

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



CELEBRATING

25

YEARS

September
2006



Member of the International Council of BMW Clubs



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Librarian:

To be appointed

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo -Australian Club, 78 Franklin Street, Forrest.
Next Meeting: **Monday 28 August 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.

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 Marymead Child and Family Centre.

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

ACTGravelsurfing-subscribe@yahoogroups.com
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>
actbmwmcc-subscribe@yahoogroups.com
<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 and are available on request.

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:

A very proud Martin Gilbert - our BMW Clubs Australia Delegate - took his shiny, new just delivered R1200RT to breakfast at Bungendore to make fellow club members envious.....and it worked! We are.

THE PRESIDENTIAL HOOHAH

John McKinnon

You may have heard by now that our Secretary, Steve Hay was hospitalized as the result of an accident on the evening of Thursday 17th August. Reports indicate that he was on Hindmarsh Drive and was hit by a car coming out of Brierly St Weston. At the time of writing this, Steve spent the Friday in surgery to pin his leg back together and was facing more corrective surgery. A further update on Steve will be given at the GM. The Club has arranged for flowers to be sent on behalf of members.

There was around the time of Steve's accident a short flurry of correspondence in the Canberra Times from motorcyclists concerned about the number of accidents caused by motorists who don't see motorcycles. To me, it is no excuse. We are just as visible as pushbikes, pedestrians, and other users of the road who don't take up the space of an ACTION bus. I don't know what the answer is. The only assumption you can make as a motorcyclist is that you haven't been seen and ride accordingly.

Spare a thought for all the work put in on your behalf by Sheryle Moon, our Social Secretary. It's a time consuming job organizing venues for Chomp and Chat and alternative Sunday breakfasts. It is made more difficult when members make last minute decisions to turn up for a breakfast or dinner which has been pre-booked to cater for a specific number based on responses for particular events. It is also difficult for the venues concerned, some of which are in the boondocks and don't have ready access to extra food or additional staff. We love having as many people as possible turn up for our events, but please, to ensure that every one is looked after, let Sheryle know.

Seven bikes with nine on board had a marvelous run around the coastal loop a couple of Sundays back. We were blessed with beautiful weather, not too much traffic and a relatively easy run. The scenery along the coast south of Bermagui was spectacular. On the way home, I have never seen so many radars and mobile patrols on the Monaro Highway. Total distance was about 550kms. We might look at run going the other way soon, down through Kangaroo Valley and home via Macquarie Pass, if we can fit it into the schedule. Thanks to Ride Co-ordinator Mal for putting this one together.

Keep safe,

John



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Welcome to our new members

Rob & Jill Dawes K 1200 RS
Anthony Menzies R 1100 S

985 and counting....

We have now reached our 985th member since the Club's inception in 1981.

To acknowledge our 1000th member, we will give him or her a club hat to mark this milestone.

And, if introduced by an existing member, that member will receive one year's membership free!

Ian Hahn and Ian Warren arriving at our alternate Sunday breakfast run to the Long Track Pantry at Jugiong on 6th August. (Thanks to Myles for this and other photos at page 8. Ed.)

August 2006

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			

Our next General Meeting is on Monday 28 August 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.

26 Day ride with Martin Little

28 General meeting Italo-Australian Club, 7.45pm

September 2006

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 Alternate Sunday breakfast - The Outsider Café, Captains Flat

6 Chomp & Chat - 'All Bar Nun" at O'Connor shops.

17 MotoGP

25 General and extraordinary meeting, 7.45pm
Venue to be advised.

October 2006

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					

1 Alternate Sunday breakfast - Araluen Pub

4 Chomp & Chat - tba

5 German National Day

15 German Autofest

21/22 Geehi Rally

23 General meeting Italo-Australia Club, 7.45pm

First Wednesday of the month - Chomp & Chat at a local restaurant at 6.30pm. We go to a different restaurant each month so check the "What's On" pages for location.

First Sunday of the month - Alternate Sunday breakfast. Again, details can be found the "What's On" pages.

Fourth Monday of the month - General Meeting at the Italo-Australian Club, Forrest at 7.45pm.

*... and don't forget ----
Our weekly get-togethers -
in all weathers-
for a ride to Bungendore
and Sunday morning
breakfast
- or just coffee at
café 2621*

26 August - Day Ride

The Way out West weekend ride has been postponed so Martin Little is leading a day ride out west somewhere (but not too far) on Saturday 26 August leaving from Hall lay by at 8.30am.

3 September - Alternate Sunday Breakfast

Get ready for a BIG breakfast at the Outsider Café, Captains Flat - you may eat so much you'll struggle with the lunch your family has prepared for you for Father's Day. We've been told the café will be busy as it's Gunther's (the owner) last day before going away on holidays. Leaving from the usual spots (Red Rooster, Queanbeyan and Shell Servo, Watson) at 8.30 am.

If you haven't been to the Outsider Café before, it's a real treat. Allow yourself enough time to take in Gunther's art work and also to walk a few doors down the street and have a look through Leslie McIntyre's Vivi Gallery.

6 September - Chomp & Chat

'All Bar Nun' at O'Connor shops at 6.30pm. The food is good, bar prices and meals are ordered bistro style. RSVP to Sheryle Moon (basmoon@ozemail.com.au or phone 0419 708675) by 1 September.

8/9 September - Bombala

Not a Club run, but the 15th Anniversary of Bombala's annual 'Celebration of Motorcycles'. Events start on the Friday night and go through the weekend. See their website - www.bombalamc.com - for details

17 September - MotoGP

Who's planning on going to the GP and looking for company on the way? If so, contact Mal Elliott, our ride coordinator, who'll put you in touch with each other.

23/4 September - 'Not the Bermagui' weekend.

For those who don't know, this weekend was one where we got together with the NSW Club at Bermagui. We're still looking to arrange something a little different but nothing is fixed as yet. If we can't arrange this in time, we'll look for an alternative for this weekend. Shame to waste it.

1 October - Alternate Sunday Breakfast

The Araluen Pub. Leaving from Red Rooster, Queanbeyan or for northsiders the Shell servo at Watson at 8.30 am and going direct to Araluen (no stop in Bungendore). Not too far and a nice road, particularly at this time of the year.

4 October - Chomp & Chat

To be advised..

15 October - German Autofest

We join with other German marque auto clubs for a lakeside display. Also our Club's annual concours event. We usually get together beforehand at Manuka for breakfast, so make this a must for your calendar to allow time for that extra special clean and polish. Will we have our own marquee this year? Come along and see. Further details in our next newsletter.

21/22 October - Geehi Rally

Our annual Koszciusko rally. Occasionally a little bit of rain, but a great ride, terrific scenery and camping area. Plan for it this year! As usual, it's self catering, so b.y.o. just about everything.

23 October - General Meeting.

With some luck, and if the timing works out, we'd like to have this meeting at Rolfe's BMW Motorrad Showroom at Phillip, to coincide with the release of the new F800 twins. There's still lots of "ifs", so we'll let you know nearer to the date.

3 November - Chomp and Chat

Details tba

6 November - Alternate Sunday Breakfast

Details tba

10-12 November - The Snowy Ride

Not a Club ride, but as many of us normally go, would you like to get together and ride down as a club group? See www.snowyride.com.au

25/26 November Walhalla, Vic.

(aka 'Martin G's Birthday Ride) Lovely little old mining town, in the ranges northwest of Sale. A longish ride, but easy to access via good roads. Martin is presently investigating the accommodation options in Walhalla and nearby towns. Details in the next issue.

1 December - Our Christmas Dinner & Presentation Night

Venue and the date to be confirmed.

9 December MRA - Toy Run and Our Picnic

Looking for a big Club attendance for the toy run. Current plan is for us to go on to our Christmas picnic lunch immediately after the Toy Run. Venue will be the Uriarra East Reserve on the Murrumbidgee at Uriarra Crossing. It offers easy access and is family friendly, so we encourage you to bring along cars, partners, kids, etc.

March/April 2007 - Anyone interested in Tassie and/or the Superbikes?

What about combining a week to ten days riding in Tasmania with a side trip (on the way to Tassie) to the Superbikes at Philip Island from March 30 to April 1. We need to start planning now so we can book the ferry and accommodation. Contact John McKinnon if you're interested.

