIGHT**

Thursday 2 December 2004 from 7.00pm

**The Australian National Botanic Gardens Restaurant,
Clunies Ross Street, Acton**

**Cost: \$45 per person for a three course buffet dinner and
drinks (beer, wine, soft drinks, no spirits)**

Dress: Smart casual with a LOUD Shirt

**RSVP to rally@actbmwmcc.org.au or phone Leah or John
McKinnon on 6291 9438.**

**Full payment by cheque to the Treasurer, ACTBMWMCC,
PO Box 1042 Woden ACT 2606 (with completed tear off
slip below) or pay cash at the meetings or breakfast.**

Full payment MUST be made by Monday 22/11/04.

**Numbers are limited to sixty people so book early to avoid
disappointment.**

I / we will be attending.

Name _____ (please print)

Number attending _____

Payment @ \$45 per person _____ (no refunds)

Airheads Ride Schedule: October/November

Airheads is a group of motorcycle enthusiasts who ride to different destinations in the district weekly or fortnightly depending on the season. The schedule includes short Saturday rides suitable for older Airheads alternating with longer rides and overnights more suitable for modern machines.

Where: All Airheads rides start from the Ampol Servo, corner Federal Highway and Antill St, WATSON

When: Departure time: **October: 9.30am; November: 9.00am**
(overnights may commence earlier, please phone to confirm.)

Contacts: Peter Wilson - 0402 248 553 or Peter Robleski - 0407 280 477

Saturday October 2: **Bungendore (120 Kms return)**

Ride to Bungendore via Barton Hwy to Murrumbateman, then onto Murrumbateman and Bungendore Roads. Morning tea at Bungendore and return via Mac's Reef Road to Canberra.

Saturday October 16: **Goulburn (200kms return)**

Ride to Goulburn via Bungendore and Tarago; morning tea at Goulburn; back to Canberra via Breadalbane, Gunning and Gundaroo.

Saturday October 23: **Gunning (150kms return)**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday October 30: **Eden (overnighter)**

Ride to Eden via Cooma, Bombala and Cann River. Visit the local attractions and stay overnight. Return to Canberra via Candelo, Bemboka, Nimmitabel and Cooma.

Saturday November 13: **Braidwood (160 Kms return)**

Ride to Braidwood via Mac's Reef Road and Bungendore. Morning tea at Braidwood then return to Canberra.

Saturday November 27: **Temora (approx. 400Kms return)- early start 8.30am**

Ride to Temora via Bowning, Binalong and Harden and attend the Temora Aviation Museum's flying day. Return via same route.

* Airheads rides are also approved ACT Vintage Veteran and Classic club rides. This schedule can also be seen on the web at www.actbmwmcc.org.au. Note that rides may be changed by general agreement. Oilheads and Waterheads welcome!



2004 TJ's TYRES TOURING COMPETITION

For ACT BMW Motorcycle Club Members

Hal Caston of TJ's Tyres

Hal Caston of TJ's Tyres sponsors the competition and will give the major prize - a set of tyres up to the value of \$450.

The competition runs from May 2004 to February 2005. Members gain points through photos, (i.e. of member, bike, location/sign), like under the previous rules, or by attending club riding events.

Point scoring is weighted to encourage long distance touring and regular attendance at club rides, which include Airheads and Gravel Surfers organised and advertised rides

DETAIL OF HOW TO SCORE POINTS AND WIN ARE IN PREVIOUS ISSUES OF THE NEWSLETTER AND ON THE CLUB'S WEBSITE. A photo at TJ's Tyres is compulsory for entry into the competition.

'At the ACT Veteran Vintage & Classic
MCC's Gluhwein Run ...



Our Pres Warns ...

'Don't Lose Your Sunglasses'



Peter tells us of a few of the hazards of long distance touring ... and of Irish clubs?

You know how it goes when you are heading off on a longer trip on your bike – you have to get into the habit of keeping your gear in the same spot or otherwise you are in big trouble. Fat plugs in the bottom left, keys and change in bottom right, mobile phone in top right, wallet always in the secret pocket – unless you try the wrong jacket – ask Dave Morgan etc. Well even though I commute by bike each day, it still takes a little while to get into the routine of storing gear in the same place every time when you travel. Bike keys are always a worry.

I can remember losing a set of keys on one of the club rides to beautiful sunny Lockhart – just got off the bike – got the gear out and then no keys – people always offer to help which is more embarrassing – turned out they were in a different pocket in my new jacket which had eleven pockets some of which I had not discovered. I now always carry a spare in the top pocket – well I think they are in the top pocket. I also have a spare set for Bruce's machine which I should return!

Well we were about to leave on the third day of our Ranges ride from Port Macquarie. Bruce has had his bike running for about ten minutes and the fairing is in danger of melting with the heat from the exhaust while I try (without being too obvious) to find my sunglasses. Now these are not ordinary sunnies – they are near \$400 prescription jobs – so even though the day is overcast, I am a little bit keen to find them. Not in the usual spot – top left pocket – not in the top box etc. – perhaps I left them in the room – back up the stairs – no – back to the bike – check the top box again – no luck.

Well I reckon being as I am so careful with such things, I would find them in one of my panniers – and with Bruce's bike exhaust now glowing orange, we head off to Dorrigo via Walcha, Uralla and Armidale. It is a tad hard to concentrate on ones riding while going step by step though the last sixteen hours, and being very cranky with oneself at the same time, but I reckon that it might have all come unstuck after we went down to the Irish club for a bit of a quiet drink in Port Macquarie.

John McDonald had suggested it, but Bruce voiced a little concern, as it was only about 3pm in the afternoon, and this he naturally thought was a tad early to settle in for a few drinks. So nevertheless there we were Bruce, John McDonald and John Alexander having a few schooners of Kilkenny and other foreign substances. John A was getting stuck into the squash to give his liver a breather.

The drinks were going down very well when my mobile phone rings – which is unusual in itself as I try to leave the damn thing turned off so that people don't ring me. I remember the phone was in my hat with my sunglasses.

It was Colin – turned out he was not happy with the accommodation which we had rearranged on our arrival because the manager had stuffed up – and had moved us and our gear to another room. Having gained a reasonable glow by this stage due to the lovely ambiance of the Irish club, this did not present as a problem, and I think we finished off a few more drinks before heading back to the motel. I was busting to go to the loo for some odd reason, before we headed off to the bowling club for the evening meal, and as Colin had not left a key to our room, I had to get the motel owner to let me into our previous room to relieve the pressure. Needless to say because of our little excursion to the Irish club, this information was not stored in my memory banks.

So there we were heading up the wonderfully twisty Oxley Highway with a great deal of concentration required on every corner, with me trying to work out where I had lost my bloody expensive sunnies, while continuing to admonish myself for losing them and telling myself to forget the damn things and concentrate on the bloody road. We stopped at the café at Gingers corner as Jimbo had recommended the spot, and I proceeded to spread the contents of both panniers and top box on the lawn out the front – no sunnies! Bugger must have left them at the Irish club.

Martin caught up at this stage and we headed off to Walcha – where I would phone the club and buy a set of clip-ons. Three phone calls later at the post office – no mobile coverage at Walcha – neither the Irish, the bowling club nor the motel had found any sunnies. Plus there were no clip-ons in Walcha – cokies have no use for them because of the big wide brimmed hats I guess. I decided I would try in Uralla and if all else fails in Armidale. No clip-ons in Uralla – wide brimmed hats again I guess. I told the lads that I would slip down to the shops in Armidale so they should press on without me, but Martin kindly suggested that he and Bruce would wait for me at Ebor falls.

No clip-ons at three chemists in Armidale, bugger, waste of time and as the boys will be waiting I had better head off. But about 10 kms out of Armidale she starts to get that flat tyre wobble – another puncture. BUGGER! Lost my \$400 sunglasses and now probably \$280 for a new tyre – 3 days only and it was turning into an expensive trip. The bike was on a gentle down-hill slope so it was difficult to get it on centre stand so I could spin the wheel to find the hole. Chocking both wheels helped and there was the bloody hole – still better than the last puncture when I had only done 1000 kms on a new tyre. Because the verge was very narrow I was close enough to the traffic to get my cap blown off

a few times-very exciting – but I could fix punctures – well not the one in Tassie – but no worries we had done it in Ian's shed on a club technical day. I did however think I should call BMW roadside assistance as back-up.

