

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



February 2006



Member of the International Council of BMW Clubs



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'Shaft Drive Lines' — February 2006 — Volume 26 No.1

Meetings:

When: **7.45 pm, fourth Monday of each month**
Where: Italo -Australian Club, 78 Franklin Street, Forrest.
Next Meeting: **Monday 23 January 2006**

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.

Charity Support:

This club proudly supports the Cardio-Thoracic Unit of The Canberra Hospital, Marymead and Koomarri.

Web Site: <http://www.actbmwmcc.org.au> Check the web site for updates of rides and events and keep in touch by joining our Yahoo groups.

ACTGravelsurfing-subscribe@yahoogroups.com
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>
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<http://autos.groups.yahoo.com/group/actbmwmcc/>

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 are preferred in Word or JPEG formats respectively. Please keep photos separate and do not embed them in your document.

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 in the May 2005 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:
Alison Gilbert smiles for the
photographer in the 2005
MRA Toy Run.**

The Presidential Hookah



The New Year has started off as a bit of a scorcher, hardly the weather to be out and about on the bike. I was looking through the net the other day for some info and stumbled across some facts about Canberra weather in January 1939, (a year when the days/dates were the same as this year). Interestingly, the weather during the week ending 14th January 1939 was surprisingly similar to that which we suffered this year, including a short and useless cool change in the middle of the week although it was a few degrees hotter each day, culminating in the infamous Black Friday which saw over 400 people die. So every thing that goes around comes around, and we have had hot summers before. Maybe it's not all 'Global Warming'. I hope the change coming through as I pen this will hang about for a while, as we are off to Melbourne on the bike on the 23rd and would much rather some cool weather for the trip.

Leah and I spent a weekend in Sydney recently. We had a leisurely trip up via Kangaroo Valley and the northern beaches of Wollongong to have a look at the new Seacliff bridge at Stanwell Park. This is an amazing construction, and is well worth the trip. It is already a popular tourist attraction with many people parking where ever they can and walking across. The view of the bridge from Stanwell Tops allows you to take in its scale and marvel at the fact that from go to whoa it was built in 14 months.

The trip home took advantage of the other engineering masterpiece, the Westlink M7. This is the new electronic only toll road built though Sydney's outer western suburbs. We were coming from the Northern Beaches so we dropped onto the M2 Motorway at North Ryde, and except for a stop to pay the toll on that road, it was 55 kms of non-stop 100kmph driving until we merged onto the F5 at Preston's, where the M5 finishes. The M7 is a very impressive construction. It was toll free when we used it, but as the toll will charged at 30 cents per km with a maximum charge for 20kms, it will be a very reasonable run for the money. By my reckoning, it chopped about 40 minutes off the usual trip home from where we were in Sydney. It apparently cuts out over 40 sets of lights.

Anyone interested in joining us on our Melbourne run or part thereof will be very welcome. We are leaving on Monday 23 January, riding via the Snowy Mts to Beechworth and then on to Healesville before riding in to Melbourne on the Wednesday. We'll be coming home on Saturday 27th via Lakes Entrance/ Cann River etc.

I'll be absent from the next two meetings so I'd like to take this opportunity to wish you all the very best for the New Year, and safe riding.

John

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Welcome to our new member:

» **David Shean - BMW F650GS**
and welcome back to former members:

» **Rob, Beth and Ross Woolley**
BMW's R69S, R26, R60/6 and R80GS



John presenting Jack Foley with his trophy, following his Concours class win. (See page 13 for other class winners)



'What's On' - - - Rides, Events & Meetings

Our first General Meeting for the year is on Monday 23 January 2006, at the Italo-Australian Club, 78 Franklin Street Forrest at 7.45pm.

(Remember that unless you're a financial member of the Italo-Australian Club, you should sign the "Group Sign In Sheet" at reception when attending meetings.)

January 2006

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----------|-----------|-----|-----|-----|-----|-----------|
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

- 22 Day ride to Jindabyne
- 23 General meeting, Italo-Australian Club, 7.45 pm
- 28 National Motorcycle Awareness Day

February 2006

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----------|-----------|-----|----------|-----------|-----|----------|
| | | | 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 | | | | |

- 1 Chomp & Chat - Zeffirelli's Dickson
- 4 Charity Show & Shine, Fyshwick
- 5 Alternative Sunday Breakfast - Tarago
- 16 Committee meeting
- 19 Day ride to Tumut
- 27 General meeting, Italo-Australian Club, 7.45pm

March 2006

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----------|-----------|-----|----------|-----------|-----|-----------|
| | | | 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 | |

- 1 Chomp & Chat - tba
- 5 Alternative Sunday Breakfast - tba
- 12 Short day ride to Jugiong, Harden, Boorowa
- 16 Committee meeting
- 18/20 Overnight trip, tentatively on the Alpine Road
- 25 25th anniversary run and barbecue at Point Hut Crossing
- 27 Annual General meeting, Italo-Australian Club, 7.45pm

Advance notice of 2006 events!

2 - 8 April - BMW TourenSport Safari - check www.bmwsafari.com for more details including the registration form. Quite a few members have already decided to go.

28 - 30 April - we've been invited to join the Victoria BMW MCC at their rally at Yarrowonga. More details soon.

Saturday 17 June - Christmas in Winter dinner with the Victorian BMW MCC at Beechworth.



More What's On

22 January - day ride

Mal Elliott will lead the club's first ride for 2006 to Jindabyne, then on to Charlotte Pass and back to Jindabyne for lunch. Leaving from Rolfe's at 8am and Williamsdale at 8.30am

23 January - General Meeting

7.45 pm at the Italo-Australian Club, Forrest. Our first meeting for the year and a chance to catch up and find out what rides people have been on during the holidays.

28 January - National Motorcycle Awareness Day

See next column. Canberra meeting point: Federal Highway - from 11.30am to leave at 1.00pm.

1 February - Chomp & Chat

6.30 pm at Zeffirelli's, 5 Wooley Street, Dickson. A cheap and cheerful place to kick off Chomp & Chat for 2006. Pizzas, pastas, salads, steaks and seafood are on the menu. BYO wine & licensed. RSVP to Pam on 6255 8045 or email social@actbmwmcc.org.au by 30 January.

4 February - Charity Show & Shine

details on page 6.

5 February - Alternative Sunday Breakfast

The Loaded Dog Pub at Tarago is opening for breakfast especially for us. They would like us there at 9.00 am so please meet at the usual spots at 8.15 am.

19 February - day ride

More hills and corners on this ride to Tumut. The intended is Gundagai, Tumut, Kiandra and Adaminaby. Meet at the Hall lay-by at 8am. We'd like a volunteer to lead this ride so contact Mal Elliott if you can help.

27 February - General Meeting

7.45 pm at the Italo-Australian Club, Forrest.

1 March - Chomp & Chat

To be advised.

5 March - Alternative Sunday Breakfast

To be advised.

12 March - short day ride

Martin Gilbert is leading a short ride to Jugiong, Harden and Boorowa. More details in the next newsletter.

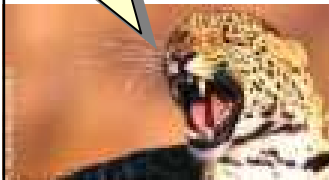
18/20 March - weekend trip

Tentatively an overnight trip along the Alpine Road. More details in the next newsletter.

25 March - 25th anniversary ride & barbecue

The club's 25th year starts with a re-creation of its first run to Point Hut Crossing followed by a barbecue.

Going to the BMW Safari?



We know a few members have booked for the BMW Safari in April but there are probably others we don't know about. So that we can keep in contact with other ACT BMW MCC members en route (and maybe catch up for a meal or a drink) please email or phone Martin Gilbert whose contact details are on page 2.


Membership Renewals

..... have been sent out and your early payment would be much appreciated! A special 25th anniversary club badge is just one of the rewards for your membership.

NATIONAL MOTORCYCLE AWARENESS RIDE
in Canberra Saturday January 28, 2006

MEETING POINTS:

- BRISBANE WILLOUGHBANK RACEWAY, CUNNINGHAM HWY NEAR IPSWICH - THURS JAN 26 TO LEAVE AT 9AM
- LANCASTON AT RICHARDSONS HARLEY DAVIDSON BASS HWY - THURS JAN 26 TO LEAVE AT 4PM FOR FERRY TO MELBOURNE
- MELBOURNE IN ELIZABETH STREET - FRI JAN 27 TO LEAVE AT 10AM
- ORANGE AT SAM LAWS MOTORCYCLES - SAT JAN 28 TO LEAVE AT 8AM
- SYDNEY AT UNCLE LEO'S ROADHOUSE, HUME HWY, THE CROSSROADS - SAT JAN 28 TO LEAVE AT 9.30AM
- CANBERRA ON FEDERAL HWY. - SAT JAN 28 FROM 11.30AM TO LEAVE AT 1PM



02 9635 0761
canberraride2006@hotmail.com

Going my way?



We often hear of someone planning a longish ride, so if you'd like a riding companion for a trip please contact the Editor so it can be included in the newsletter and on the website.

* The McKinnons are heading to Melbourne via Beechworth and Healesville on January 23.