THE VICE FILE

Martin Little

Here we are in August, with warmer days not far away. They can't be too far away, if the record number of bikes at a recent Sunday breakfast is any thing to go by. (37 BMWs, in total!)

You would have seen in last month's magazine, an article promoting the Stay Upright Masters courses for later this year. Last year, I attended the July course. There was no particular reason why I suddenly decided I needed to attend a Masters course, it was a more a case of it can't do any harm and I may well learn something new, which could only help my enjoyment of riding.

Well, I found the whole course well presented and structured in a friendly manner, with the evening theory session focusing on refreshing the theory on road skills and riding. It was also a good way to meet other "mature" riders and to swap experiences. This was followed by a day session, which covered the practical application of riding technique. Fortunately, it rained all day for this session, which while initially was worrying allowed me to develop my confidence in riding in the wet under the watchful tuition of the Stay Upright instructors. An example of this was practicing emergency stops on the wet, not something I have ever gone out of my way to do, but is one of the events that we as motorcyclists may well have to face. All up, I can say I did learn new things on the course, along with having a great time in the wet on my bike. What more could you want?

I have being riding for nearly 30 years, and when I started, I taught myself using either mates' or my older brother's bikes. There was no training available, (even if I had thought I needed any), I learnt the hard way. Anyway, it's never too late to learn, so if you are thinking of doing the course, as a fellow motorcyclist, I have no hesitation in recommending you do it.

There are plenty of rides and events coming up in the spring months, so make sure you keep an eye on the "What's On" section on the clubs web site or magazine.

Hope to see you out there. Get on your bike and ride.

(Kiwi) Martin



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As part of the worldwide BMW family, we have access to the Mobile Tradition Collection in Munich.

The collection is housed over three floors in a building not far from the Fear Zylindre head office building in Munich and is an eclectic mix of every motorcycle and car, aero engine, etc, ever made by BMW. There are "works" Le mans and Formula One cars, Paris-Dakar bikes, the Art Car Collection and cars and bikes from the Bond films.

It is not a museum! This is very much a working collection and the vehicles are stored there waiting their next assignment. There are no ropes keeping you away from them, or a gift shop! The collection is not open to the general masses, nor the media.

BMW motorcycle and car club members have privileged access to the collection, and as they say in the ads, conditions apply ... The Collection is not accessible at weekends. Tour groups of 10 visitors are required.

Mobile Tradition provides a tour guide and security while the tour group is in the building, and absorbs the cost (EUR5.50 per visitor, about AUD10.00) of this facility. Each tour takes about four hours.

Members who wish to visit the Collection should provide their intended dates (well in advance!) to your local Clubs Australia Delegate Martin Gilbert who will pass it on to me as the International Delegate. The International Office will either confirm the date required if there is sufficient to make up a tour group, or advise the visit is not possible pending further bookings.

The disappointment in not being able to accommodate a request is understandable, such is the appeal of the Collection. However, it is a privilege which we are very fortunate in having access to. The good news is that only rarely are we unable to arrange a requested visit (only once in my time), and members are asked to be aware of this should they wish to book a visit.

Stewart Garney

BMW Clubs International Delegate



Win a trip to Munich!

As part of the Silver Jubilee celebrations for the famed Fear Zylinder building in Munich, BMW motorcycle and car club members worldwide are being offered the opportunity to win a trip to Munich!

Part of the BMW head office complex in Munich features the BMW Museum in which there is an ever-changing display of BMW product over the years, ranging from cars and motorcycles to aero engines. The museum complex has been the subject of an extensive refurbishment and expansion programme and is scheduled to reopen mid-2007.

BMW AG and Mobile Tradition are offering six lucky members and their partners the opportunity to be at the ribbon-cutting ceremony when the museum reopens!!

All you have to do is go on-line and register, then answer an easy question or two. The winners will be selected from all the registrants, and the next thing you know, you are walking down the Marienplatz in beautiful Munich, admiring the Glockenspiel and looking for a refreshing Bavarian beer!

Go to ... <http://www.bmw-clubs-international.com> ... follow the prompts and get ready for the experience of a life time.



Our August 'Alternate Sunday Breakfast' ride - or brunch in this case - was arranged with the Long Track Café and Pantry at Jugiong. Normally a bit of a dull slog down the Hume, we'd planned a more interesting route out towards Boorowa and then through Harden.

A nice bright and not so cold Canberra morning saw a good size group gather at the Hall lay-by to the north of the city, (The Gravel Surfers were taking their own cross-country route.) Off to a good start, until we were nearing Yass which was still enveloped in a heavy fog. Not so much fun. (I was very tempted to quietly slip away in the mist and find my own alternative café in Yass.) However, another 15kms down the road we left the fog behind and were back into the sunshine.

Not many of us were familiar with the Harden - Jugiong road, so it was nice surprise. Nice corners and pleasant countryside; so much so that many of us returned by the same route.

Our eventual numbers were more than had been catered for, so it was a bit of a struggle for the Café staff. Still, nice to see such a large number there to help Olaf Moon celebrate his birthday. Thanks to Sheryle for organising the event.



Peter Cummings wearing the very unfortunate duck - see Greg's Gravel Surfer news



Ride Report - Sunday 13th August

Canberra – Bateman's Bay – Bega – Cooma – Canberra

7 bikes, 2 with pillions, left Bungendore after a quick breakfast for what turned out to be a great ride on some real biking roads in perfect weather. The group was effectively a motley mob till it regrouped at Braidwood and tackled Clyde Mountain; going down. One of the more enthusiastic members of the group confessed to make rude comments about the 'tea cosy' leading the ride until his bike demonstrated it had a mind on its own on the glossy black and wet POOoooo Corner near the start of the decent.

The first latte stop was at the Mogo Café. This excellent café welcomes bikers and has plenty of paved off road parking for bikes. John then lead the ride to Bermagui for lunch while I reflected on how little the road had changed (improved) from when I first travelled it over 50 years ago. The take away café at the other end of the block from the Bermagui pub provided a wide range of eatable choices and lunch was enjoyed by all.

After lunch we charged down through Tanja to Tathra where the group split: some going on to Merimbula and back to Brown Mountain via Candelo while others went straight through Bega to Brown Mountain. The ride up Brown Mountain is magic, a real power climb; relatively short at 14 kms and only a couple of the Clyde's low gear hairpins.

The Merimbula men added not more than 15 minutes to their ride; they arrived at the Nimmitabel Bakery as the first group finished their latte and headed west to join the north bound ski traffic at Cooma. Even quiet backwater Nimmitabel is not free of the rogue element of the club; we were met by Marquee Man still seeking support for the club to buy a marquee (to protect his LT from sunstroke??)

The ride north from Cooma was 'fun', or at least entertaining. I saw 4 separate lots of Highway Patrol who had the traffic bluffed enough for most of it to be sticking to 90kph; makes it a boringly long trip to Sydney. One team of HP had a cop parked at a farm gate with a hand held radar and his mate over the hill stopping those who were about to donate to the state finances.

Total trip was just under 600 kms Canberra to Canberra and a bit under 7 hours riding from Bungendore.

The Pillion's Report; things she saw and I didn't. 2 black Angus cattle in the shadows at the road edge near Tanja, dead cow with legs pointing up in a distant paddock, a lyrebird near Tathra, a kangaroo farm near Bemboka, heaps of inviting surf along the coast and the valleys on the ride up to Bemboka.

Mal Elliott Ride Coordinator

On Sunday 6th of August we had a great little ride across to Jugiong for the club's alternate breakfast. Myself (R100GSPD), Gravelman (Roy -1150 Adventure) and Razor (John -1150 Adventure) left Uriarra Crossing around 8.30 and went to Wee Jasper via Sawyers Gully road. Sawyers Gully Road is a nice easy road which winds through farming land and some woodlands and offers some great scenery into surrounding valleys. Gravelman was a bit cold so we had to stop at Wee Jasper for him to warm up a bit. Apparently it was still minus 3 so I guess he had an excuse. Fred Pensko (1150GS) joined us at Wee Jasper and we headed towards Adjungbilly before turning off towards Nanangrove, then Bundarbo and a very scenic ride along the Murrumbidgee. This road is worth a look if you are out that way. The road is not well used and there are a few gates to open (and shut), but it's a very nice ride.