So I turned the (really useful at this time) mobile on to make the call – and the damn thing starts to give me that flat battery noise. So I hurriedly get onto BMW roadside assistance and I get this little lady who I think was in the Philippines, not just by her accent, but what she didn't appear to know about the geography of Australia and the NSW tablelands in particular. She was also very new at answering calls for assistance and I reckon she was reading prompts off a card – so it was a very slow process – with the low battery beeper as accompaniment. But she finally worked out where I was and promised to ring me back with the rescue service so I could speak with them direct – which she did.

Meanwhile I had managed to plug the tyre and got 22 psi in with 4 bottles (must buy one of those pump thingies so that you don't lose so much gas) and called the rescue service - they were still trying to work out what vehicle to send out to rescue me – I told them they would need a truck with a ramp as my bike has had a few trips on such devices already - but as I had repaired the tyre I would ride slowly back to Armidale and get in touch again if needed.

By this time it is getting near 3.45 and I am thinking the lads will be getting a tad anxious – I left messages on their mobiles but no coverage in Dorrigo – or Ebor of course for that matter. \$330 for a new tyre plus a replacement repair kit and I am on the road again having called Ian H and Bruce again to tell them not to worry. Being in a hurry I realised at the outer suburbs that I had forgotten to pick up the replacement tyre repair kit so a third trip back to Armidale.

The usual message is to take it easy for the first 100 kms on a new tyre but the ride down to Dorrigo - after the first 60kms was a hoot – with a little concern for the large leaping furry things as it was about 4.30 by this stage – I even forgot about the bloody sunglasses. I rolled into the car park at the pub as it was getting dark to be met by the lads who were about to mount a search party to look for the wreckage, and Bruce was very happy to tell me that my sunglasses had turned up – I had left them in the original room when I used the loo the previous day and the new occupants did not discover them until they were packing up to leave that morning. Needless to say every time we stopped after that Bruce asked very thoughtfully if I had my sunglasses.

So the moral of the story – don't go into Armidale to buy clips-ons or you will get a bloody puncture.

Peter

Day 1 of the Ranges Ride ... leaving Hall



Fiona and Peter Oliver



Ian Hahn ... about to get the very new bike both wet and dirty

(Thanks to Taffy for photos of Hall departure)

Dancing With Clouds'

By Olaf Moon

September's 'alternative breakfast' was to the Paragon Café in Goulburn, followed up with a ride to the Thirlmere Railway Museum.

Olaf describes what turned out to be a very eventful day.

Sometimes, when you roll out of bed on a blue-sky day, there is little portent of what is to come. The Saturday "airheads" ride was nominally headed to Harden at 10am, but flight took to fancy and the three riders stopped in Booroowa at the fabled but rarely visited Clock Café (at the top end of the main street on the right). Ullie, a printmaker from Queensland of indeterminate age, invited herself along on her black 650 GS with Peter and I, after simply catching site of BMW bikes at the petrol station. As we rode clouds built into huge impressive stacks, tempting me to slow to a crawl just to ogle their purple splendour, but we managed to dodge most of the rain to the lunch stop and were barely dampened on the way home. The rabbit pie and salad were good enough to return to, another day.

Those same clouds were a little more distinct on Sunday morning, but that did not deter six riders and two pillions from saddling up at the Red Rooster for the "monthly special ride" to Goulburn via Tarago and mega-breakfasts at the infamous Paragon Café, complete with golden gilt work, and glass. I'm sure I ate breakfast for two, a good thing as it turned out, for lunch would not be had until mid afternoon.

Riders on three bikes decided to continue on towards Thirlmere, a train station and village on the south-western edge of Picton and a few kilometres to the west of the Hume. Ray was in the lead, plus David and Sue and myself as the third. Luckily, all of us were set up with UHF CB radio, which was to prove quite useful as the day progressed. Ray took us on a superb ride through one small village after another, with less than 3 kilometres on the Hume Freeway itself.

The weather became more and more atmospheric, with the clouds from yesterday building progressively higher, upwards of 20,000 feet. Those with a pilot background (Ray) or sailing bent (Olaf) were automatically picking up the electric weather conditions in the NW, but they were soon apparent to all travellers. The clouds packed up like huge piles of marshmallows, with blue sky and sun surrounding them. At one point, we had a fine shower of rain, with warm sun - together! Across the distant ranges, squalls were passing through with their blackened heads hanging as dark curtains, but our wandering trail seemed to dance around them all morning, with merely a few drops raining down through the first half of the day. Sometimes we chased the clouds up a valley and at others, they came across the plain and closed in upon us.

We arrived at the Thirlmere Railway Museum in warm sunshine, paid our \$10 and wandered around the hundreds of steam engines and carriages, most of which were open. It was a popular spot on Fathers' Day, with parents photographing their kids clambering on engines and burrowing in the coal dust. We took a few too. For the nostalgic it is quite a place, with acres of tin sheds covering the rarer models. The largest is a Garrat articulated steam engine weighing 263 tons and having eight driving wheels down to a tiny "Thomas" engine. A snapshot of some of the collection can be found on their website at www.nswrtm.org.

Most of us phoned our fathers from here, all of whom seemed particularly interested in this train museum that they had not even heard of, but now planned to visit. There are also steam train rides from this site, but we did not arrive early enough to take the seventy-minute trip.

We rode out, minutes ahead of the next squall, and headed for Berrima. Passing through Mossvale and Berrima was a trip back in time for each of us who had travelled this way on the old Hume Highway, probably 20 years before. A few kilometres down the road at Berrima, we stopped for coffee and raisin toast. This proved to be a well-timed decision, as the heavens finally opened and a deluge crashed onto the tin roof of the café - a peaceful and reassuring sound when you're inside!

This was a pre-cursor to a series of showers that followed, and would end up with snow and hail at Marulan. We carefully dressed in our full wet weather gear including jacket liners, over pants, neck gaiters and gauntlets and sallied forth into a maelstrom. The road was like a wild hog, black, oiled, slick and filthy. Counter steering into corners was undertaken with all the finesse I could muster, as the front tyre squirmed on the road, and visibility dropped to semi-darkness at 4pm. Street lights came on an hour ahead of their time as we headed out of town.

Strangely enough, we all seemed to feel fine. "Fine" is relative to expectations I suspect. Having joined the elements well prepared, we were quite dry and warm, although travellers at the Marulan truck-stop thought we were totally mad as we pulled in for fuel. "It's snowing just up the road" one man told me. "Watch for the four car pile-up about five k's up," said one woman.

Sunday drivers on the highway were just insane. At 110 km per hour, I was being overtaken by anything with a motor, from semi-trailers and buses to utes and minis. Clearly there had been some drunken ute-fest in Sydney. By mutual agreement we upped our speed to about 120km/hour to maintain consistency with the general traffic. I followed Ray's single tail-light. Water fishtailed from his rear wheel, like from the rudder of a planing yacht. A round his

'Dancing With Clouds'

machine a halo of foam and spray enveloped him, augmented by the huge wash from semi-trailers.

In an attempt to improve my visibility, I lowered my bike screen to allow the wind to clear the rain from the helmet visor, but also in a desperate attempt to protect my CB radio propped up on the dashboard. Ray's radio, mounted on the rear of his bike and covered by a plastic bag, drowned soon after Marulan, and David's was not far behind I guess.

At this point, things started to get very weird. The sky was black as the ace of spades with huge rain curtains threatening from every side. A mass of red and blue flashing lights heralded the first accident ahead – a bunch of vehicles in the mid line, a BMW car stoved into the screen and cops everywhere. A sixty-series Landrover passed me

on the inside, with a young child playing his Gameboy visible through the rear window. Fifteen minutes later, we crawled to a stop, to find the same vehicle on its roof on the verge and camping gear spread over a hundred metres. An Army convoy had stopped to help the kids, who by this time were out lying on the embankment under blankets and tarps (and who appeared to be dazed but otherwise fine). Dozens were helping so we pressed on, passing the snow and hail that gave the roadside a very clear definition.

The rain never let up, so I waved goodbye to Ray on Yarra Glen and headed home, very carefully around those wet roundabouts. I reflected on a great weekend's riding – 750 km of it plus some well learnt lessons in rough weather travel. But those rolled cars haunted us through the night – there but for the grace of God go I.