2006 MRA ACT - Capital Rally

Not only does the MRA hold their annual Toy and Blanket Runs during the year they also hold the Capital Rally on the shady banks of the Goodradigbee River in the Brindabella valley.

I had arranged to ride out to the rally with Timmo on his F650GS and we departed from Rolfe Classic at 2:30 on Saturday 7 January 2006 for a warm ride out to the site. The run out through the Cotter was nice and cruisy with a few other bikes on the road. We then headed up towards Piccadilly Circus and the road turns to dirt after a while but it's no drama as the road is in very good condition. This was the first time I had been back in this area since the bushfires went through in January 2003 and although the bush is bouncing back it was easy to see the effects of the fire.

I was just taking it easy at my own pace and enjoying the view and sounds of the PD on the smooth dirt road and waved Timmo ahead. We climbed steadily up to Piccadilly Circus and then the road gets narrower and a bit rocky in places for the descent into the valley. We both managed to make it down without any mishaps and follow the signs to the rally site.



Upon arrival we register at the control tent before setting up house. Then it is onto the serious business of catching up with old friends, making new friends and checking out the bikes. The bikes there ranged from Frank Millwood on his scooter, postie bike (Brian Dunnerly), trail bikes, sports bikes, sidecar outfits, bikes with camper trailers, Anders on his Triumph Rocket III through to the many BMWs with the vast majority being GS's (of course) and also including a HP2.

Greg Barber, Peter Cassells and Stuart Wilson had also been out for a ride for the day and had called into the rally to say g'day before heading home.

The awards were handed out and the night flew by. After a good night's sleep I awoke to a cacophony of bird calls and climbed out of bed in time to see Timmo head off to try his luck in catching breakfast from the river. Luckily I had packed my own breakfast or I would

have gone hungry but I did hear about the one that got away.....

After packing up the tent and loading up the bike we said our farewells and headed back home after another successful rally. All up it was only 150 kms from Queanbeyan to the rally and return and as can be seen from the bikes in attendance you can make it on just about any bike.

Well done to George Scarfe and his helpers for putting on a great rally and thanks to David Ramsay from the BMW Touring Club of NSW for allowing me to use his photos with this article. Cheers, **Paul McAlister** R100GSPD Classic.



MRA News

'Hi Everyone, If you cast your minds back to late 2004 you may remember the tragic parting of Naomi Warne, mother of three young girls and partner of Peter Norris in a motorcycling crash near Lanyon. In support of the Family a trust was established by the MRA ACT to assist Peter with the raising of his 3 daughters. The ACT Chapter of the REBELS MCC held a family focussed street party and raised over \$5000 for this trust fund. Well the Street Party is on again, hopefully bigger and better than the first so let's get behind the event and while we can never substitute for Naomi we can ensure these three young girls have a bright future. See Ya There. **Pete, Editor MRA ACT**'

NORRIS FAMILY Charity Show & Shine Street Party

12 Geelong St. Fyshwick --- 11:00 am Saturday 4th Feb 2006

*Kids Entertainment *Live Bands *Harleys *Sports Bikes *Hot Rods *Street Machines
*All bikes, hot rods, street machines welcome All proceeds to the NORRIS FAMILY TRUST

BE THERE FOR A TOP DAY

More Entrants Wanted. Any enquires - Ph. Pix 0401575704



February 2006

Rolfe Classic would like to wish all ACTBMWCC members a very happy and successful New Year.

Product News

We have enjoyed much enquiry on the upcoming R1200GS Adventure as well as other new future models, such as the F800S, F800ST, the new K1200GT and the R1100S replacement, the R1200S. Pricing for these models has been finalised prior to release, so those wanting to be first in line, we are able to send forward orders through to BMW Australia now.

Welcomed addition to Rolfe Classic

On 12th December 2005, Kathi Davey commenced her career in BMW Motorrad sales. During the last month, Kathi has built on her existing knowledge of the brand as well as the past and present range of bikes. A very friendly face to talk with, Kathi rides regularly on her Yamaha SR250 whilst she waits for the arrival of her new F650GS. This will be the second BMW in the Davey garage, as her husband rides an 1986 R80RT. I encourage you to visit the showroom sometime in the near future to meet Kathi and make her feel even more welcome in the world of BMW Motorrad!

Special Pricing on Selected Models

Current customers of Rolfe Classic will be aware of our annual demonstrator clearance that is currently on during January, however the way Kathi's selling, they may all be gone by the time you read this! I would still urge you to contact our showroom to enquire if the bike you have been lusting after is still here as we are doing some unbelievable deals at the moment!

What you may not be aware of is special pricing on a range of BMW Motorrad models, all with limited supply. These are: **F650CS Scarver**, **R1150R Rockster** & **K1200RS**. Being that this is for a limited time and on limited stock available, please contact either Kathi or myself to enquire further.



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Parts Facsimile
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Dealer Principal
Brian Joseph

Thanks for reading & we hope to see you soon - maybe even prior to a Saturday morning ride!

Safe riding and kind regards,

Rob Jones & the team at Rolfe Classic BMW Motorrad



Recent Events: 2005 Christmas Celebrations

Though we were blessed with a balmy night for the Christmas Dinner and Presentation Night at the Botanic Gardens on 9 December, we did have a hiccup, or rather ACTEW did, when the power went out just after we finished our main courses. Judging the Loud Shirt winners by torch and candlelight added an touch of drama to the occasion. Sheryle Moon in her outstandingly orange overshirt was the clear winner in the ladies' division. Roger Paull out to avenge his narrow loss in 2004, chose a Bob Marley number that looked even louder by torchlight to win the men's division.

"Celebrity Heads" provided a lot of laughs and some of us realised just how old we are and how young Mick Owen is, when he asked "Who's Freddie Mercury?" Thank you to Pam Paul for organising the dinner.

Congratulations to Fiona Oliver and Pam Paul, joint winners of the Club Person of the Year.

Taffy Williams is the 'proud' holder of the Step-Off Award for his efforts in dropping his bike in the car park at the Arte Café one Sunday breakfast.....and he thought that nobody would remember!

The BMW rain suit raffle was won by Harvey McAllister; we're sure his dad Paul will look after it until Harvey is old enough to ride a bike in about 16 years time.



MICK OWEN

M O T O R C Y C L E S

The Motorcycle Specialist

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Mick Owen Motorcycles would like thank all our customers for all their support in 2005 and wish them a prosperous 2006.

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SPECIAL!!

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arriving early Feb



Recent Events: 2005 MRA Toy Run



Saturday 10 December saw a perfect Canberra summer's day for the MRA's annual Toy Run.

Don't think anyone actually counted the number of bikes, but it seemed that a combination of the weather and a great cause brought out just about every bike in Canberra and surrounds. (2004's count was 800 plus, and there seemed many more for 2005.)

A great result!

Our Club was very well represented, as usual, but unfortunately in the show of hands, we were just topped by Ulysses. Until next time!



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Pictured above: BMW R1200GS named Motorcycle of the Year, 2004 & Draggin Jeans Desert Storm Camouflage Cargo Pants.



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Recent Events: Christmas BBQ at Corin Forest

...A full report from Games Mistress Fiona!

It was a perfect day for our 2005 Christmas barbeque at the Corin Forest recreation area – the sun was shining and the wind was cold. Wise members had packed clothes for all weather eventualities. Even wiser members had remembered to bring blankets and fold up chairs. As always with the Club Christmas barbeque there was plenty of food, plenty of goodwill and plenty of liquid refreshments. However, what distinguished this year's event was the addition of a series of games designed to spice up the experience for young and old.

Yours truly was the Games Mistress, a part for which I was a natural choice as I have a loud voice and an even louder whistle, both of which were tested to the limit because of the wind. And of course, I just love bossing people around!



Helmet Toss

The first event was the helmet toss. Just like the discus throw or the hammer throw at the Olympics, this was an event that was all about technique, not just strength. There were three classes of entrants, men, women and children. It was a fiercely contested competition, particularly amongst the virile young (?) male entrants (age is a relative thing after all). However, our youngsters and female competitors also acquitted themselves very well.

The aim of the competition was to throw an old helmet (kindly supplied by our respected Editor) as far up the hill as possible. The length of the throw was paced out by me and a tally of results was used to select the finalists, who then had a throw off for first prize.

Before I cut to the results, a couple of throws deserve special mention—

Roger Paul threw a wild throw that landed in the crowd and nearly caused a premature birth (he was instantly disqualified) and Pam Paul threw a cracker that went backwards over her head and nearly landed in the water. They were a class act indeed!

Our overall winner was Murray Parker, with a splendid final throw of 37 paces. Mark Edwards and Peter Oliver were tied for second place with throws of 31 paces. The other finalists, who all threw marvellously but were pipped at the finish were Peter Horsburgh, Tom Cruise and Guy Micklethwaite. The winner of the women's throw was Jeanette Hahn with a creditable throw of 21 paces, closely followed by Pam Paul with 19 paces (she got better with practice!). The winner of the children's competition was Sebastian Markwick (15 dolly steps), closely followed by his brother Jeremy (12 dolly steps).

Murray won a fetching Club cap for his efforts and all the winners got chocolate money to spend as they saw fit.