On the way home we picked up another rider (Peter 1200GS) for the trip home. Peter had a great story to tell about the duck that committed suicide on his mirror during his morning ride. He was quite a sight with duck blood and guts all over his jacket and bike. (see opposite). I think we'll call him "Donald" from now on.

Home via some of the same roads and then Doctors Flat Road from Wee Jasper. Doctors Flat Road was in great condition with only a minimal amount of loose gravel and a few rocks.

Upcoming Rides:

The next ride is planned around the TTT Rally on Saturday the 26th of August. We will be leaving Canberra at 8.00 am for a ride to Mittagong to meet up with some Sydney riders for a run along the Wombeyan Caves road. Lunch at Wombeyan Caves and then a choice of either going to the rally or heading for home.

September:

Not sure what it happening for September yet but we'll try to organise a gravel surfing route to the "Not the Bermagui Weekend" with the NSW club if it is a goer, or we will organise a day or weekend ride ourselves.

More details via the yahoo email (<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>) or give me a call 0407 415 294

October:

There will be an organised ride to the club's rally (Kosciuszko Rally) at Geehi, between Thredbo and Khancoban on 21/22 October. Most likely route will be out through Wee Jasper or Brindabella and various back roads until we take some fire trails closer to the rally site. All easy standard roads.

Upsidedown greg

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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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'With the club celebrating 25 years of operation this year the committee has been encouraging members to contribute articles of historical significance to the magazine. Fiona Oliver was particularly keen for me to write an article about my R1100GS which over the time of my ownership went from being a pristine near new motorcycle to a very experienced bike with an appearance and reputation second to none. So here it is.' - Greg.



I joined the club in early 1999 after my first contact with a club member had occurred one weekend whilst I was lusting after a pristine red 1998 model R1100GS through the window at the then BMW dealer - Eurotune in Queanbeyan. The bike had been owned by local motorcycling identity Rob Lovett. Colin McNally was that club member and he offered some encouraging words about the bike and also suggested I join the BMW club.

I duly returned to Eurotune on the Monday to test ride the GS and after only a few kilometers I was hooked. A deal was soon done and I swapped my trusty R65 and some cash for the big red trail bike. Imagine thinking of a 250kg bike as a trail bike!! But that is pretty much what I thought. This GS was going to allow me to explore all sorts of roads and fire trails.

It didn't take me long to realize that the GS wasn't a trail bike. My first problems occurred on the first weekend of ownership when I decided to do explore some gravel roads between Nerriga and Nowra. What looked like an easy track down to a river turned into a nightmare as I dropped the bike twice on the tight steep track as I tried to turn around after realizing my mistake. The result was both cylinder heads suffering slight scratches and a sore back for me from lifting the big beast up. These scratches were to be the first of many that the red beast would suffer over the next few years.

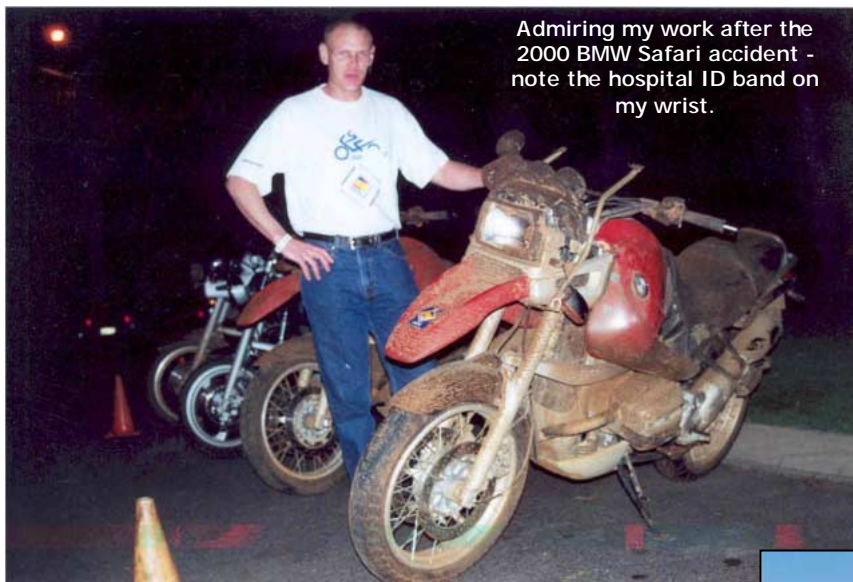
After a little more than 12 months of ownership and approximately 30000 km under my belt I was off for my first BMW Safari. Byron Bay to Yeppoon. By this stage I was getting more confident and my skills had increased a bit. All this came undone in a big way on the second last day of the Safari near Emerald in Central Queensland. The benign red dust road quickly turned slippery and then sticky red clay as rain started falling and my GS apparently turned end for end after the front wheel dropped into an unseen pothole at something like 100 kmh. About \$8000 damage to the bike and some severe concussion for me, and some long lasting side effects.

The bike was off the road for repairs for 12 weeks but surprisingly my confidence didn't appear to have been dented when I first got back onto it - until I ventured onto gravel roads again. Whilst I had no memory of the accident at Emerald some deep recesses of my mind certainly recalled something and the unsteadiness of loose gravel roads was triggering some unwanted reactions. Basically I was scared stiff and barely able to exceed 30-40kph on gravel roads.

This lasted for some weeks until I decided on a desperate course of action. I figured that I could overcome my mental dislike of gravel roads with positive thinking. I knew that I was a confident dirt rider before the accident and that I should be able to tap into that part of the brain and override the part of the brain that feared dirt roads. I was to try out this plan on the next club ride which had been organised by George Scarfe. There would be a 7 km stretch of gravel road on this trip somewhere between Jugiong and Tumut. At the commencement of the 7 km stretch of gravel road I made sure I was tail end charlie. My plan to regain my confidence was to ride as fast as I could and pass all the other riders (about 8) and be at the front of the group by the time the 7 km gravel stretch was completed. No room for fear just ride the bike like I knew I should be able to, letting riding instinct overcome the fear instinct. A short 7 km later I was at the head of the group but shaking like a leaf and perspiring from every pore (on a cold September day). Riding instinct had overtaken fear - but only just and I had regained my confidence.

However it was not to be all smooth sailing (or riding) for this myself and the GS. Whilst my confidence had returned I still had a lot to learn about riding a GS. Over the next 6 years I gained a lot of experience, and my GS gained some more scratches and became an award winning bike.

Here are just some of the events that occurred over those 6 years.



Admiring my work after the 2000 BMW Safari accident - note the hospital ID band on my wrist.

fuel flow problem from the fall so I attempted to restart the bike only to see large amounts of smoke billow out from under the front of the tank. Any backyard auto electrician will tell you that electrical wiring in motor vehicles contains smoke which assists with flow of electrical current. If the wire breaks and the smoke is released the electricity will not flow and you will be stuck. My wiring harness was fried and we were stuck. A thunderstorm added to the troubles and only a good Samaritan from Tumut with a 4WD saved me from a night in the forest. We finally got home at midnight minus the bike. Another 8 weeks off the road and a bill of around \$1300.

November 2000: In hindsight I now realize I was still suffering some of the after effects of the concussion from the Safari crash for many months after that accident and it certainly contributed to this accident. Returning from a quick ride in the Brindabella Ranges I dropped the GS on the main road just below Piccadilly Circus. I came down pretty hard and holed the rocker cover, bent the cylinder head and scratched the tank. The bike was off the road for another 10 weeks and the bill this time was around \$4000. My insurance company failed to see the funny side and after two claims in 6 months they decided I was too big a risk, and declined to offer me further insurance .



November 2001: My second BMW Safari (Sydney to Melbourne) and whilst not as dramatic as my first I still managed to have two panniers part company with the bike in the Deua National Park between Braidwood and Numerella. One of the panniers still remains missing in action.

April 2002: An ill-fated ride in the Brindabella Ranges where sticky mud trails caused front wheels to jam with mud against the mudguards. It took us 3 hours to ride 20 kilometres along Boundary Road and Barnetts Road. I think I dropped my GS six times with one of the falls resulting in a severely scratched tank. The 3 other riders also dropped their bikes at least twice each.