The Vice Report

There is never a good time for a puncture. Mine happened on the second last day of the Ranges Ride (the only really wet day) about 25 kms from Stanthorpe heading towards the NSW border at Wallangarra. I was cruising along at around the speed limit being buffeted with wind and spray as the semis also travelling at around the speed limit rocketed past heading north. On a straight section of road with the verge just wide enough for the centre stand between the drain and the road I experienced that sinking feeling. The back of the bike got all soft and began to wander. I rolled off the throttle desperately searching for a suitable run off where I could tend to the problem. No such luck.

Perched on the verge between the edge of the bitumen and the drain I applied the centre stand. One look revealed that the rear tyre was in need of a repair. Of course I had a puncture repair kit, doesn't everyone? Got that out and began to search for the puncture hole. The trucks continued to rocket past and I soon realized I need to have things covered or I would be chasing them everywhere each time a truck went past. The rain has eased off by this time but everything was wet including me.

Whatever had caused the puncture was no longer in the tyre. I followed the diagrams on the instructions (in several other languages excluding English) and used the reaming tool to clean the hole. Selected a widget fitted it to the tool and attempted to apply the glue. Seems this stuff has a limited shelf life and mine had expired. The first widget failed and it appeared that perhaps the glue was necessary to get the widget into the hole. I applied some liquid soap and the second widget worked. About then Dave Arton turned up and provided his glue.

Three or four cylinders later and there was about 22 psi in the tyre. Must remember to ensure my tyre gauge is packed next trip. Off to Wallangarra and some more air saw us safely albeit very wet to Glen Innes. Next morning dawned clear but frosty and my tyre had that same sinking look about it. With no likelihood of a replacement tyre in the town (the Yamaha dealer was not interested in talking to us) I had the tyre plugged by the local tyre dealer. By Tamworth there were no signs of a problem so checked with the motorcycle shop and was surprised to learn that the plugs were commonly used.

After a long day I arrived home and settled in for dinner and a glass of wine and began to recount my experiences of the last two weeks. There were two other punctures both of which resulted in new tyres so I didn't feel too bad. I have since replaced my repair kit, purchased some widgets and some gas bottles and am now just looking for the glue. Prices vary for the kits with Rolfe being very competitively priced.

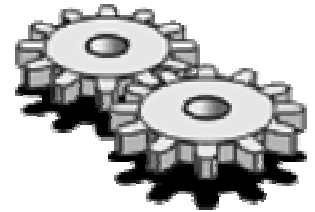
On the Oxley highway from Walcha to Port Macquarie I came upon one of those winding road signs. This one said 88 kms of winding road.

So many roads and so little time.

Colin Ward

PS I can do a deal on a pannier with a porthole.

'Bike to Bike Comms' - Part 1



In the first of two articles, Ray Coxon, our technical ace on all things electronic, writes about bike to bike communications.

What is it?

In the August 2004 issue, I discussed some aspects of rider-to-pillion communications and this month is about communication between motorcycles. Now, clearly this means two-way radios on each motorcycle with the earphones and microphones wired into our helmets. I don't want to know about telepathy, hand-held radios, hand held microphones and the like.

Now the two freely and cheaply available types of radios available for this purpose are the two-way CB radio and the mobile phone. Both these radios have their advantages and disadvantages.

Two-way radio

The two-way radio is an open channel form of communication, meaning that when you talk, everyone listening on that channel will hear you, whether you or they want to or not. Sort of like yelling across a crowded room.

You have no privacy and every one can hear what you are saying. This is good if it is something you want all to hear, but bad if it is something embarrassing or private you only want one person to hear.

Assuming a helmet wired with earphones and a microphone, all you have to do to talk is press a button on the handlebar to converse with someone. For two or more people to talk between motorcycles they will all have to have agreed on and set their radios on a specific channel.

Two-way radio is essentially limited to line-of-sight signals. This is not strictly true (especially with 27 Meg CB) but you can buy a book on radio theory if you want a more scientific explanation. Suffice to say for practical purposes, two-way radios communicate line-of-sight, which means loosely that if you could see someone with a telescope you could talk to them. You can't talk if there is anything substantial between the transmitter and the receiver, like mountains or the curvature of the earth.

Mobile phone

Mobile phones are point-to-point communication like the telephone that they are pretending to be.

Now the big problem with cellular phones as they currently exist is that they can only communicate with a cell.

This means that your phone needs to have line-of-sight communications with a nearby transmitting and receiving

station belonging to your provider (one belonging to another provider won't do). The person you wish to talk to must also have a line-of-sight communications with a nearby transmitting and receiving station belonging to their provider. Then and only then can you talk with that other person.

Once you have communications with your cell however, you can now talk to any telephone in the world. Possibly you may not be able to contact the guy on the K1200RS three bike-lengths in front of you if he is using another phone carrier.

Operating a mobile phone on a motorcycle is probably far too complex to be safe in anything but freeway conditions.

Fumbling for small buttons is not practical while wearing the armoured gloves essential for motorcycle operation. Also taking your eyes off the road to read very small screens is not conducive to a long life. I suspect that answering a call would be all that can be managed safely and that anything more complex would involve stopping.

Like a phone however, you can only talk to one person at a time. Telling three or four bikes that you are stopping for a pee would involve

that many phone calls, and even using speed dialling, that is a lot of attention that is not on the road.

Now in theory, I guess you could have conference line hook ups between multiple phones while riding but I am not going there either.

Which is best?

The two-way radio is the only game in town for motorcyclists who want to talk to other people riding with them.

I think that for more than two people in a group, mobile phones are not practical for Bike-to-Bike communications. Not impossible, but probably dangerous and definitely using the wrong tool for the job.

Some Wisdom

I have been riding and using radio (in aircraft) since the mid sixties. While I don't pretend to have all the answers to everything, I have learned a few things that may be worth thinking about.

You have two ears and one mouth. You should listen and speak in that 2:1 ratio. It is especially important when communicating between riders (the persons in control of the motorcycles). If you don't have anything to say, just listen.

In flying we have an axiom "Aviate, Navigate, and Communicate" in that priority. This means that if you are



'Bike to Bike Comms'

busy, make sure that you are stable (not about to fall over), and if you have some spare brainpower, check that you are not about to hit something, and only after you have sorted both those aspects, then you talk on the radio. Many an aircraft has crashed while the pilot was busy talking about the problem instead of fixing it. The parallels with using a two-way radio while riding a motorcycle are fairly clear.

Less critical but useful advice if you are not to be a complete dork: "Please put brain into gear before engaging the microphone switch."

Do you really want to do that?

The simplest solution I can offer to the Bike-to-Bike communication problem is to ask yourself if you really want to talk to anyone while you are riding. For reasons of safety, or just because you value that time where no one can bother you, you may just decide you would rather stick pins in your eyes that have a two-way on the motorcycle. Technology problem solved in the simplest and cheapest way – just don't do it!

I have noticed that there are many people in motorcycling that want to tell others how to ride. This can be how fast, how close or just how to do it better. Don't install Bike-to-Bike communications on your bike if you have someone like this around you.

If you are new to motorcycling or new to two-way radio and especially if new you are new to both, I recommend that you don't have Bike-to-Bike communications. Your life depends on you riding within your limits for the conditions and your level of fatigue. Only you can make those judgements.

Also some people just like the sound of their own voice and will talk continuously. Before you fit a two-way radio, be sure that you want all that in your helmet with you.

What are the options

If you decide to ignore the last few paragraphs and fit a two-way radio anyway, then we should discuss some of the issues around what sort of radio and what sort of installation. There are four main areas of discussion that seem obvious to me:

1. The type of radio?
2. How big a transmitter?
3. How you will transmit?
4. What sort of installation?

Type of Radio

The two-way radio can be either 27 Meg CB or UHF CB. It can be a hand-held or designed for in-car mounting. It can be a budget model or it can be a full-blown model with scanning, coded squelch lifting, SSB (27 Meg only) and some even have remote control panels.

My recommendation is go for the smallest, cheapest and simplest you can find. There is not a lot of spare room

for equipment on a motorcycle so small and simple works best. Also there is not much opportunity for messing with little buttons and controls anyway, what with bitumen-proof gloves on and a need to pay attention to the road at all times.

The 27 Meg CB units were the only radio used a few years ago and in clubs like Ulysses is still the norm. In the Canberra Club, we are about 50/50 at the moment with most of the new units being UHF CB.

27 Meg CB

27 Megahertz AM band with optional Single Side Band (SSB) was the original CB that arrived in the 1970s as the first 40 Channel CB radio. The history of this part of the frequency band was that it was a largely unwanted segment and was therefore allocated to private marine (small boats) radio-controlled models and CB. It was unwanted because it was an unreliable and noisy part of the spectrum and therefore not much use for commercial or military communications.