Spud, Spoon and Glove Race

After the glittering affair of the helmet toss, the rest of the games were a bit more down and dirty, not least because, in the case of the Spud, Spoon and Glove Race, the contestants had to work up a sweat. Two mixed teams were formed and each runner wore a motorcycle glove (left or right, thanks for the loan Helen), clutched a plastic spoon and ran there and back balancing a little spud on their spoon before handing the entire kit over to the next team member. To be honest, I can't remember which team won but there were lots of laughs and the winners received chocolate yum yums to replace the calories they had used up during the race.



Tunnel Ball

Now, correct me if I'm wrong, but I would have thought that learning Tunnel Ball was an established part of the Australian primary school curriculum but it would seem that many members in the Club haven't got the faintest idea about this game, or perhaps primary school was such a long time ago that they just can't remember it any more.

Once again, two mixed teams were





formed with the object of shooting all the balls between their legs into the bucket at the back, the end person running to the front with the bucket and then doing it all over again until the first person was back at the front again. What made this competition particularly hilarious was that Russ Ball-Guymer was so busy chomping on a sausage during the game that he totally lost the plot. Thank goodness he didn't choke on it. Star Note—must ensure that no competitors eat during future games. I'm not sure whether our liability insurance covers choking on a sausage! One team won, one team lost, the winners got chocolate, and everyone laughed some more.

Crossing the River by Paper Plate

This was a game that was all about flexibility, flexibility of the body and flexibility of the brain. Two mixed teams (dear reader, do you detect a pattern here?) were given two paper plates and they had to cross a "river" (actually a wide gravel path) by stepping on their paper plates and then flicking them back across the "river" so that their team mates could also cross. Those team members with flexible bodies used the bent double, step by step approach. Those team members with flexible brains skated across the "river" on their paper plates. More winners, more losers, although this time it was a very tight finish, and of course, more chocolate.

The Life Saver Relay

This game was the piece de resistance of the afternoon. Two mixed teams were given the task of passing a Life Saver lolly down the row, with the winning team being the ones who got to the end first. But wait, I hear you ask, that sounds rather simple, doesn't it? Well, actually, no it wasn't because

they had to pass the Life Saver down the row by using a toothpick gripped between their teeth to the toothpick gripped between the teeth of the next team member.

I have never laughed so hard in my life as I did when I watched this game and I think it would be fair to say that it provided the best spectator sport since the Romans stopped tossing their enemies to the lions. The competitors were laughing almost as hard as the spectators. Of course, one team won and one team lost and everyone was exhausted from all the laughter. The chocolate did the rounds one final time.

Thank You

I'd like to say a big thank you to Sebastian and Jeremy Markwick, who were my special little helpers on the day. Thanks guys!



Come along next year

I hope by now you're regretting that you didn't come to the Club's Christmas barbeque. Well, never fear, the Games Mistress is here and promises to do it all again in 2006.

Fiona Oliver

Games Mistress (aka Public Officer aka Merchandise Officer)



Our Concours for 2005 was held in conjunction with the German Autofest Day with the winners announced and trophies awarded at the Christmas dinner.

There was a good turn out with about 32 bikes entered - and the winners were:

Cruiser – Hugh Davies R1200 CL

Tourer – Ian Hahn K1200LT on a count back from Ron Andrews. Ian has the miles and the photos to prove it.

Sports – Jack Foley K1200RS

Roadster – Peter Stanfield R80 (rumour has it that this double the price Peter was asking for the bike)

Off Road - Dave Arton R1150 GS

Rat Bike – no contenders this year (i.e. Upsidedown Greg didn't enter)

R-Series Classic – John Weninger from Melbourne with a very well presented 1938 R51. His trophy has been sent to him.

R-Series Post Classic- Colin McNally with a 1984 R 650.

A special mention goes to Ron Andrews from Sign Design at Mitchell for his support in the design and production of the trophies. The trophies are really outstanding and befitting of the high standard of bikes in in Concours 2005.

Club Concours 2005 Results



'Play it again Sam'

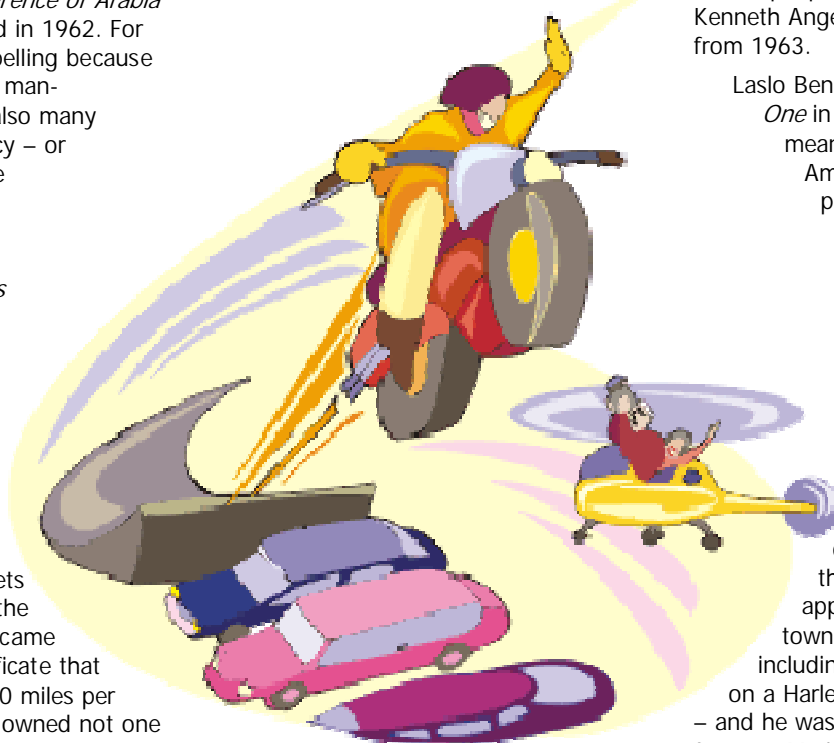
Eastern Australia has had one of the wettest spring periods in years in 2005 making motorcycle riding a little problematical on any wet Sunday. The alternative is – Go to the Movies! Of course you don't need to see a motorcycle movie but there have been more than a few – which do you remember? For most of us that's easy – as in *Easy Rider* starring Peter Fonda and Dennis Hopper.

For me, the first movie with a featured bike was *Lawrence of Arabia* by David Lean released in 1962. For many, the film is compelling because of its story not only of man-against-the-odds but also many against the bureaucracy – or at the crass level those incredible blue eyes of Peter O'Toole! As one reviewer put it "*Those 1963 Oscar contenders never stood a chance*". At four hours long, it also starred Anthony Quinn and Alec Guinness for the full block-buster effect. But for the fanatical rider it's that bike, the Brough Superior SS100 that gets you - the only bike in the world at the time that came with a guarantee certificate that it would go at least 100 miles per hour. So TE Lawrence owned not one but seven of George's machines, only to meet his death on one in 1935 – as depicted in the movie when he crashes into a farm cart at full speed. One of TE Lawrence's surviving machines has been magnificently restored and is available for sale today for 2 million UK pounds – surely the most expensive motorcycle in the world – if someone is prepared to front with the ready cash.

The second movie that made an impact on me was *Stone* released in 1972 and depicting a bunch of Australian bikies joined by a new-comer whose surname is Stone played by Ken Shorter, plus his posh girlfriend actress Helen Morse (of *Picnic at Hanging Rock*). The movie engendered the free world of the seventies mixed with the dark side of an assassination and was a huge hit in Australia but not elsewhere. It was effectively a pre-cursor to the *Mad Max* series, which also featured

various motorcycles. The equivalent from the US was the *Terminator* series featuring the Governor of California, Arnie Schwarzenegger.

The third best known of course is *Easy Rider* released in 1969 starring Jack Nicholson, Peter Fonda and Dennis Hopper and of course that amazing Harley-Davidson chopper. The bike was actually a 1200cc 1962 FLS model "Pan Head", heavily chromed and with a 45 degree raked



and 12 inch extended set of front forks. Peter Fonda said it took him days to get over the aching arms earned from riding the thing. The story is the let's-go-see-America saga, created after the two of them sell some drugs after a trip to South America and buy the "Captain America" bike. You feel the freedom of the road, and finally the senseless death of two very ordinary individuals in the end. Two actual bikes were made for the film, and one destroyed in its making. The second was stolen and never recovered, so probably exists as a bunch of parts travelling around the US under someone's unknowing rear. A replica was built in 1999 at great expense and can be seen at the Otis Chandler Vintage Museum in the US.

Some bike movies were more popular in the USA than here due to them referring to some real event.

The most famous of these is *The Wild One* which followed on from Jean Cocteau's death-men movie *Orpheus* from 1950 and *The Wild Angels* as the first full feature covering motorcycle gangs – the Hells Angels – commencing with the archetypal opening shot of the open highway, with bikes coming towards you then heading away (to freedom?) – a scene replicated in *The Wild One*. Another from the same era but more focused on the people rather than the bikes is Kenneth Anger's classic *Scorpio Rising* from 1963.