December 2002: A relatively benign drop, just a slow speed over-balance really, on Broken Cart Trail in the Brindabella Ranges results in a broken wire on the left hand switch gear. Unfortunately I didn't notice the broken wire and when I restarted the bike it ran long enough for me to cover about 50 metres before the broken wire shorted out, stopping the bike. My first thought was that it might be a



2001 BMW Safari - Sydney to Melbourne

March 2003: The R1100GS has a very strange upper mudguard which gives it a very distinctive (ugly) look. I took a hand saw to it one day and it was gone in a few minutes. I have never looked back.

February 2004: I was returning from Adaminaby through Shannon's Flat and Namadgi National Park after a nice day ride, just taking it easy at the tail of the group and avoiding the dust. I relaxed too much and went into a corner too hot. Fortunately there was some run-off room beside the road. But just after leaving the road I hit an embankment, hidden by long grass, which propelled the bike into the air. I saw the embankment at the last minute, and was able to stand on the pegs and hang on tight. The bike travelled for 5 metres before hitting the ground again and I managed to keep the bike upright.

But I was grabbing the tank so tightly with my legs that when we landed, my knees dented the tank on both sides and some grey colouring off my leathers remained on the tank. Given the tank was already scratched from another incident I decided not to repair this damage but rather to leave it to add further to the character of the bike.



August 2004: At the end of a 1000 km plus day returning from the Off Centre Rally at Innamincka I had an encounter with a kangaroo between Ivanhoe and Hay. For once luck was on my side and the unfortunate animal struck the left hand pot/ crash bar and was killed instantly with the bike not even suffering the slightest deviation from our intended course. I marked the occasion by painting a green kangaroo on the tank.

The run to the Off Centre Rally also took its toll on my front and rear mudguards. With Roy Ward and I discovering the joys of trying to ride in black soil country after rain, the front wheel became caked with mud and jammed the mudguard. In frustration I cut off the rear of the mudguard to allow the wheel to get some movement. The rear mudguard (the small one hugging the wheel) vibrated loose some where near White Cliffs. I never saw any need to replace it.

September 2004: The GS wins "Rat Bike" award at the club concours.

October 2004: A relatively easy ride to the club rally at Geehi resulted in a broken rear subframe whilst riding the fire trails behind the rally site. The top rails of the rear sub frame broke on both sides just behind where the front seat mounts are located. These rails support the seat, the rear rack/ mudguard / tail light assembly. As I was on my way to the rally at the time that meant that my rack-bag, tent, sleeping bag, and other camping paraphernalia were putting a bit of stress on the rear of the bike with the upper mudguard actually dropping low enough for to rub against the rear wheel at times. Not a good thing. With a new subframe costing about \$650 I decided to remove the old one and get it welded up. I took the sub frame off (about 2 hours work) and had it welded together by Brian Dunbar at Neil Bates Motorsport in Hume at Canberra. He did a fantastic job. Putting the frame back on was a bigger job that I thought it would be and it took me about 8 hours all up. You just don't realize how many bits and pieces hang of the frame and how much stuff has to be aligned for it to fit back on. Of course there were a few bits left over at the end.

One final touch was a change of colour for the frame. I wanted the bike to stand out from the crowd a bit and in the end green seemed to be the best choice. It certainly made the bike more noticeable in a crowd.

August 2005: The NSW BMW Touring club held a rally at Cundle Flat near Gloucester to celebrate 25 years since the introduction of the first GS motorcycle. My trusty GS won the award for the "Best" telelever model. The judges clearly appreciating experience over aesthetics.

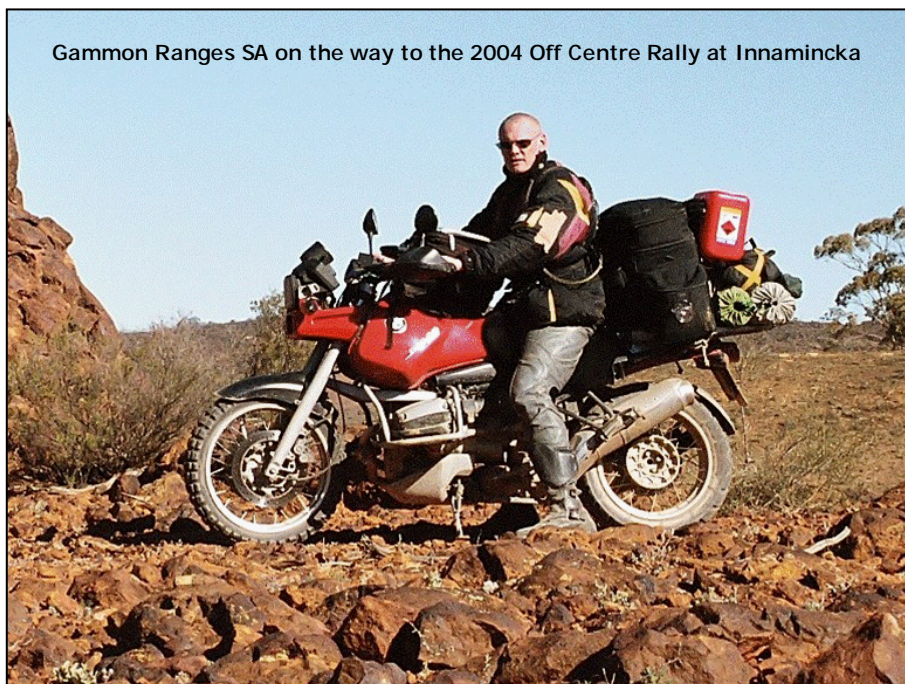
November 2005: BMW Safari number three for me and this time it was the first GS only Safari which was held between Wiseman's Ferry and the QLD/NSW border. I lasted only 4 days before the gearbox casing broke where the rear sub frame mounts to it. This caused the rear of the bike to drop breaking the rear shock as well. It cost me around \$2000 to get it back on the road. A new subframe, repairs to the shock and a new clutch whilst the gear box

was apart. Brian Dunbar again provided the welding services for the gearbox casing. Three safaris attempted, and only one completed albeit minus a pannier. Some unfinished work here.

July 2006: I reluctantly make the decision to sell the R1100GS. Over 7 years and approximately 120,000 km it served me well and we both made a name for ourselves. The new owner intends to give it a makeover and the next time you see it on the road it won't have the distinctive looks it once had, but I'm sure the new owner will enjoy it as much as I did.

I still have a GS (an R100GSPD) and will continue gravel surfing for a long time to come. The club and motorcycling have played a big part in my life over the last 7 years and I've made some lasting friendships and have had some tremendously enjoyable experiences.

The main thing that I have learnt during that time riding the GS is that it doesn't matter how good the destination is if you haven't got a good story to tell about how you got there.



Gammon Ranges SA on the way to the 2004 Off Centre Rally at Innamincka

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AUSTRALIA'S LARGEST RANGE

WHOSE BRIGHT IDEA WAS THIS? (Or Why Isn't The Outback Centrally Heated?)



Editors shouldn't have to write articles, but here goes: my ride report on two weeks on the road. Not a formal Club ride but a casual arrangement. Five bikes, Pete, Mark, Hoss, Dave and myself, a bit over 5000 kms, some great roads along with some necessary but boring ones, but all up, lots of fun.

However, this is not a 'tell-all' To paraphrase Sir Arthur Conan Doyle's Dr. Watson ...there are some tales of this trip - such as 'the great Lockhart burger and chips robbery', 'the Mystery of the missing Moulamein wallet', and the 'Expedition to find the lost campsite' – "for which the world is not yet prepared".

After a few successful longer trips which involved camping for a night or two, the conversation amongst our little Sunday morning breakfast sub-group drifted towards planning something a little more ambitious. Early this year the maps started to appear and over a month or two, taking interests, priorities and availability into account, the 'plan' was developed. We had five starters, two weeks, time built in to the schedule for sightseeing, and a primary objective. We were heading to the Flinders Ranges and allowing two days for bushwalking. Bikes were one 1200GS, two 1150GS's a R1100RS and a Triumph 955RS, which meant that sealed roads en-route were the go.