The 27 Meg CB has longer range than the UHF CB and is quite unreliable in the sense that it can often get very long range in the right atmospheric conditions. Calls from Sydney to New Zealand or Adelaide are common when 'skip' is on. It also tends to be noisy with a lower quality of voice reproduction.

It is still in widespread use in Australia although there are only a few models available these days. The UHF CB has taken over most of the market over the last 10 years.

UHF CB

The UHF CB is more predictable part of the frequency band with better quality of voice reproduction and more predictable range. The range is pretty much line-of-sight, but tends to be pretty good quality up to when it drops out: it is either there or it is not.

UHF also has 40 channels and is well supported by repeater stations on high mountains in most areas in most of the populated parts of Australia. These repeaters largely make up for the limitations of range but you have to know how to use them. The repeaters are on the lower channels from 1 to 8 and use the higher channels 31 to 38 as well. It is better to avoid these channels for Bike-to-Bike use unless someone really knows what they are doing. Some of the budget models of UHF CB may not be wired to use these Duplex channels.

Many low-priced UHF CB radios now have scanning and coded squelch lifting facilities but I don't see them as much use for Bike-to-Bike usage. The scanning facility sets the receiver to 'scan' quickly through all 40 channels (or on better models, just the few that you are interested in) and locks onto any that are transmitting.

The coded squelch lifting only allows enables the receiver to hear calls made from a transmitter that has the secret code. This is used means you don't have to listen to all the kids swearing and will only hear your mates when they talk. It sounds great (and is) but it is limited by the fact that not every body has the coded facility and it gets confusing on a channel with lots of other traffic. Common sense and manners require that you listen to the channel for a few



'Bike to Bike Comms'

seconds before transmitting to ensure the channel is clear. If a conversation is in progress, you keep quiet and wait your turn. With coded squelch lifting you won't hear if you are talking over another station. Not much opportunity for messing with little buttons and controls anyway, what with bitumen-proof gloves on and a need to pay attention to the road at all times.

How Big

The eternal male view point that 'size matters' is inappropriate here. By size I am referring to the power output of the radio transmitter. Typically the outputs for these sort of radios is half a Watt, 2 Watts or 5 Watts. My preference is the smallest of these, half a Watt, with 2 Watts as a maximum. The reason is nothing to do with power or transmitters, but the receivers.

Typically, we are talking when quite close to each other. If we have to large a transmitter, then we overpower the receiver and it can result in such poor quality that we can't understand what was said. (Technically, the AGC in the low budget radios we are likely to be using may not manage.) Low power means that we may not be able to talk long distances but that is not the main point of Bike-to-Bike. If we want to be able to talk to stations at long distances, then we are talking about a mobile communications setup and not Bike-to-Bike, which is another subject with quite different equipment.

In the final part next month —transmitting, installation and the future.



ACTBMWCC Merchandise

The Club has for sale a range of good quality clothing (embroidered with the club logo—as at right) at very reasonable prices. Come along to the next club meeting to see the sample range. You can also purchase or place your order (cash or cheques only) at the meeting with Louise Coxon, our Merchandising Officer. Orders can be collected at the next meeting.



Polar fleece zip jacket (mens or womens available)	Black, navy or red	\$ 45
Polar fleece contrast vest (unisex)	Black/red, black/gold, black/grey, navy/red	\$40
Long sleeve denim shirt (unisex)	King Gee medium blue all cotton	\$ 35
Long sleeve chambray shirt (mens or womens available)	Light blue all cotton	\$ 48
Mens rugby top	Navy with denim collar	\$ 42
Ladies rugby top	Navy or red with white collar	\$ 30
Short sleeve polo shirt (unisex)	Black, charcoal or navy with contrast trim	\$ 35
Thinsulate beanie	Black or navy	\$ 25
Neck warmer	Black or navy	\$ 20

In response to many requests we now have a new peaked cap with club logo for \$20.

Spring is here!

So ... join us on Sunday mornings -
 now at the Arté Café, Bungendore - for good company, coffee and breakfasts

Make your own way, or depart Shell Gateway Service Station, Mitchell, or 'Red Rooster' (top end of Queanbeyan), at 8.30am



August 2004

Warm greetings to all club members,

Latest News

Although it doesn't do much for the enjoyment of motorcycling, it's been great to see a bit more rain every now and then – and I know that a bit of the wet stuff doesn't deter our dedicated BMW riders! We hope everyone is happy and healthy and dodging those winter bugs. A bit of news from your local dealer...

K 1200 Staff Change

It is with great regret that I must announce that our Sales Manager Stephen Littlehales is leaving Rolfe Classic. Steve has made a great contribution to our company, but is now leaving to pursue a different career. We wish him all the best!

Some of you may have met Rob Jones during your visits to the dealership. Although Rob has not been with us for all that long, he has excelled in all aspects of the business, and has especially impressed us with his efficient and caring customer service. With Steve's departure, Rob will be taking over the main role in BMW Motorrad – a role in which we know he will excel. Rob has been riding motorcycles around the farm since he was in nappies and his father is actually a club member; as well as being the proud owner of a new R1200GS! I am sure that you will all make Rob feel welcome in his new role, and I know that he is looking forward to establishing a great relationship with the club.

Winter Riding

With winter's icy tendrils well and truly finding its way into most of our bones, it might be time to check out the latest range of Riderwear. Keep all your bits nice and warm!



Demonstrators

We currently have demonstrators covering almost all of the available models in the BMW Motorrad range. Don't forget that we also turn these bikes over on a regular basis and are always happy to help you save some \$\$ on a low kilometer demonstrator. Current demonstrators include the R1200C Montauk, Scarver, K1200GT and R1150R Rockster just to name a few..

Regards and good riding!

Greg Newman and the team at Rolfe Classic BMW Motorrad

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Dealer Principal
Brian Joseph

Gravel Surfing Stuff

I have been a bit slack with my gravel surfing reports over the last few months as I had my week away in August for the Off Centre Rally to plan and I wasn't getting much riding in to report on before that.

The Off Centre Rally went well with over 200 riders turning up in Innamincka in South Australia for the event. The next one will be held at Gasgoine Junction in Western Australia - about 200kms inland from Carnarvon.

The injury toll this time was pretty low with only one injury on the way to the rally that required hospitalisation (broken ankle). There were a couple of offs on the way home but I haven't heard of any major injuries.

Riding out in the desert country is an amazing experience. The sheer vastness of this country has to be seen to be believed and contrary to what many people believe, there is an amazing range of vegetation and many changes of terrain, it is not just any empty space.

With a few club members having travelled out that way recently, I have received a fair amount of interest in future trips.

I am keen to get out that way again and we can do something next year or wait until the 2006 Off Centre Rally and plan a longer trip.

We could do an easy trip to Innamincka and back in 5 or 6 days, or take a couple of weeks and include Birdsville and the Flinders Ranges.

It would be nice to have some 4WD drive support so we could travel lighter which might suit less experienced riders and also allow the more experienced riders to tackle some more challenging roads.

Give it some thought so we can start planning.

COMING EVENTS:

September 25/26: Bermagui

Annual get together with the NSW Touring club. There will be a gravel surfing route organised.

* **October 23/24: Kosciuszko Rally**

Held at Geehi between Khancoban and Thredbo.

Gravel surfing ride through Brindabellas
- rest of route to be decided.

Contact me on **0407 415 294**
or

upsidedowngreg@yahoo.com.au
if you want any information about these rides.

Upsidedown Greg

Barry Thompson, ACT Regional Ride Coordinator with the BMW Touring Club of NSW has sent in a warning story for GS riders.

"I was riding my R1150GS on the dirt, one up, with full preload set on the BMW rear shock, and didn't notice any big bumps. However, my mudguard broke off at the mounting bolts, and jammed in front of the back wheel, bending off the rear brake line and dumping all the rear brake fluid over my back tyre. I had to press on without a rear brake. The down hill, off-camber hairpins were a worry, with me having to hold moderate front wheel braking all the way around these tight corners (yes, I know you shouldn't, but the high first gear on the R1150GS is also a problem for these tracks, in that there is insufficient engine braking). (Agreed: Ed.)