Laslo Benedek produced *The Wild One* in 1954 and gave real meaning to many regular Americans about the perceived menace of motorcyclists. The film was based on a real but poorly reported event at the small town Hollister, California where a rally was held on July 4, 1947 following the return of many men from the Second World War. Life Magazine reported the drunken debauchery of the rally as the bikers apparently terrorized the town – all of that made up, including a photo of a tough guy on a Harley surrounded by bottles – and he wasn't even a rider! The film features Marlon Brando as Johnny with his girlfriend Kathy, who is seduced on the back of the bike, but is more famous for the theme of youth rebellion typified in the response to a question put to Johnny –

"What are you rebelling against?" to which he replies "What have you got?"

For the bike-a-files who expect that he is riding a Harley – it's actually a Triumph twin. Brando is also seen biking later as a fleeing German Officer in *The Young Lions* (1958).

Bikes make a brief feature in a number of war films and other "action" movies. Another favourite of mine is *Top Gun* directed by Tony Scott and starring Tom Cruise and Kelly McGuinness released in 1986. This smash-hit film features a number of great highlights including some superb aerial combat over the Indian Ocean with Russian MIGs up against the F15s

of the US Navy, but also some clever scene setters such as Cruise's flight handle, "Maverick" and others for his mates and colleagues "Goose" and "Ice Man". Of course it features some popular songs, sex and action plus the line that epitomizes the genre "I feel the need, the need for speed!" Naturally Cruise is also seen racing a jet aircraft down the landing strip on a Japanese crotch rocket of a bike.

If you prefer more recent movies of the action genre with drugs, bank robberies and lots of bullets, flames and bike chases, then try *Harley Davidson and the Marlboro Man* starring Mickey Rourke and Don Johnson produced by Jere Henshaw in 1991. It's got it all, but really is a B grade movie. Better is *Mission Impossible II* featuring Tom Cruise as the freezingly cool Ethan Hunt again, and some excellent bike chases, it was released in 2000 to all the James Bond-type fans who found *Mission Impossible I* a little too complicated! *MI II* has some great bike riding – trust me!

Of course, this is where the BMW features- in 1997 Pierce Brosnan made his second James Bond 007 *Licensed to Kill* movie and it's a cracker – one of the best Bonds in the decade and appropriately titled *Tomorrow Never Dies*. For the Bond freaks, its movie number 17 of the 20 made so far. The BMW roundel is featured on both as cars and bikes. The bike is ridden by Bond of course, plus his female Partner this time (as distinct from "love interest"), Wai Lin played by Michelle Yeoh who almost out-Bonds Bond. They are chased by a helicopter over roof tops – and if you want to know more then rent the movie, but if you have never seen a Bond film this would be a great one to start upon!

So where should we go from here with bike movies? As I explored the reference books and websites for this article, I realized there are hundreds. For the racer/GS person, try that absolute classic *On Any Sunday* by Bruce Brown from 1971. Or for real dirt bike action you can't go past the *Crusty Demons* series such as *CD Nine Lives* available from any good bike shop.

For something with a more feminine feel, how about Alice Stone's *She Lives to Ride* (from 1994), *Girl on a Motorcycle* starring Marianne Faithfull (and originally titled *Naked Girl Under Leather* if that's your thing) or, if you can find it - *Women and Motorcycles*.

For those chasing a shot of their favourite marque you will find them all somewhere – for Norton for example, try the recent road movie, *The Motorcycle Diaries* starring Gael Garcia Bernal as Che Guevara released in 2004 (though the bikes aren't featured particularly).

If you want more USA style, then the classic is *Electra Glide in Blue* starring Robert Blake or *Born to Ride* a

whimsical movie about a young man who tries to impress the Colonel's daughter and ends up in the army!

And finally, if you just want all out balls-to-the-wall motorcycle action, chase down *Torque* a recent release in 2004 – a movie that will surely leave you with no adrenaline left for another!

Olaf Moon

Please note that I have NOT personally seen every movie in this article – just most of them.





Merchandise

The Club has for sale a range of good quality clothing embroidered with the club logo 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 Fiona Oliver, our Merchandising Officer. Orders can be collected at the next meeting.

| | |
|---|---------|
| Polar fleece zip jacket (mens and womens) Black, navy or red | \$45 |
| Polar fleece contrast sleeveless vest (unisex) Black/red, black/gold, black/grey, navy/red | \$40.50 |
| Long sleeve denim shirt (unisex) Medium blue | \$35 |
| Long sleeve chambray shirt (mens and womens) Light blue all cotton | \$49.50 |
| Mens rugby top Navy with denim collar | \$42.50 |
| Ladies rugby top Navy or red with white collar | \$30.50 |
| Short sleeve polo shirt (unisex) Navy with contrast trim on collar | \$35 |
| Thinsulate beanie Black or navy | \$25 |
| Neck warmer Black or navy | \$12 |
| Peaked cap with club logo Black or navy with contrasting trim | \$20 |



TJ's Tyres Touring Competition

Entries for TJ's touring competition close on 28 February 2006, so get out there riding and photographing if you want to win tyres up to the value of \$400 courtesy of Hal Caston of TJ's Tyres.

Fred Pensko has won the contest for the past two years and as this photo recently taken in Kiribas shows, our Freddie never passes up an opportunity to score more points!

(Did the rules say anything about a motor?)





Ride Report: North Island of NZ - August '05

Martin Little - who knows the language and can pass for a native, (which he is) - does his best to make us all regret that we didn't sign up for that Club tour of NZ that Prez John proposed early in '05.

Originally planned for February 05, this trip was rescheduled to late Aug 05 due to work commitments, plus nothing happens in August! Yeah right. Here I was in mid August with a son going to Germany, a house purchase with settlement due while I was away plus my employer making helpful suggestions about the benefits of not traveling NZ by motorcycle in late winter. Bigger it...the arrangements were in place...the flights booked...the bike booked (I hope the bike looks like the ones on their website!)...and the house shifting was sorted. (Thanks to my wife Viv!)

3.00 am driving to Sydney from Canberra to catch the early Air New Zealand flight to Auckland, I finally have time to catch breath and ponder the week ahead. Arrive in Sydney, the duty free shopping done, breakfast consumed and it's on the plane. 40 winks later we touch down in Auckland. The first thing I notice is they seem to speak a little different here...the second thing is how green everything is! I pick up a rental car and head across to Mellons Bay to meet the property manager. One hour later I am pleased with the outcome of the property inspection and on my way to the North Shore to stay with my sister in law and nephews in Torbay, where a good night was spent catching up on the last three years over pizza.

Up early on Saturday morning to walk the dog on the beach and watch the sun rise over the Hauraki Gulf... just magnificent. Over breakfast we plan what we will do when I return to Auckland in five days time, then it's goodbye as I drive off to pick up the rental bike, which by good management is located next door to the Hertz agency in Barry's Point Road, Takapuna. John Rains from Te Waipounamu Motorcycle hire is

waiting for me, along with a blue 1150GS, complete with panniers and top box. The bike is immediately christened "Blue". John is a

typical South Islander (he's ridden up from Christchurch to open the Auckland office for me!), and while we talk I can see he is keen to suss out my travel plans and my level of local knowledge. He's impressed with my planned route.... SH22 to Raglan, then back roads to Kihikihi in the Waikato, then across to Hawkes Bay via Taupo, then SH 2 through the awesome Waieoka Gorge to Opotiki, followed by the coastal road to Auckland. "": No worries John....I used to live here you know" gets a smile from him. We finalise the paper work, then it's pack the bike and on with the gear. "There are a couple of things you need to know about the bike says John"...oh great here we go I'm thinking...."it's an American import so the speedo is in miles"... that's OK, I can cope with that. I fire up the engine and Blue rumbles into life....I look at John and smile broadly... "The other thing is it has an after market pipe fitted" John adds.

I find my way out onto the Auckland motorway and head south. It's overcast, but the Waitemata Harbour is still sparkling as I head over the Auckland Harbour bridge. As I weave my way through the traffic, I take stock of the 1150GS. It's bigger than what I'm accustomed to, the handlebars feel really weird (wide), and it doesn't turn as quick as my 1100R. The motor is superb though & with that pipe fitted I can't help enjoying the grunt from the motor. There's no doubt I have the attention



of motorists close by! I leave Auckland city on the southern motorway, and the traffic is heavy, but flowing at a steady 100kms. At the bottom of the Bombay Hills, the motorway opens out to three lanes, and it's a drag race to the top, Blue eats it in top gear, and I'm at the top very quickly. Here I finally enter New Zealand (that's a NZ joke) by turning off SH 1 onto SH22 to Pukekohe. This is market gardens country, and it's an easy cruise through rolling hills to the town of Pukekohe. Decide not to stop here as its Saturday morning shopping crazy and press on to Tuakau, 40 kms down SH 22. The sun has come out and it's a beautiful day riding through the green countryside, stuff all traffic now, with plenty of corners to keep things interesting. As I ride into the Tuakau, I decide its time to stop for pie & coffee as the hot bread shop is open. Finish eating, take a few photos then time to press on.

Leaving Tuakau, the road tightens up almost immediately, and the further south I go, the shorter the straights get, and the more frequently the corners arrive. Road building in this part of the country is simple; you just follow the contours of the land. This is all hill country with lush dairy farms with small villages along the way, which allows for the odd TJ's photo shot. I scoot through Naikē, followed by Dunmore, the road is stunning now with corner after tight corner, all 4th gear stuff as the straights are now almost non existent.