For outback travel autumn or spring is preferred – with August/September best for the Flinders (pleasant

temperature, wildflowers, etc.) However, I was going on the BMW Safari in April and Mark's academic year didn't allow him to get away after June, so our timeslot narrowed to late May and early June. They asked me - a lot of years back I was a bit of a regular camper at Wilpena Pound – and I said: "not a problem, it's going to be cold, but being from Canberra it wouldn't be a problem for us!" (To my regret, I was later to be frequently reminded of this.)

So, on a pleasant Saturday morning in early June we met at the Hall lay-by. The chosen routes and schedule were flexible, with our major waypoints being Broken Hill, the Flinders, Adelaide Hills and the Great Ocean Road. Being an Adelaide boy and a regular traveller to visit family in SA, I was familiar with most variations of the roads west. (Whichever way you go there's not much in the way of good bike roads – just lots of long straight flat sections.) My preference was via Wagga, Lockhart, Deniliquin and Tooleybuc. Very little traffic and a good road surface. (However, for those of you who are dirt road capable, the



Broken Hill and our first taste of 'cold'

roads to Broken Hill through Hillston, Ivanhoe and Menindee are much more entertaining).

Off we went, down the highway, with the first coffee stop at the Niagara Café in Gundagai. From there we were in for a bit more fun by taking the back road towards Junee and turning off to Wagga via Wantabadgery. Bypassing Wagga, our leisurely lunch stop was taken at Lockhart. From there it was just a matter of making as much distance westwards as we could before we had to face one of the realities of touring and camping in winter – lack of daylight. I can call this Touring Reality #1.

Realising that Balranald or Swan Reach were unattainable, we pulled over in Moulamein to set up camp. The folks running the caravan park were friendly and were bike people. They said it was "...mostly Harleys around these parts. Not much demand for bikes that go around corners..." So true.

Touring Reality #2: 'Not all towns have a pub with meals, let alone a restaurant.' At least we got some exercise in walking town and trying the local Golf Club, Football Club, the pub (three people in pub), and finally located the only take-away, where we managed a couple of pizzas. Bit of a wait, as apparently their pizza oven only had capacity for two at a time. Not a lot happening in Moulamein, even on Saturday night.

Touring Reality #3: 'When camping in winter, don't count on an early start'. After waiting for enough sun to dry our tents sufficiently to pack, and then another significant delay, (which I can't go into here, in case I severely embarrass a member of our party), we were on the road by 11am, missing breakfast and needing to make up time if we were to reach Broken Hill by nightfall.

Next reality was my own personal one. The 1150GS, panniers and loaded with camping gear, plus a bit of speed,



doesn't do much for fuel consumption. It increased by 20 to 30% and I struggled to manage 300kms on a tank. We stopped at a truck stop near Balranald for our very late big breakfast, then down the Highway towards Mildura before turning onto the Silver City Highway, through Wentworth. About 50 kms short of Broken Hill my 'low fuel' light lit up. Too late to regret not topping up on our short break at Coombah Roadhouse, so slower and slower until that first service station in Broken Hill appeared.

We had planned a couple of nights in Broken Hill, giving time to stretch our legs and to take in the local sights, including the underground mine tour. As we prefer to park the bikes for the duration of stopovers, the problem that presented itself was that the two town caravan parks were both about 4 kms from the centre of town, east and west, and according to the locals, no eateries in either vicinity. Toss of a coin saw us go west, with a pub and motel restaurant about 2 kms distant. Close enough.

Winter Camping Reality #1: 'Early nights in a cold tent are no fun'. Forgetting our unfortunate first night at Moulamein, Broken Hill set a bit of trend for the rest of the trip: i.e., good food, (warm pub or restaurant), an occasional bottle of wine or two (or three etc.), rather a lot of Guinneses, (for some of us) and an ongoing pool tournament, then retiring to our tents at a decent hour, suitably fortified for a good night's sleep.

A cold night, and next morning a brisk walk downtown for breakfast, followed by a visit to the local tourist info centre. Disappointed to find that we'd missed the Underground Tour (daily at 10.30am – must remember that for next time in BH), but armed with a city map we set off to find the Pro Hart Gallery and other assorted museums. We must have covered at least 12kms on foot before getting back at the Park to kit up for an afternoon ride out to Silverton. Checked



Sightseeing in Broken Hill - and Hoss with his Cher impersonation?

out the famous pub, (with the Mad Max replica Falcon parked out front), and a couple of galleries, which involved a lengthy chat with a local who carves up old pennies and sells them as jewellery. Nice work too. No, our common interest was bikes not the jewellery. He was into dry lake racing and we heard all about the set up and events at Lake Gairdner in SA. He was in the process of bringing a racer from the US, powered by a Suzuki RG500 engine.

Next morning it was time to head west, destination Flinders Ranges. I gave my usual estimate for the day's distance: "about 400k's" – which was usually wrong and about 200+k's short of the actual. I warned the boys not to get too excited when I recalled that there was a bend or two in the road about 30k's out of town. Mark – who was on this road for the first time – thought the scenery was quite striking, but admitted that he wouldn't want to travel it too often.

After a fuel stop at Yunta we passed through Peterborough and I planned a lunch stop at Orroroo. Mistake. The only decent café in town was not open. Nice riding on good roads and with a 110 kph limit and lush green countryside. So that's what rain does! On towards Wilmington where we were caught behind a full road width house being transported, how ever the truck was maintaining close to 100kph, so time to sit back and cruise for a while. The police escort were on bikes, and when we finally had an opportunity to pass I gave a friendly wave, but it didn't look to be appreciated.

Finally, one of the minor highlights of the trip. The road out of Wilmington down through Horrocks Pass, which is a lovely piece of road: lots of nice corners and a great surface. (You can save time and distance by going direct to Quorn, but then you miss Horrocks and also Pichi Richi Pass, which is not bad either.)

A short stop in Port Augusta, before deciding that we didn't have time to stop if we wanted to make Wilpena before dark, so back on the road for an uneventful dash, except for the occasional roadside roo admiring our bikes as we went past. It was dark by the time we found our campsite, and, after setting up our tents, began to realise that it seemed *awfully* cold for that time of day. However, camp set up and time to eat, so off to the nearby Wilpena Resort for a pre-dinner drink and into the restaurant. This was my first visit to Wilpena since the opening of the Resort, though Hoss was familiar with it from a stopover during the SA BMW Safari of a few years back. (Interestingly, as we headed further south, we saw a few directional arrows from that Safari, faded but still in place.) We were impressed with the Resort and would have been even more so could we have gone from the comfortable sofas, sitting near the fire, back to a warm room, rather than into the cold outdoors and the cold *cold* tents. The consensus was that the temperature seemed more like Thredbo winter cold rather than Canberra!



Our ride into South Australia, and travelling through areas very familiar to me in a past biking life, reminded me that as Editor I'd been harping on to others at our meetings that in our 25th year I would like to see more articles from members looking back on their past experiences. Apart from Peter Oliver's excellent article in our Anniversary Issue, and Frank Millwood's very entertaining stories of his early riding in Canberra, I've seen precious little. So members, it's your own fault that you have to put up with the following:

My idea for this article kicked off with our tour of the Birdwood Museum. I looked around for an example of my first bike: an early 50's 997cc Ariel Square Four, but no luck. However, leaving Nuriootpa in the Barossa early on a Sunday, and turning onto the Angaston road, I saw what looked like Ariels in an old shop front and I called a hurried halt. Dozens of them! We counted at least eight Square Fours in good but mostly unrestored condition. I know you're expected to look nostalgically back on long discarded machines; but not in this case – I remember it as a pig of a thing to ride.

It was in '63 and my first means of self-propelled transport. I bought it with sidecar – which was immediately junked – and it needed a bit of work before it went on the road. A clean up, new rings and bearings, grease everything, a bit of paint, and it was ready to go. (At least, under my father's guidance, I learned a little about mechanics.) Otherwise all I can remember was that it managed about 20mpg and at night, with no mufflers, (normal), it put a beaut flame out of the pipes. Went down to the Henley Beach Square once, where all the boys hung out, outside the pool hall. I recall that they had mostly twins; BSA's, Triumphs, with the top of the heap at the time being the Bonneville. (That explains something doesn't it?) The Ariel was just an object of curiosity, with not much street cred, and I didn't bother taking it back again. Soon a car became a priority and the bike was consigned to the back of the shed until someone offered to take it away.