The mudguard must have jammed up against the ducktail and broke off. The Canberra BMW dealer, Rolfe's, looked at it, and measured the outside diameter of my Michelin 140/80 17 at 67 cm and the outside diameter of the Continental TKC 150/70 17 at 64 cm on a new GS, and said that the extra 3 cm of a non-standard tyre was the reason.

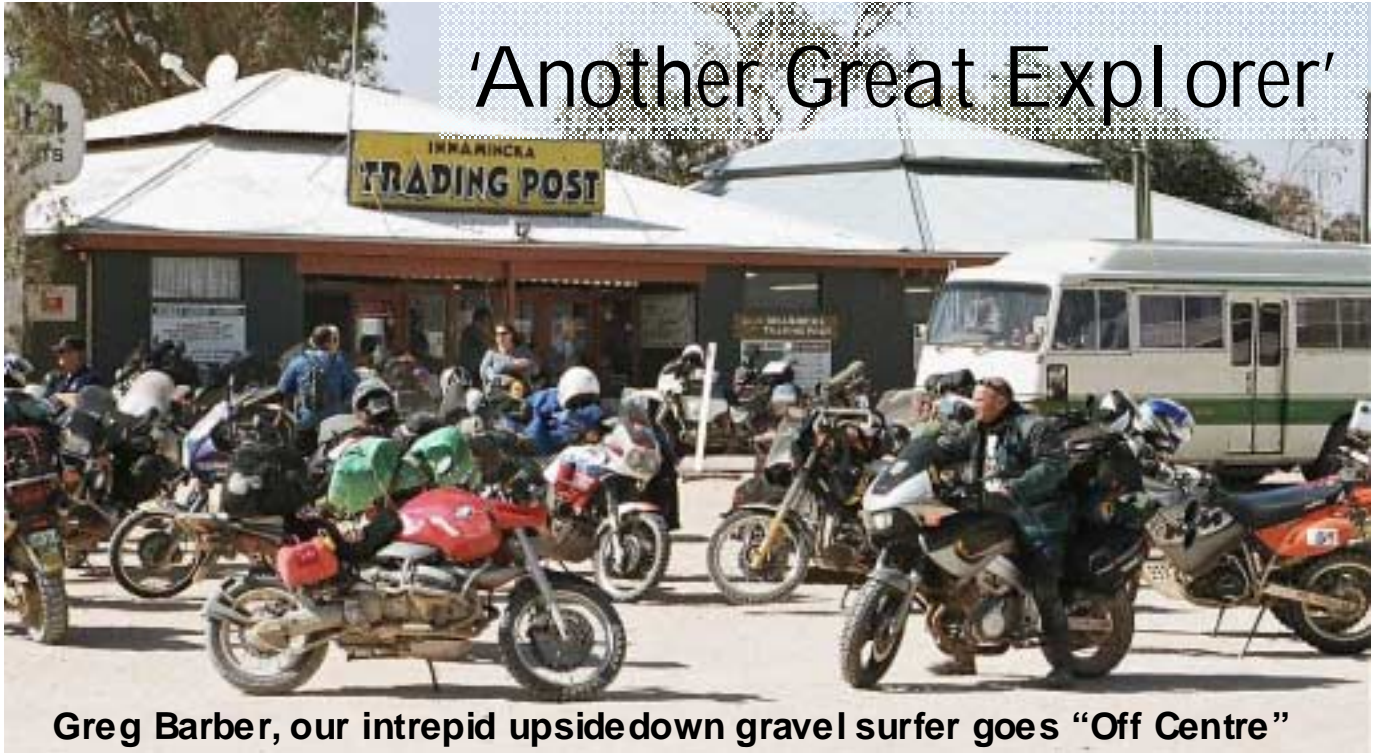
I bought the Michelin 140/80 because the standard Continental TKC 150/70 are worn illegal (and useless) after 4000 kms every tyre (30 % dirt riding). I had asked about profile and clearance when I bought the Michelin 140/80 17 from Joe's, and they said there was very little difference between the 140/80 and the 150/70. I calculate that 80% of 140 mm = 112 mm, and 70% of 150 mm = 105 mm, i.e. an extra 7 mm + 7 mm = 14 mm in profile. This is 1.4 cm, and not 3 cm as "measured" by Rolfe's.

Everyone should note that BMW takes no responsibility at all whenever you change something from standard."



Another outback gate

'Another Great Explorer'



Greg Barber, our intrepid upsidedown gravel surfer goes "Off Centre"

In early August I set off on a short trip into the desert country of Australia attempting to follow in the footsteps of that great Aussie explorer, Fred Pensko (see article in Sept club mag). Lord Pensko had set forth on his great epic in search of photos with which to win TJ's Touring competition. I was merely heading to Innamincka to attend the Off Centre Rally.

The Off Centre Rally is perhaps Australia's most infamous motorcycle rally. First established in 1984, it is held every two years in remote places, with the simple rule that the venue must have at least 200kms of dirt road access and a pub. The remoteness is deliberate to keep away latte drinkers, Harley riders and other assorted wankers. Road conditions are usually rough and variable. The 2002 rally held at Urandangie in QLD, resulted in at least 6 major offs with all those suffering broken collarbones as well as other injuries, and most of them requiring Royal Flying Doctor Service evacuation. This year's rally promised to be a fun trip.

I had planned on travelling alone but at the last minute Roy Ward (R1150GS-Adv) decided to join me. Our plan was to travel to the Flinders Ranges, then onto Birdsville, and back to Innamincka, before coming home through Cameron Corner and Tibooburra.

On a cold day we headed out through Yass and Harden to Temora where we made our first stop. I hate to say it but we stopped for coffee. Only about 250kms into the trip and already we were stopping for coffee. What an embarrassment!! If we continued like this we would be checking out antique/arts/crafts shops as well, and only doing 300km per day. Fortunately we soon regained our senses and got back on the bikes. There would only be one coffee stop on the trip and that was one too many, but we were bloody cold at the time.

Rain showers in the Hillston area caused a few problems for us as we had to backtrack to find dry roads. We eventually decided to try 50kms of dirt road between Gunbar and Booligal. It looked pretty good and it would save us over 100kms.

As it turned out most of the road was okay but a 1 kilometre stretch in the middle bought us undone. This stretch of road didn't look any different to the rest of the road but it certainly was wetter (read muddier) once you got onto it. I was leading and travelling at a good touring speed when suddenly my front and rear wheels simultaneously started moving around on me. I managed to bring the bike safely to a stand-still before looking over my shoulder to

see how Roy was doing and saw his bike was on the ground.

For those of you who have not experienced a sticky mud road the sequence goes something like this. Firstly the mud sticks to your tyres, filling the grip and turning them into slicks. As the mud builds on the tyres the rear starts to lose traction and at the same time the front wheel jams against the mud guard due to the volume of mud sticking to the tyre. So now you are riding on a slippery road, with slick tyres, no drive and a jammed front wheel. Things start to get interesting. It takes a lot of skill and a lot more luck to keep the bike upright if you hit one of these patches at speed. On this occasion I had enough luck but Roy didn't. Roy and I took about an



A pot of gold out there somewhere



'Another Great Explorer'

hour to travel the 1 kilometre of this section of road. Roy had been shaken by his fall and the next day decided that he had too much money invested in his bike to risk it in unknown conditions ahead of us, and he headed for home once we got to Broken Hill.

Apart from 200kms of unsealed road between Ivanhoe to Menindee, there were just mundane sealed transport sections until I reached Yunta, a small town 200kms south west of Broken Hill on the road to Adelaide.

Here I turned off and headed for the Flinders Ranges. I was glad to have the long stretches of tar behind me and to start the more adventurous part of the trip. The road was in reasonable condition and the surrounding terrain was initially undulating until the ranges near the Barrier Highway gave way to flat open land. The road runs through a number of pastoral stations, and I could not help but contemplate how tough it would be to make a living on a farm out here in an area which gets a very small amount of rain each year.

I initially headed towards Arkaroola but at Erudina Wool Shed I turned south towards Martins Well Station, where the road conditions got a bit tougher. The road was narrower, more winding and there were rocks and potholes to avoid. The vegetation beside the road continued to vary from mulga and small shrubs through to areas where there was little else but rocks.

After 250kms without seeing a single vehicle I reached relative civilisation and the Flinders Ranges National Park. I stayed the night at Wilpena Pound where there is a nice campground and numerous walking tracks for those that are inclined. The walk to the rim of the pound is rewarded with a nice view of this natural enclosure.