The turn off to Raglan arrives, and I head west out to the coast. John has warned me there would be gravel on this stretch, so I think I'm ready for it. I mean how hard can it be? I've ridden on gravel roads before (admittedly a few years ago). What I had forgotten was that a gravel road in NZ is inches thick of heavy gravel stones. To really test me, this stuff had been freshly laid the day before and there are no wheel tracks to follow. Fortunately Blue was up to the task, and I was now extremely grateful for those wide handlebars. Thank goodness for so little traffic as I slip & slide my way around corners. Twenty km's later I pop out onto State Highway 23 and it's a leisurely 15 km sealed road into Raglan, the Byron Bay of NZ for a late lunch.

Lunch is at the Salt Rock Café in the main street of Raglan on the shores of Raglan harbour. The food is great, and the owner is real character! She was very talkative, despite my refusal of her demand to marry her! Time to get out of here and I head west toward Te Awamutu, home of Split Enz & Crowded House, the back roads are very quiet, and an hour later I stop for a TJ's photo in the outskirts of Te Awamutu. Nothing's changed, since I was last here, and continue onto to my destination, my wife's Uncle's farm on the outskirts of Kihikihi. I arrive late afternoon, having covered a total of only 300kms, but it feels like 600! This is a good reminder that distances in NZ are deceptive and travel times can take much longer due to the serious lack of straight roads.

The next morning after a huge Waikato farmer's breakfast, I get away by nine. It's Sunday morning, and the normally quiet roads have no traffic. It's cold but sunny and the heated grips are on as I cruise south through endless dairy farms. I feel more comfortable on the bike now, and as I motor through the hills near the Waipapa dam, I feel like I finally have the right gears selected for the corners. The bike is going great. This part of the country has impressive rock formations, and is very scenic, and I take my time, just enjoying the scenery. After Mangakino township, I take the Poihipi road to Taupo, and this is an absolute blast. Well formed, wide open corners, and a very scenic run down into Taupo, perfect for blowing out the cobwebs on a sunny Sunday morning. I realize I must be getting close to Taupo as there are plenty of Mercs, BMWs & even the odd Bentley heading out to the golf links. I stop on the hill near Accacia Bay to

take some photos of Lake Taupo, with the snow capped mountains in the background. No wonder it's so cold! Ten minutes, later, I'm in Taupo for coffee, admiring the view across the lake, with the mountains. What a way to spend Sunday morning! I spend an hour reading the Sunday papers, and warming up with coffee as Blue gets plenty of interest from passers by.

I head out of Taupo on State Highway 5 towards Napier in Hawkes Bay. The first 40kms is on the Rangitiki plains as the road meanders its way through NZ's largest pine plantation. This road is the equivalent of the Monaro Highway, and it's easy to maintain a good pace in the brilliant sunshine. Soon enough we come to the hills that will climb up to the summit at Te Hauroro. These hills are steep, and the corners beautifully cambered and sealed. I do my best to maintain pace with a late model BMW M3, but after 20kms I give it away and

stop for a photo opportunities at the Tarawera tavern. Sure enough it's open at 10.45am on a Sunday morning, and judging by the laughter coming out, they are having a good time! I continue on, and the road keeps climbing through bush clad hills with late morning mist swirling around the peaks. Off to my left I catch glimpses of the old Coach Road, the original track which horse drawn coaches used to travel on between Taupo & Napier in Hawkes Bay. This road stopped being the main highway only about 30 odd years ago, and I have memories as a youngster being driven on this road by Dad. Suddenly the road peaks out at the summit, and the province of Hawkes Bay sprawls out ahead of me in the bright sunshine. This is my home province, and as the road tumbles down to sea level over the next 30kms, I enjoy a road full of memories from previous trips. The last 5kms is through the

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stunning Esk valley wine area. This is beautiful part of Hawkes Bay, and I'm tempted to stop for an early lunch at the many vineyards, but decide to press on, as a most demanding road is yet to come. This part of the journey is over when I arrive at the intersection with State Highway 2. I can smell the sea, it's so close. I need petrol, so I travel south 5kms to the Bay View servo to gas up. Once this is done, I take a break beside the sea, while I take stock of what's to come. I am headed for Wairoa in northern Hawkes Bay, my family home. Ahead of me is 100kms of mountainous roads, complete with tight gorges, one way bridges and numerous hairpins & switchbacks. This road makes Clyde Mountain look positively safe. I have

summit arrives, and the road pitches downhill, two lanes squeezed into the equivalent of one, with hairpin after hairpin, as I descend to the corner labeled the "Devils Elbow". Once this safely negotiated, Lake Tutira arrives, and I push past its green waters glistening in the sunlight. As the road leaves the lake, I'm confronted mid corner with an ewe and her lamb, no time to stop, and the bike brushes past one very stunned sheep. Well, that was close! I have a straight piece of road all of 1000 metres long to calm my nerves, before the next series of corners arrive to herald the plunge into a steep gorge. Here the road is wet and slimy, and I tip toe through the narrow corners, 5kms later we rise to the top of another hill in brilliant

heading directly inland; it was a beautiful day, blue sky, great roads just right for cruising and enjoying an early spring. After a short stop at the Tiniroto Tavern (photos only), I head back down the valley towards home, but have to stop to let a flock of sheep pass on the road. I get talking to the farmer who is droving the sheep and recognize him as an old school friend, Lloyd Wallace. We went through Wairoa College together, 25 years ago, and haven't seen each other since! Photos were taken, introductions were made to his wife who came roaring up on the quad bike to see why the bikie was delaying her husband, and we spent a good 40 minutes talking on the side of this quiet country road. Eventually I make my way back home musing on this chance meeting.

The next day it is say goodbye early, at 8.00am in the morning, as I have almost 700kms to cover today. Dad is used to seeing his sons off, so this is just one more goodbye. The morning is dull & overcast, but pleasantly cool. I motor along SH 2 towards Nuhaka where the highway will turn inland and climb over the Wharerata ranges to Gisborne in Poverty Bay. The climb up the ranges is awesome, and is capped off with stunning views across Poverty Bay as the road follows the hill line through the pine forests. Forty minutes later the road winds down into Poverty Bay, and it's a sprint across the coastal plains towards Gisborne, New Zealand's eastern-most city. I have friends to visit in the city, and I pull into their drive right on 9.00am. An hour later after coffee and home cooking with Karen & Neville, it's goodbye, on with the gear, on the bike and start heading inland from Gisborne on SH2.

This piece of road from Gisborne to Opotiki through the Waieoka gorge is one of the best rides in the north island, as challenging as the Napier-Wairoa road, but longer and with approximately 80 kms of it in one gorge, is guaranteed to please. Just pray for fine weather! This is exactly what I have as I cruise out of Gisborne through the vineyards and orchards. The road here follows the river flats and is climbing gradually. Everything is lush and green, it's almost hot, and Blue is loping along. Not long after the village of Ormond, the hills start and the road changes instantly into a steeply winding ascent with stunning views across the hill country farms. This goes on for 30kms as we climb up to the village of



travelled this road so many times its second nature, but I'm still cautious. A whale breaches off shore, and I kick myself for this lost photo opportunity, as the camera memory stick is full with no spare.

Time to go, and the introduction to this piece of road is an easy 5km cruise beside the sea, finally turning inland and following the lush river flats towards Tangoio Bush. The scenery is superb, with spring in full flush, blooming wildflowers compliment the green pastures. As the river valley ends, I finally arrive at the first major corner, a tight 25km right hander, off cambered and climbing steeply uphill towards the summit of the first mountain. You beauty, for the next 15kms, the road repeats this formula as it climbs upwards. Suddenly, the

sunshine, the bike in a constant state of swinging from side to side. After an hour of this, I arrive beside the Wairoa River on the outskirts of Wairoa Township. I'm content knowing I've just ridden one of the North Island's best roads, and knowing I now have 4 days catching up with family. Dad is waiting for me as I pull into the drive; they've heard the bike come into town and figured it wasn't a local bike, so it must have been me!

The next four days are spent visiting old haunts, visiting family, and just reminiscing. There was even time for a short ride each day, mainly on gravel roads for something different.... On the Wednesday, I had the morning free, so I took Blue up to top of the Tiniroto valley, approximately 70kms out of Wairoa

Matawai, where I have to stop for a toilet break. (Too much coffee!) Ready to go again, I chat with another older traveler who has stopped to admire the Big BMW. 10 minutes later, I manage to say a polite goodbye, start the motor throw the bike into gear and the motor promptly stops! Hmm...No problem, I restart the motor, into gear again and it promptly stops again. My mind goes into overdrive wondering what has gone wrong. I try again, only to get three strikes. I get off and stand staring at Blue, wondering where to start. I finally notice the side stand in the down position and realize its operator error. Doh! I'm so used to my 1100R system; I had failed to register the significance of the cutout on the 1150R. Phew that's a relief, what a place to break down! Back on the bike, I leave Matawai, and start climbing the last hill (read mountain!) before the Waieoka gorge. After the last 50kms you wouldn't pick the road could get any better but it does, from Matawai it's a 15k steep climb on beautifully cambered tight corners bathed in sunshine. At the summit this all changes and the descent into the gorge is a demanding incredibly steep series of hairpins and switchbacks all still damp from the morning dew. It's



great, but caution is required. At the bottom of the descent we come about beside the Waieoka River cascading over moss covered rocks, and the road now follows the river for next eighty kms, with near vertical cliffs on one side ensuring very little sun shine. Straight sections of road are almost non-existent and its corner after corner through dense bush with the river a short drop to one side. The exhaust is booming of the rock walls, and there is almost no traffic, just perfect! This road is generally in a good state of repair, but it is

challenging, and a mistake here is serious as there are no run off areas! The gorge suddenly ends and I ride out into the Bay of Plenty, as I give Blue a handful of throttle across the river plains to Opotiki, where there is great hot bread shop to stop at for an early lunch. While there, I get lots of friendly travelers stopping to admire the bike and ask where I'm going.