Jump to about 1968: trail bikes were starting to take off and as a toe in the water I bought a Suzuki TC120. (Apart from the low cost, my logic was that a road bike was too dangerous and I'd end up killing myself, so it was down the trail bike route from here on. Only recently have I found that the really dangerous combination is a mainly





How can you lose a campsite?

Staying for three nights, we managed a couple of good walks, a highly recommended scenic flight over the Pound, and (for those gravel road capable) a short ride taking in Bunyeroo and Brachina Gorges and Moralana Scenic Drive. For those who haven't been up this way, Moralana is an absolute must. Gravel, but a good surface and through undulating countryside with lots of corners and you probably need to do it twice – once to appreciate the spectacular scenery (the wall of the Pound to one side and the Elder Range on the other) and once to concentrate on the road - keeping in the mind that the road is through private property and unfenced, so expect sheep around the next corner - at least, this is what I've heard.

Leaving the Flinders, we headed for Adelaide through Quorn and Wilmington. On my recommendation we stayed east of the Ranges, where there would be less traffic and better bike roads. Rather than Adelaide proper, we headed towards the Barossa Valley, and settled at Nuriootpa, which proved a good decision. (The problem with bike/ tent camping in Adelaide is that to my knowledge none of the Camping and Caravan Park options are within walking distance of a decent choice of pubs and restaurants.)

For once my 'about 400 kms' estimate for the day's distance was about right, and Nuriootpa was warm! T-Shirt territory! Sun-up the next morning saw me on the road into the city. I knew when I left Canberra that my rear tyre wouldn't make the full distance and had phoned the Adelaide BMW dealer – City Motors – and arranged to have a new tyre fitted that early that Saturday morning. Their bike service department is with the car salesrooms, in the city centre, whereas the Bike showroom is on the other side of town. I felt just a little awkward sitting in my grubby riding gear in their customer lounge, sipping cappuccinos amongst all those 5, 6, and 7 series! However, they were very friendly and the service was excellent.



There may have been BM's in the museum but this was much prettier

road bike carelessly used in the dirt!) Think the Suzuki was mainly an Ag bike as it had a three speed dual range gear box. But it got me on the road, out into Hills and into the dirt. Didn't last long though, as it continually fouled plugs, and the solution I was told was to "go slower", which wasn't what I wanted at all.

The Suzuki soon made way for a Kawasaki – the 175cc F7. Fast, but not very reliable, it got me into dirt riding in a big way, with regular camping weekends all over the State and my first trips to the Flinders and the big dunes of the Coorong – where on one trip the disc valve disintegrated on me. Hard to believe now, but at that time trail bikes weren't so politically or environmentally incorrect, as we were able to ride within Wilpena Pound, (difficult to access though – across the sliding rock and fording Wilpena Creek), and the upper reaches of the Coorong were not yet within the National Park.



One like this - but not so shiny

Then the news started to come out on Honda's new bike – a 250cc four-stroke – the first XL. Hard to believe now what a revelation it was at the time – it had everything! I lined up and bought one of the first in Adelaide. I later felt a bit sorry for the dealer as my trade-in Kwaka seemed to still be in the back of the showroom for years afterwards. However, the Honda was everything that was promised; ok on the road, good on the dirt and extra reliable. With a



Coorong dunes

change of tyres and the lights/instruments easily removed it was great in the dunes! Anyway, with gradual 'improvements' it stayed with me for a few years – including a couple in Woomera, where it proved good also in our club's 'desert enduros', or otherwise known as our Sunday morning rides. The final evolution saw a 305cc kit, S&W suspension, CV carb, pipe and other stuff. It was faster than the XL350 and could keep up with Yamaha's TT500 – which was the hot thing at the time.

Coming back to Adelaide I had to get something

I left directions for the boys to find their way through the northern suburbs and the city, and they managed well. After finding a place in Hutt Street for breakfast we browsed through a few of the city bike shops and then found City Motors' bike showrooms, where we could look at, touch, sit on, the (then) new K1200GT and R1200S. Full marks also to the sales staff; they were happy to spend time chatting to us and obviously knew their product. Time however to head for the hills.

As I probably mentioned before, I'm originally an Adelaide boy, leaving in 1995. Over the years I'd spent a lot of time riding in the Adelaide Hills, though never before on a large road bike. I remembered a lot of my favourite roads, but as elected 'tour director' for this sector, I had the task of stringing a coherent route together. There were also a couple of small problems: #1; it was long weekend with double demerits applying; and #2; I had a sticker on my speedo reminding me that I had a nice new rear tyre. What to do but to position them at the bottom of the Old Norton Summit Road, give them directions and say I'd follow up behind. No temptation for me as it turned out, as I ended up following a 4WD towing a trailer of firewood until near the top. After re-grouping I directed them on to Lobethal - along a road that I probably used to enjoy most of all on my old KLR600. At this time of the year the green bits - moss in the centre of the road - are a bit disconcerting though.

From Lobethal we headed towards Cuddly Creek and then took the Upper Gorge Road to Gumeracha and on to Birdwood for lunch and our visit to the National Motor Museum. I've been there lots of times before, but it's always worth a visit as there's so much to see. Two hours was nowhere near enough time, but we had to get back before dark. After agreeing to meet back at Birdwood in the morning, the boys headed back to the Barossa and I went back towards the city to spend the night with my daughter at Port Adelaide. (Home cooked meal and a proper bed!) Back through all the twisties on the Chain-O-Ponds and Inglewood road and my rear tyre was now officially scrubbed in! This was a lot more fun than I remember on the KLR (on the GS I have brakes!) and I had to come back the same way in the morning!



Mt Lofty Lookout

Sunday morning: Breakfast at Birdwood and back down the Chain-O-Ponds road to Inglewood (3rd time for me!) and then a side road that took us down onto the 'new' section of the Gorge Road. Not my favourite road as its fast and the cambers aren't the best and needs to be treated with caution - as I'm sure we all did. We missed the turnoff to the Corkscrew Road and ended up out of the hills and in the suburbs. About turn, and up through Harrogate and on to Mount Lofty Summit. This was a bit more casual as we were stuck behind a car doing all of 30kph and no way in the world was he going to let us pass. Never mind, the scenery was great.



XL250 'Evo 4' - Woomera

sensible for commuting, so the 250 stayed in Woomera and I bought a new XL350, which I ran for about five years. I remember this very fondly, as with a bit of modification it was a great all round bike. Had a couple of breakages, but nothing serious; don't think it was ever designed for the hammering that it took. It came to Canberra in 1980 and I spent a lot of time exploring the trails in the Brindabellas on it before getting the urge for something new and buying a first series KLR250. This wasn't a great move as it didn't have much in the way of power and I never really took to it, so it was sold when I returned to Adelaide in '81.

Bikeless for a while and then an impulse buy - on love at first demo ride - and again a newly released bike, the KLR600. 140Kgs dry weight and lots of power! For the demo ride I took it up the old Mount Barker road into the Hills; around the 'Devils Elbow' and all those other corners - it was just lovely!

And that's about it. I had the KLR until it had to go when we moved overseas in '95 - probably would still have it otherwise. Riding was commuting, the Sunday ride and the occasional trip, as I was still gravel road capable back then. Even took Pam on the back once, to Victor Harbour. She didn't complain as much then as she does about the comfort of the 1150GS now. How things change. Went out with my old riding mates a few times but they'd moved on to XR250's and the like, and the KLR was too much of a handful to keep up in the sort of countryside they preferred. It was about 2002 and overseas again when I started lingering and looking in bike showrooms again - and we all know what that leads to!

Three years on, with about 55,000 recreational kms clocked up on the GS and with many new friends made through the Club, I'm enjoying riding as much as ever. Now all I need is someone to take the 'Shaft Drive Lines' Editor's job off my hands so I'll have even more time for rides. Any offers?