The next day I decided to give Birdsville a miss to spend more time in the Flinders Ranges, and to get to Innamincka earlier. I explored several 4WD tracks around Blinman before heading up the tar to Leigh Creek and Copley where I turned back towards the Flinders Ranges. After about 40kms I turned north again towards Mt Searle and Umberatana Station. This road is marked 4WD only and traverses through a number of pastoral stations before heading into the Gammon Ranges National Park. The early sections are done at an easy speed of up to 80kph. Once into the National Park the road gets tighter and becomes very rocky in patches. The road follows the creek in places, and I don't mean along the banks of the creek I mean in the creek bed. Clearly they don't use it after rain. The entire road was probably only about 80-90 kms in length but it took me close to 3 hours to do the trip, with a few stops for photos, several gates to open and close and a back track when I thought I was going the wrong way. Eventually I got to Arkaroola and found about a dozen riders staying in the vicinity and after chatting to a few of them I quickly set up my tent, cooked a feed and retired for the night.

Another slow start the next morning and I was not on the road until 9.30am. Not being sure about the condition of the road or the exact distance (maybe up to 500kms) to Innamincka everyone was taking additional fuel and I had 15 litres of fuel in plastic jerry cans just in case.

As it turned out I need not have worried so much, as the Strzelecki Track is a relative highway. The odd pothole, loose gravel, some sand and the occasional wheel rut, don't increase the difficulty too much. It turned out that it was only 430 kms to Innamincka so only a small amount of extra fuel was required. I only used 24.5 litres, so an 5 extra litres rather than 15 would have been enough.

At Merty Merty I turned off the "new" Strzelecki to take the "old" Strzelecki for the final 100kms into Innamincka. This section of road is narrower, little more than single lane, and still in relatively good condition. The road surface is generally very good. There are sections where 4WDs have left wheel ruts in wet weather, a few bull dust holes, and sections where the road is covered by sand/dust but nothing too deep. The road runs through the Moomba gas and oilfields and oil pumps can be seen close to the road side.

I spent Thursday and Friday night in Innamincka, enjoying the hospitality at the pub and catching up with old friends and meeting new ones. A sand storm on Friday made my ride to the Burke and Wills Dig Tree a memorable one. By Friday night around 150 bikes had arrived.

On Saturday I decided not to hang around for the main night of the rally and started heading for home. I backtracked along the "old" Strzelecki to Merty Merty before turning towards Cameron Corner. The highlight of the entire trip was the section between the Yellow Bus and Bollards lagoon, near Cameron Corner, where the dunes are closer together and road is like a roller coaster. The dunes are probably about 5 metres high, and it was a real buzz cresting the dunes at 100kmh, seeing the tops of the next 4 or 5 dunes laid out in front of you, then back onto the flat for about 50-100 metres before hitting the next dune. This went on for about 10kms.

At Cameron Corner I stopped to check out the survey point which marks the NSW, QLD and SA borders. I walked around it to travel through three states in a matter of seconds. I continued on to Tibooburra where I struck my first sealed road in about 1200kms. Here I stopped for a quick look at a replica of Sturt's whaling boat. Can you believe that he took a full sized whaling boat with him on his explorations when looking for the inland sea?

I bumped the speed up a bit and quickly reached White Cliffs, and then onto the tar road to Wilcannia, and then on towards Ivanhoe. As darkness fell I dropped my speed and started to count the wild life. I have driven a car in this part of the country at night on one previous occasion and I saw



'Another Great Explorer'

literally thousands of kangaroos, but surprisingly there were only a few kangaroos to be seen this time. The last 70kms of dirt into Ivanhoe were done in the dark. From Ivanhoe south the road is tar but I kept the speeds to around 85-90 and kept my eyes open for more kangaroos (some people we met in Booligal the previous Sunday had reported seeing heaps of kangaroos between Ivanhoe and Booligal).

After about 40kms the tally was up to 17 kangaroos, a mob of sheep, three cows and a horse. I was pretty confident that my theory of travelling at 85-90 was the perfect speed as the animals had time to see and hear me coming and had time to move off the road, and they were doing just that.

Of course when you develop a theory like this, someone will always come along and test it. Kangaroo number 18 did just that. Whilst all the other kangaroos had moved away from the road this one did the suicide lunge and headed straight for the bike. I saw it coming swerved and then accelerated in an attempt to get past it but to no avail. Fortunately it missed the front wheel and hit the left pot before glancing off the outside of my left leg. The GS just kept on motoring as if nothing had happened without even the slightest deviation from course.

I wheeled around to see what had become of the kangaroo, and soon found its body on the road. The direct hit on the left pot/Hepco & Becker crash bars had been fatal. I estimate that the kangaroo must have been about 3 feet in height and weighed around 50kgs, not a big beast by any measure but big enough to cause some damage, especially if it had hit the front wheel or higher up on the bike.

After getting back on the road I changed my theory for avoiding kangaroos. I now figured that less time on the road would mean less chance of another encounter with a kangaroo. So I upped the speed and continued on to Booligal. I was feeling pretty fresh and wanted to keep going but there was the constant threat from kangaroos and it was getting very cold again, so common sense took over and I headed to the reserve to camp for the night.

I had covered exactly 1020kms for the day (real kms as measured by the GPS not those inflated BMW odometer kms) in 12 hours. Approximately 760 of that was on dirt (70 of the dirt at night), with 260kms of tar of which 130 was done at night.

My trip was soon finished with the remaining uneventful 500kms finished off by lunchtime on Sunday.

Equipment and spares carried:

This is what I took on the trip.

For the bike

- standard tool kit, with a few extra spanners/shifter and some spare bolts
- duct tape, electrical tape, fencing wire, tie wire, pliers
- standard tyre repair kit with extra air canisters and hand pump (next time will take tubes and tyre levers)
- metal putty for repairing fuel tank, or other metal surfaced liquid container
- spare clutch lever, clutch cable,
- plastic tube for siphoning fuel if required
- plastic fuel containers (I had two – a 10 litre and 5 litre)

Other equipment:

- Maps, (NRMA, Hema Desert Map,) should have had more detailed maps of Flinders and Strzelecki desert)
- Camera, film, batteries
- Mobile phone (CDMA has better coverage but even it will not pick up a signal in many places (Wilpena it did, but Arkaroola and Innaminka it didn't)
- EPIRB (Emergency Position Indicating Response Beacon– Emergency beacon that automatically sends a signal to rescue services when activated (only for life threatening emergencies)

Equipment for Camping:

- tent, sleeping bag, self inflating mattress, stool
- small gas cooker, billy, utensils
- food (dry pasta, rice, tuna sachets, dehydrated camping food, soup packets, chocolate, muesli bars)
- cigarette lighter & matches (ever try to light a cigarette lighter with frozen hands?)
- headlamp/torch etc spare batteries.
- toilet paper / towel / soap
- 5 litres of water



'Bike Riding In France'

Murray Parker has passed on an article from his mate Graeme, who tells us of some of the pleasures (and frustrations) of living and biking in France

Murray has regaled you recently with our bike buying adventures in France (I was the handsome one on the right of the photo with Murray under the road signs in the June edition), but I thought I would tell the real story of what it is like to own and ride a motor bike ('moto') in the South of France. I commute about 30km daily to work and can sum it up in one word – REALLY, REALLY SCARY! Sorry, that's three words....

Buying a bike in France is relatively easy - so long as you are patient. To quote Sarah Turnbull in her book 'Almost French', "It takes a breathtaking amount of patience to live legally in France" and she is right. There is always a lot of paper work (which fortunately the dealer does for you) and if you buy a bike out of your 'Department' or region then you must re-register it and pay the obligatory fee of about 140 Euros (A\$250). This is a one-off registration fee though and does not have to be paid until the bike changes hands again, which is a pleasant surprise.

You then wait and wait and wait for the Sous Prefecture to do their thing and eventually you receive your Carte de Gris (Grey Card) via the dealer, with strict instructions to 'guard it with your life'. I didn't dare ask what would happen if I lost it and presume it is akin to murder or something and treated accordingly by the authorities. Unlike Australia, you can get your number plate made at a bike shop or hardware store where they have a stamping machine, which is a very civilised arrangement.

Insuring a bike is also lots of fun. First you must buy an approved disk locking device and then go to the bike shop (again) to have the bike electronically tagged, engraved and registered on a nationwide database. For a fee of course! After all this you provide proof to your insurance broker of the disk lock purchase and data tagging and previous insurance history, Grandmother's maiden name, number of spanners in your Sydchrome tool kit, etc, and then they may decide to insure you (for a VERY LARGE FEE). About A\$1,000 for third party, fire and theft for an over fifty year old on maximum no-claim bonus and about A\$1,600 for full (maximum of 70%) comprehensive. You are now legal to ride. Phew!!