In terms of distance traveled I have done only 250 kms with still 350 kms to go to Auckland, but have taken almost 4 hours to do it! I'm actually looking forward to some straight roads now!

Heading north out of Opotiki, I get a big wave from two sports bike riders heading south into the gorge. The next stop is the port city of Tauranga, approximately 2 hours away on easy coastal roads. The best part is barreling along the road under a canopy of huge Pohutukawa trees with the Pacific Ocean only meters away. The corners are a lot more open, allowing good sight lines, and with sunny conditions, I am making good time. The closer I get to Tauranga the heavier the traffic gets, until at Te Puke, it feels like the Hume Highway again. Between Te Puke & Mt Maunganui the number of white



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crosses on the side of the road is a sobering reminder. I make a number of stops for TJ photos, but otherwise it's north bound. I want to stop in at Katikati, north of Tauranga to pay my respects to my late brother. The closer I get to Katikati I can feel my anxiety levels rising, and as I ride up the hill road to the farmlet where he used to live, I almost stop and turn around but I continue. I make my introductions to the new owners, take a few moments to reflect on my last visit, and then depart. As I ride back down the hill, with the panorama of Tauranga harbour in front of me, I can feel a weight lifting of my shoulders. All is right in the world again!

From here it's a simple 2 hour trip to Auckland, first I have to get through Waihi town followed by the Karangahake gorge, a mere 15kms of beautifully prepared bikers road that then leads out onto the ho-hum cruise across the Hauraki plains to the base of the Bombay Hills out side Auckland. The gorge is a blast, with the exhaust note following me around the rock walls. All too soon, I'm out on the plains, and I let the speed creep up. As I approach Ngatea, I spot the police car at the same time they see me. I get the pointed finger, and look in the mirrors for the expected u turn and chase, it doesn't eventuate and I give silent thanks. It could have been a hefty fine! I wind the speed back and now just make the most of the final kms of country roads before Auckland. It's blazing sunshine and warm, Blue is humming away, and all too soon, I turn on to SH 1 at the bottom of the Bombay Hills and leave NZ to enter Auckland.

Welcome back to reality! Its Thursday 4.30pm and I am now caught in commuter traffic on the southern motorway. The traffic grinds to a halt at Mt Eden, and for 30 minutes we crawl 5kms through to the Auckland harbour bridge. Once across the bridge the traffic starts flowing again, and

it's an easy cruise on the northern motorway to Torbay. As I pull into the drive, my nephews are out of the house in flash, ogling the bike and demanding to be taken for rides immediately!

The next day was spent taking said nephews for rides around the Whangaparoa Peninsula, good fun, and with plenty of photo opportunities of Rangitoto volcano in the distance. All too soon, it was Saturday, time to drop the bike off and get to the airport to come home.

So, would I do it again? Absolutely! I had a blast; the bike was perfect for the ride, comfortable on all types of roads, the weather was strangely perfect, 7 days of sunshine at this time of year in NZ is not normal, and when it's like this, there is no better way to travel than by a BMW1150GS.



Perfect time of the year for a weekend ride, so ...

20 minutes from Canberra -
For breakfast or just coffee - to just sit around to talk bikes and stuff - or perhaps, to kick off on a 'proper' ride for the day.

Make your own way, or meet and depart from the Shell Gateway Service Station, Mitchell I, or the Red Rooster (top end of Queanbeyan) at 8.30am.

The first Sunday of each month we head off to somewhere different, (see 'What's On' for details), but you'll still usually find someone at Cafe 2621 in Bungendore, so come along!

Join us at Bungendore on Sunday Mornings!



Same venue - change of ownership and new name. What was the Arte Café is now 'Cafe - Steakhouse 2621' - which you'll find next to the service station on the Braidwood road

Murray Parker recalls...

'Memories of Longreach'



'Ian Hahn's Australian tour article in the last issue included a section on Longreach and the Qantas Hangar Museum in Queensland. This sparked a series of mixed memories for me, taking me back 15 years.'

In the April of 1990, central Queensland was engulfed in a major flood caused by a dying tropical cyclone in the Gulf country. I was a crewman onboard one of many Black Hawk helicopters that were dispatched west from Townsville to provide flood relief operations. My aircraft was sent to Longreach. For those who have never been out there, it's in the middle of the Qld channel country that stretches from the Gulf to the southern Queensland/NSW border (pretty much), and it's as flat as a tack. So it doesn't take much for the area to go under water with any concerted input from Mother Nature. On our arrival, Longreach was an island surrounded by tens of kilometres of floodwater. The Barcoo River had burst its banks and at one point was 25 nautical miles wide!! The Thompson was much the same.

It was an amazing time for the crew and I. We carted everything from food (for people and animals) to fuel. Sometimes it was an internal load, but much of it was externally loaded using the cargo net we had brought with us. We evacuated the entire town of Jericho, which was about to under. We transported a stranded semitrailer fridgmobile's worth of butchered sheep and pigs from Blackall to Longreach to stock up the local shops. We made supply drops to individual homestead islands over a wide area and transported people to medical centres as required. From an operational point of view it was a tremendous experience, requiring us to think on our feet and come up with solutions to challenging situations. We worked long hours but loved it.

Of interest, however, was what occurred at the Qantas Hangar, which was not a museum at the time. To put things in perspective, the Qantas Hanger was built in 1921 after the company (which was formed the year before in Winton), moved its headquarters to Longreach. The company went on of course to become our national carrier. The Chief Engineer looking after the building was a chap named Laurie Curley. Laurie was one of the very first Qantas apprentices put on after WWII. He could tell a good yarn and was instantly likable. He loved aviation. One day, he gave me a guided tour of the building, pointing out its unique construction and his ideas for its restoration and conversion to a museum. As we were chatting in his hangar office, I started to notice pictures of him in front of all sorts of old aeroplanes in various countries. I also noticed one of him posing with USAF General Clair L Chennault!! And this is where it starts getting interesting.

By coincidence, I had just finished reading a book about Air America (AA). The story was eventually made into a movie, which you may have seen. The book however was the true account. For those who don't know, AA was a CIA aviation organisation known by many company names around the world. The famous footage of the silver/white helicopter performing the last evacuation flight of Vietnamese from atop a building was an AA helo. General Chennault was a WWII Flying Tigers veteran who operated extensively in Asia during the war and afterwards formed a company called Civil Air Transport (CAT). This company eventually evolved into AA. Sir Winston Churchill said of Chennault, "he is the ugliest man in the world – glad he's on our side!" Most of the AA missions were related to supporting anti-communist forces throughout SE Asia and was heavily involved in the Korean War.

Laurie, as a young qualified aircraft technician, was offered a chance to work for Qantas in Singapore. From there he went to Thailand with an affiliated company, then Cambodia, Laos and eventually to Vietnam. This was all in

the days before the American involvement in that war. In total, Laurie spent 18 years in SE Asia, rarely coming home. He didn't know until a few years into it, that he was actually working for AA, as it was call CAT. Laurie was in Hanoi in 1954 when the French were defeated at Dien Bien Phu by the Viet Minh, led by Ho Chi Minh. Laurie told me how CAT transported troops, dropped supplies, and performed medical evacuations for French forces at the height of the battle. CAT lost a number of aircraft and crews to hostile fire. The French defeat spelt the end of business for the colonial forces and foreigners generally in North Vietnam. The evacuation of all foreigners out of Hanoi followed soon after. Laurie explained how they kept the CAT aircraft operating around the clock. They removed all the seats from the aircraft and ran a couple of straps down the centre. The ex-pats crammed in, sat on the floor and held onto the straps. This way they were able to maximise the loads. The crews and technicians took the last flights out, never to return to Hanoi. From there, they relocated to Saigon, where operations continued in support of the South Vietnamese Government.

Laurie spent the next few years seeing the increase of America's involvement into the war. 1968 was the year of the Tet Offensive, where the North Vietnamese Army (NVA) supported by the Viet Cong (VC) conducted simultaneous operations across the length and breadth of South Vietnam. You may recall the scenes of the American Embassy under siege. This was a significant event in the war, as allied intelligence didn't think the NVA/VC would attack during a national religious holiday (which is what Tet is). As is usually the way, they were wrong. Public opinion in allied home countries (including our own) against the war started to mount. Laurie could see the writing on the wall, and had

had enough of SE Asia by then, so decided to come home. The rest of the war is history – to be repeated it would seem given current events in the Middle East!