After Coopers Creek Trip '89

On the Murray



encourage our other two GS riders to take the Old Coorong Road. It's an interesting alternative, about 40kms of gravel, some broken bitumen, and occasionally a little windblown sand, but it gives you a close up look at the dunes and Coorong environment. The turn off from the highway is about 30kms after Salt Creek but is not marked and we missed it this time.

And so we continued homewards, with a day's stopover at Port Campbell, rain going over the Otways (normal), a short diversion by taking the Cape Otway lighthouse road, brilliant sunshine in Apollo Bay, and onto the Great Ocean Road for a lunch stop in Lorne. We all had a great run along the GOR; perfect weather and very traffic. The

main problem, as always, is concentrating on riding while trying to take in at least some of the scenery. I personally didn't think the newish 80km limit is a great problem, as all of the fun is in the corners anyway.

From Lorne we headed north, over the range on the Deans Marsh road (another great road), and taking minor roads where possible, up to Daylesford and eventually Pete Dave and I reaching Beechworth on schedule, with Mark because of commitments having previously taken a short cut back to Canberra and Hoss going on to Melbourne.

For me the trip highlights were the days in the Flinders, (I could have spent a week there – but in a room at the resort), and the Adelaide Hills, which have bike roads as good as any in the country. If circumstances ever arise where we need to move back to SA, and I could still ride a bike, I know where I would want to live!

(Disclaimer: As the rider now of one strictly 'sealed roads only GS', any casual mention of dirt, gravel, road-works or similar road surfaces, is not to be taken to relate to or in anyway involve me. Besides, I know that there's no proof.)

Mark was keen on seeing the Fleurieu Peninsular and we headed off through Stirling and Mylor. Nice road, but very built up and with an 80kph limit. (I noticed that 80k's has been much more widely applied than I could previously recall.) A quick roadside conference at Echunga decided that we were overly ambitious, considering the distance back to Nuri, so we turned off towards Strathalbyn for a leisurely late lunch and then headed back via Mount Barker, Mount Torrens and Angaston.

Monday morning, and with Fiona and Pam meeting Pete and I on Saturday in Beechworth for our joint ACT/VIC 'Christmas in Winter' dinner, it was time to head eastwards. With Robe our target destination for the day ("... about 400 Kms"), and having our fill of corners for a while, through Angaston then turned east towards Sedan and out of the Ranges. The road down the hill was spoiled a little by some road works, but once on the flat we managed some distance before a fuel and petrol stop at Mannum.

Once a very regular visitor to Mannum – hence my corner by corner familiarity with the Adelaide/Birdwood/Mannum road – I was surprised to see very little change to the town, particularly when compared to development within many of the Hills towns that we passed through in the past couple of days. To some disappointment, (mainly Hoss and Dave) we couldn't find anywhere serving our traditional 'big breakfast', so we settled on the Mannum Bakery – which is pretty good as bakeries go. I was happy; a proper Cornish pasty (they can't do them in Canberra), a Kitchener bun (very SA) and a coffee.

Back on the road, or river actually, crossing on the ferry, then on through Taillem Bend, Meningie, along the Coorong to Kingston for a lunch stop and then another short hop for an early arrival in Robe. My credibility was slowly returning – it was about 400kms. En route I was going to



'Just little boys at heart'

Held at the Italo-Australia Club, Forrest on 24 July 2006.

Attendance: as per attendance book.

Apologies: nil

New members and visitors: Tony & Gaye D'Arcy, Chris Roberts

Minutes of previous meeting: Moved they be accepted by Martin Gilbert, seconded Ranann Zelig. Passed.

President: John McKinnon. Welcomed Ian & Jeanette Hahn and Martin Little who have just returned from holidays. He mentioned that planning will start soon for the Club's Geehi Rally in October. He also reminded members that he is seeking expressions of interest in a trip to Tasmania in late March/early April 2007.

Vice President: Martin Little. Has received an invitation from the German Embassy for the Club to supply one or two pre 1979 bikes for a display at Reunification Day on 5 October. Any members who can help should contact him.

Treasurer: Graeme Moffatt. Our finances have subsided a bit after paying some accounts but there is not enough for a Marquee.

Small Biz account \$6087.88

Special Purpose Saving Account \$2214.56

Expenditure - mainly on news letters and merchandise. Up coming expenditure on name badges. Gaye D'Arcy provided a comprehensive audit of our finances. He thanked Peter Oliver for keeping a tight reign on our finances.

On alternative banking arrangements the Committee needs to discuss the results of his inquires into fees/interest etc. His interim recommendation will be to rearrange our finances and continue to use Community CPS.

Secretary: Stephen Hay. Mail this month consists of:

Community CPS Statement No 49

BMW MCC of West Perth July newsletter

Fliers from the old Convent Guest House, Harden, Ucomm, Shannons, Australia Post

Various clubs' magazines

Fliers for Bombala 15th Anniversary Celebration of Motorcycles on 8/9 Sept; 25th Thunder Rally 2006 at Nundle 7/8 Oct, Black Night Rally Goorambat Railway Hotel 22/24 September

Junk Mail binned

Two new memberships this month

Editor: Roger Paull. Nothing special this month same old plea for more contributions. He would welcome historical contributions on the Club's past and members past biking experiences.

Ride Coordinator: Mal Elliott. Thanks to Martin Gilbert for leading the Cowra ride. Next Breakfast (Brunch) at Jugiong via Harden on August 6 leaving from Hall lay by at 8.30am. The following weekend (Sunday 13 August) is a loop ride to and from the coast via Batemans Bay however final route to be decided. The following weekend is the annual Gluhwine rally at the Cotter with a ride to Corin Dam. Jeanette told members about it and encouraged people to attend this fun event and to see some historic old bikes on their annual outing. The last weekend of the month Martin

Little is arranging a day ride to a destination to be decided

Social Secretary: Sheryle Moon. Apology. August Chomp & Chat the Rendezvous Café in Queanbeyan and August Alternate Breakfast at the Long Track Pantry in Jugiong. RSVPs needed for both events. September Chomp & Chat will be at All Bar Nun at O'Connor.

Webmaster: Olaf Moon. Apology.

Membership: Ian Hahn has just returned from holidays so Sue Ball-Guymer reported that current membership is 236 and new membership applications were received tonight.

Clubs Australia: Martin Gilbert. BMW has relaunched its insurance scheme and is offering club members 10% discount until the end of October. Contact the finance people at Rolfe for details. There is a competition to win a trip the Munich BMW Headquarters - details from Martin and also in the next newsletter. He has been approached by the NSW Clubs to restart a joint function. He suggested perhaps we meet in Moss Vale and ride together to another town for dinner/overnight stay. Ideas welcome.

Gravel Surfers: Greg Barber. Good turn out for the introduction to Gravel Surfing ride two weeks ago. The rain did restrict the dirt component to around twenty km of mainly wet slippery clay.

Rides coming up include the Triple T rally. John Rayner Sharp is arranging a trip to the Victorian Alps sticking mainly to the road.

Greg has sold his much abused but loved GS to a 'likes to work on it' enthusiast.

Merchandising: Pam Paull. Summer hats now available for \$23 and also a specially marked clock/calculator for \$15. Long sleeved tee shirts have been ordered and will be \$24.

Public Officer: Fiona Oliver. An extraordinary general meeting will be held in conjunction with our September meeting to approve our audited accounts. She will seek proxy votes from those unable to attend the meeting as we must have a quorum to pass the accounts. She is chairing a group to look at our Constitution and invited any member with a particular interest to contact her. Her initial thoughts are that we should modify the ACT's "Model Rules".

General business: George Penfound will be unable to attend the Geehi rally this year and asked for someone to take the Club's banner and other rally equipment stored at his place.

Ron Andrews presented a banner of the Club's logo which could go on a future marquee.

Meeting closed 8.45pm.

August Committee Meeting

Held 17 August 2006.

Present: John McKinnon, Martin Gilbert, Pam & Roger Paull, Mal Elliott, Olaf Moon, Fiona Oliver. Martin Little, Ian Hahn

Also present members Peter Oliver, Jeanette Hahn

Apologies: Graeme Moffatt, Sheryle Moon, Steve Hay

Minutes of previous meeting: endorsed as a true record.