You need a valid bike licence to ride in France, but not for anything under 125cc, these do not have to be registered either – only insured for third party property damage. Kids from the age of 14 or 15 are allowed to ride and so the end result is you get hundreds of wild eyed (unlicensed and untrained) teenagers hurtling around on screaming little two-stroke scooters in various states of disrepair, held together with wire and gaffer tape. They ride them on the roads, up and down one way lanes (the wrong way), as well as on footpaths and generally are a pain in the rear end to road users and pedestrians alike. It is nothing to have scooters weave their way up to the front of three lanes of cars stopped at traffic lights, so that they end up halfway

across the intersection. Then it is a Grand Prix start when the lights change with twenty or thirty Mick Doohans racing off in a cloud of blue smoke to see who can be first to the next set of lights. If the lights are red when they get there and there is no-one around then it is decision time – do I stop or don't I? Why stop? They are only advisory anyway!!

The majority of bikes in France are high performance sports bikes. The roads in France are very biker friendly and they even provide a dedicated, but very narrow, 'Bike Lane' down the middle of every road. At least I think it's a bike lane, because you see bikers doing 100 kph down the white



Coffee time

line between opposing lanes of traffic, with cars dodging left and right to make room for these temporary Frenchmen who are oblivious to the chaos they are leaving behind them. The amazing thing is that French car drivers are very tolerant of bikers and will even move over in bumper to bumper traffic to let you pass and get quite confused when you say "... no thanks I'm happy to wait here until the coast is clear ...".

Helmets are now compulsory in France (another civil liberty lost), but considered by most (young) riders as an optional fashion accessory. It is nothing to see a young rider with a helmet perched on the top of their head with the chin piece resting on their forehead and strap flapping in the breeze. They look 'So Cool' and anyway, the helmet will mess up their hair that they have taken so long to get just right! Riding side-saddle on a scooter with your helmet perched on the top of your head is THE thing to do too. I mean how cool is that? Our favourite was the 'gorgeous young thing' in her very high heels, tight pants and singlet top perched on the back of a scooter, puffing on her cigarette as they wove through the traffic. Tres chic!

'Bike Riding I n France'

What about speed limits? As Murray told you in his last article, the French Government is considering infringing biker's civil liberties further by imposing speed limits, but currently there are no speed limits for bikes in France – they are allowed to go as fast as they like. And they do. The motorways have a maximum speed limit for cars of 130kmh, but it is nothing to have a bike explode past you doing 160-200kmh. It scares the living day lights out of you and you wish you had worn your brown corduroy trousers when it happens. The hilarious part is that the rider will usually give you a 'Foot Wave' on the way past, which entails taking their right foot off the foot peg (and brake) and extending the leg out to the side, which to me is a trifle risky at 200kmh. He / she is saying "Bon jour mon ami. Ca va? Bon journee..." Which literally translated means "G'day mate, ow ya goin? Goodbye and have a good day". To which you feel like responding with "I'll give you '...have a good bloody day' – if I could catch you!"



They'll park anywhere...

As you can probably guess, when a biker has an accident here they do it in style and make an awful mess of themselves. Enough on that subject ...

Bikes are a dream to park in France, you can park them anywhere and it is nothing when you are a pedestrian to be dodging motor bikes AND poodle bombs, as well as look out for the holes in the pavement, broken concrete, tree roots and the million other obstacles that are a part of surviving daily life in France. It's a jungle out there - but great for bikes!

Having painted a very one sided view of bike riding in France I must say that like every where else in the world, the biking fraternity here is a very friendly brotherhood and you are constantly lifting your hand off the handle bars (or foot off the peg) to return a friendly hand / foot wave or nod of the helmet. When stopped on the side of the road, it isn't long before you are being asked if all is OK and do you need help, to which you reply "No thanks, just changing into my brown corduroy pants". Riding in France is a challenge, but one that I would not want to have missed.

I am a better, more humble rider for the experience.

A bientôt (until next time).

Graeme

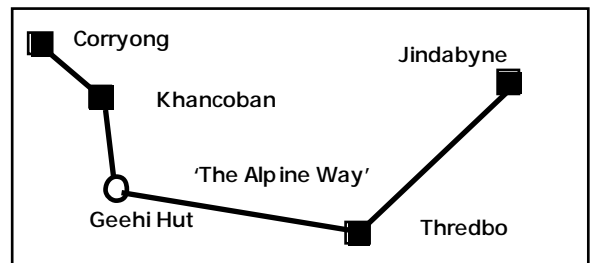


Kosciuszko Rally

October 23-24

Geehi Hut campsite
near Khancoban

Between Thredbo and Khancoban
(signs will be out on the Alpine Way)



The ACTBMWMCC's annual rally and a fun weekend for everyone.

This year it's BYO everything—camping gear, food, drinks, but firewood will be available.

Entry fee is \$15 per person payable on arrival. Trophies in many categories, e.g. youngest, oldest, distance, etc., raffles, good times assured.

Check our website for up-to-date details



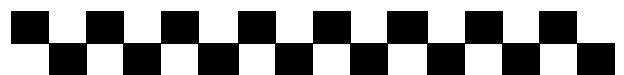
2005 BMW Clubs Australia Rally

The National Rally Website is up and running and open for business.

Please click onto

http://www.bmwclubqld.asn.au/Nats_2005/

where you can check out the program, and also register your interest.



Minutes of Committee Meeting 16 September 2004

Held at the home of Peter and Suzanne Stanfield

Present: Peter Stanfield, Colin Ward, Leah & John McKinnon, Jeanette & Ian Hahn, Alison & Martin Gilbert, Pam & Roger Paull, Louise & Ray Coxon

Apologies: Peter Oliver, Stephen Hay.

Minutes from previous meeting: Accepted without amendments.

President – Peter Stanfield **Planning for Geehi Rally:**

NPWS has been advised of date and they are expecting us. George Penfound is taking his car and offered to take a **trailer for equipment** if necessary. Therefore equipment to be gathered by the following and delivered to George: Peter: axe; block splitter; Ian: gas bottle & burner; bushman saw; club banner; Ray: road signs used last year to Ian at September's general meeting. **Police** – Peter will notify. **Wood** – Peter will organise delivery and Ian will be on site by 12-1 pm on Friday to take delivery of wood and make payment. **Raffle** – BMW hats, t-shirts, jumper, backpack available; Colin to negotiate with Rolfe for more prizes at a good price; some merchandise to be provided by Louise; Colin to contribute tyre 1st aid kit. **Raffle books** – Peter to organise. **Badges** and stickers: Peter to check as they should have arrived in post by now. **Promotion** – Peter has put ads into other clubs etc but hasn't seen any published as yet. **Budget** – probably around \$1000.

Vice-President – Colin Ward

VP will contact Rolfe re financial contribution towards bumper issue of magazine and prizes for Rally raffles.

Secretary – As Stephen was overseas, John had cleared the box. Magazines from other clubs will be displayed at September's general meeting. Peter S will remind Stephen when he returns about the need to organise some folders to store these magazines for members at general meetings.

Treasurer – Peter Oliver – apology.

Finances \$10 Smartsaver \$2175.18; Business cheque account \$4707.41. All monies had been received for the Ranges Ride.

Editor – Roger Paull

October issue – deadline is midday Monday, 20 September.

December bumper issue – It was decided that a bumper issue will be put together for December 2004, along the lines of the November 2003 issue. Roger has some articles not yet used but asked that members provide extra articles for this bumper issue.

Colour cover – Colin to follow up with Rolfe about meeting this cost, as they did last year.

Christmas Party – Pam Paull

Thursday 2 December at the National Botanical Gardens. Cost - club will contribute \$10 per person, with members paying \$45 per head, for a 3 course buffet dinner with drinks. Pam has prepared a flyer to be included with the next magazine. John will send out an email as well, and will collect names. Members are to pay by either cash or cheque to Peter O. Restaurant will accept a club cheque on the night. Format for evening - quiz and games; mystery prizes; loudest

shirt (prizes for male and female); concours presentation; step off award presentation. It was decided not to proceed with DJ. Finishing time – Pam to check.