Laurie showed me all his memorabilia from his time with CAT, including newspaper articles (the company had its own newspaper!), photos and posters. There was just too much evidence for him to be making all this up (which I had thought at first to be honest), and he backed up everything from the book I had read. He knew all the characters and could name all those who had lost their lives in crashes or from being shot down. We spent hours talking and he loved our helicopter when we showed him. He basically just loved anything that flew and his passion was infectious.

The flood headed south down through the channel country like an inland sea, and we followed it, providing support to all and sundry right down into central NSW. I went back to Longreach a couple of years later to give Laurie a photo we had taken of the crew in front of the Hangar the day we left. We had a great time chatting for hours once again about all things aviation. I never saw Laurie again; he died in a light aircraft crash near Roma pursuing his passion of flight. If ever you visit the Qantas Hangar Museum in Longreach, I'm sure they will have a dedication to Laurie Curley, the only Australian I've heard of linked to Air America.

Happy Flying

Muzz

PS. Chennault and AA's history is all in the public domain if you want to check it out for yourselves on the WWW.

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Not quite gravel surfing...

It ain't Gravel Surfing like Greg does it - but it is on two wheels and its a load of fun and it breaks bikes as often as Greg does!

Where do motorcyclists go if they want to use their own power???

Some go mountain biking! Two wheels, front and rear suspension, 27 gears and as much power as you can muster and sometimes, lots more speed than you can handle. One wheel slides, Two wheel drifts, wheel spin, traction problems, over the handlebars, rear wheel lock up, front wheel lock up, suspension that has been developed on GP bikes, and Formula 1 cars? Mechanical problems? Blood sweat and tears? It's all there in cross country mountain biking.

Cross country mountain biking involves racing a bicycle along the sort of track that a some bushwalkers would think twice about. And the racing varies from 2 hours right through to 24 hours - and the biggest race of all is right here in Canberra - it's the Mont 24 Hour Mountain Bike race. The Mont 24 Hour race is reported to be the biggest mountain bike race in the world. 2400 riders and about another 2400 helpers / supporters turned a small part of Kowen Forest into a small town for a weekend in October.

What is it about the Mont?

1. It's social - its a 24 Hour race that requires a lot of planning and strategy to complete. People ride it solo, in pairs, musketeers, fours and sixes and corporate teams of 10. It's a relay so each team member does a circuit of about 20k's and hands over to the next team member. This goes on non stop till the finish. The team with the most laps completed in the 24 hour period wins. The start is at 12 noon on the Saturday and there's no rest till you finish your last lap after 12 noon on the Sunday.

2. It's a serious challenge. This year the rain (and sleet) turned the forest into a quagmire. We had forklift pallet bridges for the worst bogs but still some of the bogs were axle deep. Deep enough that the quickest way through was to pick up your bike and run.

3. The weather is always "interesting". Two years ago we had snow and minus 7 degree temps at 4-30 am on the Sunday morning. It's a serious challenge to head out in lycra in those conditions! In 2005 we had rain drizzle and sleet for the riders doing the 2 am slot. But we are skiers/ motorcyclists etc - we're used to bad weather, aren't we?? - press on!

Besides - it's your lap now Sally - not mine!

And out in all this fun were two members of the BMW Club. Richard and Sally Gallimore, competing in a Mixed team of 6 in the over 40 average age category. Storming around for their third Mont Race in a row. in the old farts category, 5 teams all finished with 18 laps under their belts.

There's a lot of hot competition in the old farts category! But no podium this year for us!

This year come out and watch - it's spectacular. Or maybe even start training and come and compete. One of the main training areas is at Sparrow Hill. That's on the way to Bungendore. As you head out to Bungendore for breakfast on Sunday mornings you'll often see cars parked by the road on the southern side after the Burbong Bridge. That's us. Spare a thought for us flashing through the trees, leaping off logs, roaring down embankments and generally having a great time while you lot are sitting down to breakfast. And yep - that's us out there on Wednesday nights in the dark with helmet lights doing the same thing all year round. Now mountain biking in the dark when it's snowing... that makes every other ride look easy!

When we slow down we'll have time to do some more BMW Club trips! Come out and watch a mountain bike race - see one of the reasons why there have been more bicycles than cars sold in the last twelve months. Hint - It's all that skin tight lycra.....

Richard Gallimore





November Extraordinary & General Meetings

An Extraordinary Meeting was held prior to the club's general meeting at the Italo-Australia Club, Forrest on 28 November 2005.

The purpose of the Extraordinary meeting is for members to approve and pass the Club's audited financial statements for 2004/5.

59 members were present including proxies.

Motion: That members approve and pass the Club's audited financial statements for 2004/5.

Moved: John McKinnon Secinded: Pam Paull
Passed unanimously.

General Meeting

Attendance: as per attendance book.

Apologies: Roger Paull, Peter Oliver

New members and visitors: Wayne McMillan, Prue & Jim from Port Macquarie (R1200)

Minutes of previous meeting approved: moved by John McKinnon and seconded by Olaf Moon.,

President: A quick meeting tonight as Olaf has a presentation on the mountain huts

Vice President: Tickets are available for a BMW Rain Suit \$1 each or 3 for \$2. Size unknown, donated by BMW. The proceeds will go to charity.

Secretary: Mail this month:

CPS Credit Union Statement & member info.

Christmas Party Payments

Membership applications; Trenchuk, Allan, Leniston.
Other clubs newsletters.

Returned undelivered letter for declined membership
Invitations to the President to BMW Car Club Dinner
and opening of Citizens Advice Bureau

Standing Order Delivery from Post Office to be used
when Committee changes over.

Assorted advertising material.

Payment from Tom Burns for advertisement.

Letter from Italo Australian Club confirming bookings

Treasurer: apology

Editor: As Roger is away, Mrs Editor thanked the people who responded with input for the magazine.

Ride Coordinator: very quiet at present.

Christmas Picnic at Corin Forest this Sunday.
The following Saturday is the Christmas toy run. Meet at OPH 9:00 ish. Olaf has a ride on the 11th through the Snowies. Breakfast will continue as usual over the Christmas break.

Social Secretary: Bookings for the Christmas dinner on 9 December close tonight. Club Christmas picnic Corin Forest 4th December. Advance notice of Christmas in Winter with the Victorian Club; it will be . Sat 17 June at Beechworth.

Clubs Australia: Negotiation is taking place with Mac McMath for him to put a short article in all newsletters each month with news from BMW..

Membership: 245 Members at present. One new member received this month.

Webmaster: Everything is going well.

Merchandising: Very slack this month. She is looking for another polar fleece supplier. The Anniversary port supplier is putting together some label options.

Gravel Surfers: Attended the Safari for GS riders only. It was very good with the new format. The trip up through the Hunter Valley .and the Warrumbungles was good until his bike broke.

General Business: Reminder to keep sending in entries for TJ's Touring Competition.

Olaf Moon gave a most enjoyable presentation on Mountain Huts, complete with photos and anecdotes.

Editor's apologies to Ian Hahn.
Space limitations in this month's issue of 'Shaft Drive Lines' meant that the next data sheet in Ian's series '**Short History on the Beginnings of BMW**' must be held over until our next issue. Ian will also return with the next part of his article '**Around Australia on a K1200LT**'



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Minutes of January Committee Meeting

Meeting held 12 January 2006

Present: John McKinnon, Pam & Roger Paull, Fiona & Peter Oliver, Olaf Moon, Ian Hahn, Martin Gilbert, Mal Elliott, Stephen Hay. Member: Jeanette Hahn

Apologies: Colin Ward

President (John McKinnon): Minutes of previous meeting endorsed as a correct record. Matters arising from the minutes are/have been addressed.

Vice President (Colin Ward): apology

Treasurer (Peter Oliver):

Cheque account \$8240.78 Smart Saver \$2207.98

Peter will follow up the invoice for the Christmas dinner.

Secretary (Steve Hay): Mailbox cleared today. Received:

Letter from Italo Australian Club advising our request for the seminar room at the club for 2006 was successful. (Steve has undertaken to pay in January for the 10 dates booked); Other clubs magazines; BMW Mobile Tradition Nov 2005; \$300 advertising payments; MRA affiliation invoice for \$60; 1 membership application (D Shean) and 1 renewal (R Woolley); MRA flyer on National Motorcycle Awareness Day

Editor (Roger Paull): Already has lots of material for the next newsletter including lots of advertisements.

Ride Coordinator (Mal Elliott): Alternative breakfast 5th February to be decided after Pam has contacted the suggested locations. Sunday 22 January: 8:00 from Rolfe's 8:30 from Williamsdale to Jindabyne and Charlotte's Pass. Morning tea and lunch at Jindabyne. Mal will be the ride leader. Sunday 19 February: 8.00 at Hall lay-by to Gundagai, Tumut, Kiandra, Adaminaby, Cooma. Volunteer needed to lead this ride. Sunday 12 March: Martin Gilbert will lead a ride to Jugiong, Harden, Boorowa. 18/20 March (Canberra day long weekend). Overnight trip on the Great Alpine Road, to be discussed further at next meeting.

Olaf Moon suggested we need a leader for each ride and it was agreed to do this in future.

Social Secretary (Pam Paull): February Chomp and Chat will be at Zeffirelli's at Dickson. Will contact Bredbo Pancakes, Loaded Dog Pub at Tarago and Lanyon Café to see if they can do Sunday breakfasts. Maestral Restaurant at Cooleman Court for Chomp & Chat later in the year.

Web (Olaf Moon): Great website for Europe "Riding in the Alps" and recommended if you are in the area. We need ideas to attract people to the site.

Merchandise (Fiona Oliver): New supplier for women's polar fleece tops found. The anniversary port is progressing but there is a problem with the logo on the sample. Steve has samples of AA maglite torches for the club to evaluate but did not receive the Victorinox Swissslites.

Public Officer (Fiona Oliver): Has advised Registrar General's office of acceptance of audited statements at November's extraordinary meeting. Will get copy of Constitution and develop some suggest amendments so that compliance with reporting is easier. Proposed amendments need to go to members 14 days before AGM.

Clubs Australia (Martin Gilbert): General discussion on member awards. Clubs Australia has taken a decision to separate the car and bike national event. There has been interest in having a lower profile national bike only event. The president has sent out a questionnaire soliciting opinions from clubs that was responded to at the meeting.

Membership (Ian Hahn): Ian will be away for several months shortly and needs a backup for his absence.

246 current Members. 1 New membership accepted (D Shean) and 1 renewal (R Woolley).

Membership renewals have been prepared and early payment is requested. All members will receive a special 25th anniversary club badge.

General business: BMW Safari - note to go in newsletter asking for members going to let Martin Gilbert know - maybe meet for a meal/drink on the trip.

Yahoo newsgroups - put a reminder in the newsletter.

Next meeting 16 February 2006.



Wanted

Windscreen for a 2003 F650 GS. If anyone has a screen for sale call **Larry on 0423 805 474**

R100GS in good condition. Contact **Andrew Hoddle (02) 4938 5517 or 0415 187965**

Second Month

I have a 1983 R100 RT that I am going to remove the fairing from. It is in very good condition and complete. I need to find a head light, bucket, ears, blinkers, front mirrors etc. I am prepared to swap or trade the original fairing for the parts I need. Eventually I will mount an 90s type bikini fairing. Contact Gordon by email jbvast@bigpond.com or phone (02) 6842 3320

Speedo, new or second-hand for my **R100GSPD**. Call **Peter Ryan on (02) 6121 8595** (work).

Replacement instrument panel for my K100RT (1988) - I've been told that any dash from a K100 or 1100 will do. **Phone Simon 6251 1707 or 0429 698063**

Latch and locking mechanism for R1100RS/RT pannier. I have broken the part which grips the rack when the pannier handles are locked into place. A smashed pannier may have the necessary bits. I need a right hand side, but I think that the latches are identical. **Paul 6292 0677**



For Sale

Summer jacket - Motodry XVent, medium, blue and black, waterproof liner, as new only worn twice, **\$80 ono.** Phone Pete 0438 424 516 or 6257 8855.

K1200GT 2002. In unmarked Alpine White with panniers, ABS servo-assist (dual) braking, heated grips, electric adjustable windscreen and new tyres. Registered until 3/06. 45,000 km. Serviced every 5,000 kms. Excellent condition. Independent inspection welcome. Regretful sale, for genuine reason. Insured for \$23,000 but open to negotiation for a quick sale. **Mark 0422 425033, (02) 62567535 (work).**

R1100S 2001, Factory black engine case model, unique BMW Silver and Black body panels, 2nd owner, No accidents, 25,000 km's, Vanderlin exhaust, ABS, Cruise control bar end, F&R Ohlins shocks, 5 1/2" rear wheel, near new tyres, ACT rego. **\$15,500 ono.** Contact **Paul on 02 6213 7322 or 0411 829 300.**

BMW R80GS 1983 Excellent original condition, Staintune muffler **\$4,500 ono.** Contact **Colin 0419 281 246 or 03 5759 2752.**

R1100RT 1996 82,000km. Panniers and top box, all with soft inserts. ABS, UHF and AM/FM radio to helmet. Heated grips. Electric screen. Lambswool covers. 12 months ACT rego. Got two bikes, gotta sell one. **\$11,000.** **Colin 0434 36 7900.**

1992 BMW K100RS (16 valve engine/ABS brakes), Champagne Silver, blue seat, perfectly set up for sports touring, 70,000km, just run in, excellent condition, always garaged, complete service history; complete set of BMW panniers (including soft inner carry bags), top case and tank-bag; security alarm, original BMW tool kit and workshop manual; black Sheepskin seat overcover (as new); good Michelin tyres; REGO to July 2006; **\$8,000 ono.** Located in Sydney, happy to deliver to ACT. **Neil Turner 0418 307 219**

BMW 1992 K1 - Blue and Yellow decals, low kms, alarm, log books, well maintained, exc condition, tank bag, soft luggage kit, tool kit, manual and bike cover. **\$8990 or ono Phone: 02-6297 3276 or Mobile 0414 413276 (Ray)**

BMW K1100 Luxury Tourer, 1998, panniers, top box, ABS, custom comfort seat, blue, well maintained, many extras, NSW Reg VCM-12, **\$10,500** More details at <http://www.nf.com.au/bmw/> or email rikk@rikk.com or phone **0407 236 409**

BMW R1100S - full Remus exhaust system, lightweight, and beautifully made. UNUSED, still in box, a bargain **\$800.** **Steve 0413 884259 or (02) 44717372**

BMW F650 GS 2001. 59,000 km, panniers, one owner. Rego until 15/7/06. **\$7900 ono. Timo (02) 6231 3637**

Second Month

Staintune muffler and collector plus Techclusion fuel controller all as new cond. suit R1150GS. **\$900 o.n.o.** **Call Chris on 0414 254 014.**

BMW K100RS, Black '91 (16 valve engine/ABS brakes), 58300 km. Excellent condition, garaged, service history available, complete set of BMW panniers, top case and tank-bag; original BMW tool kit and workshop manual; quality bike cover; black Sheepskin seat (as new); fresh Dunlops; quality Kryptonite locks; BMW nationwide roadside assist and REGO to August 2006; **\$8000ono.** Happy to deliver. **Alexander 0404 823 746**

DRIRIDER jacket with removable fleecy lined inner jacket which can be worn separately. It is a size 'S' but I am 168cm tall and the fit is generous. It is in excellent condition. I don't need it now as I have a leather jacket and a one piece wet weather suit and the DRIRIDER takes up considerable room in the wardrobe. It cost over \$280 new. Selling price **\$150 ono.** Contact **Peter on 0402 648 333, 02 6266 3821 (wh), 02 6291 4681 (ah) or e-mail petersue@webone.com.au.**

BMW R75/6, 72/73 model. New front disc, pistons, rings, big ends. Rebuilt gearbox. Twin plugged, Boyer ignition. Has been a club registered bike for 10 years. All work done by Doug. Have Krauser panniers, S. fairing and some spares. I rebuilt it to ride around Australia. **\$6800.** **Ring Richard Jackson (02) 6282 5287.**

BMW R1150RT-p 2003, 39,500km good condition, new front tyre, urgent sale. **\$12,000 ono** call 6278 7313 (message) or email glenn.lincoln@airservicesaustralia.com

BMW R1150RT 2002 with 25,000Km on the clock. All services by BMW Muenchen bike is as new brilliant silver metallic colour many extras including radio it has been in dry storage at BMW headquarters for the last 18 months. **Phone Chris 02-99567279** I would negotiate on the price and delivery to anywhere in Australia. pictures are available.

BMW R1150RT - the complete package - Nov 02 (1st reg Feb 03) dark blue with panniers, top box and tank bag, full service history, 50,400 km, ACT rego until end Feb 06 *plus* CB/intercom and Viper alarm/immobiliser. Very good condition (just serviced). Reluctant sale as going overseas—**\$17,300.** In addition **two BMW EVO 4 helmets** with radio fit and clear and tinted visors - **\$800.** **Call Gary 0408 990 836.**

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



*APPLICATION FOR MEMBERSHIP

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
OR
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. We don't have credit card facilities. **TOTAL \$** _____

* Applications are subject to Committee approval. Membership expires on the last day of February.

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

| SINGLE MEMBERSHIP DETAILS | |
|--|-----------------|
| Last name | _____ |
| First Name | _____ |
| Postal address | _____ _____ |
| Phone (h) | _____ (w) _____ |
| Mobile | _____ |
| Email | _____ |
| By filling in the e-mail address you have indicated you are willing to accept information on club events | |

| JOINT/FAMILY MEMBERSHIP DETAILS | |
|--|-----------------|
| Last name | _____ |
| First Name | _____ |
| Postal address | _____ _____ |
| Phone (h) | _____ (w) _____ |
| Mobile | _____ |
| Email | _____ |
| 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)

| | | |
|-------------------------|-------------|------------|
| 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

Application considered by the Committee on / / and accepted or declined

Receipt # _____ Membership # _____

Mailing List _____ Badge _____ Sticker _____ Membership Card _____ Date _____



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