Ride Coordinator – John McKinnon

Bermagui weekend 25-26 September – 22 ACT members going; Leah is having difficulty contacting anyone in NSW club to get their numbers. She will phone hotel on Friday to organise set menu for Saturday night meal. Agreed that \$30 cost would be appropriate.

Tidbinbilla Sunday 10 October – Decided that this would be a joint brunch ride and concours display. The ride would leave from Rolfe at 9.15am via the Cotter to the tracking station. John to organise brunch menu with Pam at the Moon Rock Café there.

Concourse 10 October – The entry form for participants was agreed with 2 changes – inclusion of date and the 'rat bike' category. Judges on the day will be Colin, Roger and Leah, with trophies being handed at the Christmas party.

Other suggestions – Temora Open Days – 27-28 November – John will include this in the rides calendar.

Young – Cherry Festival – Pam to find out details. A weekend in Tumberumba; day rides to Robertson/Berry / Kangaroo Valley; Lakes Entrance; Alpine Way; Thirlmere Rail Museum.

Social Secretary – Leah McKinnon

Chomp & Chat on 6 October will be at the Red Sea Restaurant, Northbourne Ave, Civic.

Clubs Australia Delegate – Martin Gilbert

Clubs Australia have requested details of our Public Risk insurance with a view to looking for a bulk deal for clubs.

Membership – Ian Hahn

1 new member (Ian and Katherine Davey R80RT) and 1 renewal (Frank Millwood).

Webmaster – Ray Coxon

Website being maintained. A reminder to provide items for the News Page on the front page of the site.

Merchandising – Louise Coxon

Progressing well and will think of items for summer. Neck warmers due in. Some merchandise will be used as prizes in rally and Christmas party.

Other Business

Discussion about the Step Off Award and all members asked to bring notes of possible recipients to the Christmas party. Will be advertised in the magazine. Leah to contact Debbie Schaler to return trophy.

Next Meeting

14 October at Martin & Alison's.

Looking to insure your BMW Motorcycle? We can help you!*



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Motorcycle Insurance Specialists
Insuring members for over 12 years. Quality
product, service and competitive prices.

Ring and give us a try!

(NB Non BMW sports bikes for under 40 riders are excluded)

* Subject to
underwriting

For Sale

BMW R1100S: Immaculate condition 2001 model, phoenix grey, 35,000 kms travelled with full service history (lovingly looked after, oil changed every 5,000 kms) first to see will buy. **\$13300. Phone Etienne on 0401 245 047**

BMW K75S 1992 model, 41000km, charcoal colour with grey seat. I'm selling this bike for my brother in Victoria, contact me in the first instance. Bike must sell soon. **Offers over \$5000** considered. **Phone Martin on 6296 5758 or email delegate@actbmwmcc.org.au**

BMW GPS Navigator—\$1500.

R1150GS Spare Wheels. Complete with disks (ABS) nobby tyres. **\$1800 ono. Call Ron Andrews on 6242 9163 or 6251 6126 or 0412 626279**

BMW R100RS - 1982, genuine 13,000 kms from new. Pristine condition, always garaged and serviced - even though not required. Lovely 2 tone red colour, paint on bodywork, frame and wheels as when it left the factory. New Metzeler tyres - first replacements, new battery. Toolkit, first aid kit, BMW panniers - all as new. Comes with Dri rider jacket, intercom system and two helmets. Starts first go and runs and rides beautifully - has been meticulously maintained. **\$7900. Call Steve on (02) 4471 7372 or 0413 884259**

For Sale

K75RT 1996, Immaculate condition, electric screen, heated handgrips, radio, ABS brakes, top box, panniers, comfort seat, front and rear crash bars. 35000 km. **\$12,500. Phone Colin on 6238 1060.**



BMW R80 and K75 RT seats. As new \$250 each. Early R850R rear rack—as new \$200. Two seater lounge (not a bike part!) —\$250. **Phone Colin on 6238 1060**

BMW R80 1995. Due to a change in lifestyle, I need to sell my R80 (sob sob). It is a 1995 model, done 64000km, and is in absolutely immaculate condition. I have had no mechanical problems with it and it has never been dropped. It runs very smoothly, is very economical to run, and is a joy to ride. It is fitted with a R100 replica quarter fairing, has crash bars, panniers, fork gaiters, comfort seat, and a gearsack rack with ventura bag. **\$9000 ono.** Give me a call anytime on **6288 2026.**

BMW K100 LT 1992. Rego to 9/9/2004, in excellent condition, new tyres, heated handgrips, tow bar, pannier bag liners, CB radio, new steering head bearings. **\$9000 neg.** Call **Malcolm on 02 629 444 28 or 0419 248 948.**

Boxer Cup leathers - \$1,200 ono. Got them with the Boxer Cup R1100S but not used. Silver/grey (not the blue website photo) two-piece suit. Pro Foam protectors at the shoulders, elbows, hips, base of the spine and knees, large multi-layer back protector, collarbone protector made of SUPROTECT foam. Size to fit from BMW size chart: Size 56, Height 183—185, Chest 111-114, Waist 103-107, Hips 117—120, Side Length 107.5, Inside Length 83.

Call **Chris on 0402 223 486 or email chris.rowell@kaz-group.com**

Wanted:

Second and Last month

K75RT— seat lowering kit or a standard seat base for John Moorhouse to upholster, condition not important. **Call Vic Muller 0429 160856 BH or e-mail muddmuller@bigpond.com**

R1100 or 1150 RT. I would like to purchase a 3-5 year old model dependent on price and condition preferably with panniers and top box. I am also seeking any/all accessories, size large, to get me started on the road again. Email to **shcampbell@bigpond.com**

For Sale:

Second and Last month

K1200RS, 20,000 km, panniers and inner bags, top-box, sheep-skin, all the usual bits you would expect to find, rego to Jan. 2005. Immaculate in every way, same as picture on website, a real head turner. **\$15,900.** Contact **Peter on 02 9868 4034 (home) or 02 9911 3515 (work) or Peterdiehm@yahoo.com.au**

R1150RS 2 Spark ABS Phoenix Grey / Ivory. As new 6,200 km and has 12 months remaining BMW warranty. Top box + BMW inner bag, Panniers + BMW inner bags, BMW Tank Bag the complete sporttouring package. Some ergo extras: Wunderlich Cruise control (mechanical); Wunderlich Bar backs; Verholen low footpeg kit (all remove in minutes). Reluctant sale, but I simply don't get to use this bike. **\$17,500 firm.** **billstanhope@yahoo.com.au or 0409 110 262**

BMW R650LS 1984/1st registered 1985 - may be of interest to the collector/older bike types. I have been told it is learner legal too. Excellent original condition around 85,000 Km. Good tyres. Sports mufflers. Light silver in colour. The LS has a small bikini fairing in matching colour. Much recent work (over \$1,000) including rear shocks, wheel bearings, clutch and throttle cables, battery, speedometer (over \$400!), seat and seatcover. Lovely condition, runs beautifully and looks great. Reason for selling: looking for another Beemer - have had this bike for over 5 years, time for another challenge! I am a little out of touch with values - the Veteran and Vintage MC club suggest **\$3500** but I would be happy with **\$3200 ono** for it to go to a new home. Currently unregistered until I know if the new owner is in ACT or NSW. Call **6255 9114** (Jerrabomberra).

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



APPLICATION FOR MEMBERSHIP (Please cross out the option not required)

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
2. **NEW Joint / Family Membership \$40.00 plus \$7.00 Joining Fee** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
- (Please don't send any CASH BY MAIL) Total \$ _____

Please fill out ALL PARTICULARS below so that we can record your membership details

Please Print

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Partner / Joint / Family Details, if different from above

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Do you wish your monthly magazine in paper format OR electronic format (e-mail)

Postal Address _____
Suburb _____ Postcode _____

Motorcycle 1 Make _____ Model _____ Year _____
Motorcycle 2 Make _____ Model _____ Year _____
Motorcycle 3 Make _____ Model _____ Year _____
Motorcycle 4 Make _____ Model _____ Year _____

The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

Participants in Club activities are advised that they do so at their own risk. You are required to obey the law at all times and ride with your safety and the safety of others in mind.

I / We agree to comply with the rules of the ACT BMW Motorcycle Club according to its constitution.

Signature 1 _____ Signature 2 _____ Date _____

Membership Secretary only Receipt # _____ Membership # _____
Mailing List _____ Badge _____ Sticker _____ Membership Card _____ Date _____