Matters arising from the minutes: to be discussed in general business.

President: John McKinnon. Nothing to report.

Vice President: Martin Little. Nothing to report.

Secretary: Stephen Hay. Apology.

Treasurer: Graeme Moffatt. Apology however had sent out details of the club's accounts:

Small Biz Account \$4923.09

Special Purpose Account \$2214.96

Petty cash \$165.30

Value of merchandise held \$2444.50

Editor: Roger Paull. Has enough material for the next newsletter.

Ride co-ordinator: Mal Elliott. Enjoyable ride on 13/8/06 to the coast. Asked about the "not the Bermagui" ride and informed by Martin G that the NSW club has given its in principle support to an alternative venue, perhaps in conjunction with a ride they are planning with the SA club. Suggested Café Chatto in Yass may be OK for an alternate Sunday breakfast.

Social Secretary: Sheryle Moon. Apology. On her behalf Olaf outlined options for the Club's Christmas dinner with Café Cod at Deakin as first preference (subject to modification of the suggested menu) and Eastlakes Football Club the second preference. Olaf or Sheryle to follow up and make a booking. Christmas picnic on 9 December (after the Toy Run) at Uriarra East Reserve. Volunteer needed to get there early to stake our spot and set up. 3 September alternate Sunday breakfast will be at the Outsider Café, Captains Flat, 6 September chomp & chat at All Bar None at O'Connor, 1 October alternate breakfast at the Araluen pub. No alternate breakfast in December.

John said that it was disappointing that twice as many people as expected turned up at the August alternate breakfast. This was unfair to Sheryle, the café and the people who had done the right thing and booked.

Clubs Australia: Martin Gilbert. BMW National Club day deferred until 2007. The Club needs to submit its request for Principal Event Support Program goods soon. Suggestions included a Sportsintegral helmet, riding suit, sunglasses, boots, street sneakers, scarves, key holders. Martin to decide. Walhalla ride - accommodation in the village is scarce and expensive so he will seek interest in staying in the area and doing a day trip to Walhalla.

Webmaster: Olaf Moon. "Rumours" page on the website is working well. As he has received a lot of adverts from non members lately he questioned whether they should be charged for the service as he spends a lot of time loading the ads to the site. After discussion it was agreed that adverts would continue to be free for members (photo allowed) and non members would be limited to three lines and no photos. Editor and webmaster to have the right to edit or refuse advertisements.

Membership: Ian Hahn. Currently 241 members. He was advised that Rolfe is offering the insurance discount to people who say they are members or intending to join so there are no issues for us regarding membership approvals. He enquired about direct payment of membership fees and Olaf and Martin explained the options: (1) direct payment (after Ian has received a completed application form he would send them the Club's BSB/Account number), (2) electronic membership form on the website without payment, (3) on line payment. Option 1 was preferred and it was agreed that this needs more thought about processes.

Merchandise: Pam Paull. Long sleeved cotton tee

shirts now in stock.

Public Officer: Fiona Oliver. She and Graeme Moffatt have sought professional advice about changing the Club's objectives to better reflect its activity as a social club. Comments received from the Committee about the proposed Constitution changes and the ACT Model Rules.

Associate membership - agreed this is redundant.

Membership application, proxy form being part of the Constitution - general feeling was that forms shouldn't be included however Fiona said they could be in a schedule which could be changed by the Committee or covered by wording which said something about "forms as determined by the Committee from time to time".

Composition of Committee - after much discussion, general consensus was that it should name 4 positions (Pres, Vice Pres, Secretary and Treasurer) and up to 9 other members with equal voting rights and assigned responsibility for different functions. The Public Officer is not elected but appointed by the Committee.

Model rule 13 - elections. Agreed that nominations must be in writing even if a member nominates orally at the AGM.

Model rule 24 - notice of meetings. Agreed that the model rule wording could be modified to better suit our purposes.

Model rule 31 - source of funds. Agreed that as good accounting practice receipts should always be given. Olaf suggested we get the correct form of words to cover the Club should it receive a bequest.

Model rule 37 - serving of notice. Agreed this is required.

Jeanette Hahn will send additional comments to Fiona. The Committee thanked Fiona and Graeme for their efforts.

General business: Geehi Rally 21/22 October. John, Martin L and Mal will be the sub-committee to organise the rally (badges, trophies, advertising, firewood, banners, liaison with the rangers etc).

Librarian & Club records: Jeanette spoke to the previous librarian Richard Jackson who still has club records at his home. He is no longer a member, but is willing to continue as librarian. John preferred not to impose on Richard and would seek interest from a member to be the librarian. Discussion followed on the Club's records and Jeanette agreed to investigate getting the Club's records to the ACT Heritage Library and properly stored. The Club will pay reasonable costs incurred in having back copies of newsletters properly bound and stored.

Venue for September General Meeting: John will ask Steve Hay to find an alternate venue as the Italo-Australian Club is unavailable.

German National Day: Ian Hahn has arranged to take his bike for display.

GENERAL/EXTRAORDINARY MEETING TO BE HELD ON MONDAY, 25 SEPTEMBER 2006

Each year the Club must lodge audited and approved financial statements with the Office of the ACT Registrar General. Under the ACT *Associations Incorporation Act 1991* we must lodge the financial statements within six months of our Annual General Meeting (AGM), which will be in September 2006 because our AGM was held in March this year. For this reason, the Club will be holding an Extraordinary Meeting on Monday, 25 September 2006 to authorise the financial statements for the 2005/2006 financial year prior to them being lodged with the ACT Registrar General. The Extraordinary Meeting will be short and will be held after the normal General Meeting.

All Club members received a copy of the audited 2005/2006 financial statements in their July copy of the Club Newsletter. Please read these statements and the accompanying letter from the auditor before making your decision to authorise them. You can signify your authorisation by attending the Extraordinary Meeting or by submitting a proxy vote. It is important that we have a quorum to authorise the financial statements, so if you are unable to attend, please make the effort to make a proxy vote.

Fiona Oliver
Public Officer

FORM OF APPOINTMENT OF PROXY

I,
(Please print your Full Name)

of
(Please print your Full Address)

being a financial member of the ACT BMW Motorcycle Club Incorporated, hereby appoint

.....
(Please print the Full Name of your Proxy)

of
(Please print the Full Address of your Proxy)

being a financial member of the ACT BMW Motorcycle Club Incorporated as my proxy to vote for me on my behalf at the Extraordinary Meeting of the Club to be held on the 25th of September 2006 and at any adjournment of that meeting.

My proxy is authorised to vote according to his or her judgement in regard to the authorisation of the Club's audited financial statements for the 2005/2006 financial year.

.....
(Signature of the Member appointing the Proxy)

.....
(Date)

NOTE: A proxy vote may not be given to a person who is not a financial member of the Club.

I'm sure most Club members will remember Bob Dylan's haunting phrase with fond memories (and what does this say about our age demographic!?). Unfortunately, some of the changes we have to make in this life are remembered with far less nostalgia. I remember way back in the Club's distant past when we had to move from being a plain old social club to an incorporated association that had to comply with a range of reporting requirements and had to meet a bunch of legal and financial standards. It was a slow and painful transition as I remember it and I suspect that only the Committee of the day really understood what the changes actually meant.

In many ways, it is still the Committee who has to deal with the governance requirements associated with the Club being an incorporated association, and let's face it; it's all pretty tedious and boring stuff. But it is because the Committee does this tedious and boring stuff that the Club members are able to get some of the benefits that being incorporated bring to the Club. Some of the obvious benefits include:

- Discounts on insurance premiums
- Reduced public liability insurance premiums for the Club
- Financial records kept to an appropriate standard and independently audited each year
- Open and transparent processes for the election and/or appointment of Committee members

In fact, I suspect it is because of many of these benefits that the Club now has such a large membership. We have over 280 members, many of whom do not actively participate in Club activities but who still rejoin year after year presumably because they gain a benefit in being a member. The down side of our large membership is that we have outgrown some parts of our Club Constitution and this has meant that it has become more difficult (and let's be honest) more onerous to manage the Club efficiently and effectively.

The biggest problem we face is the difficulty in getting together a quorum so that we can authorise the financial statements each year and to amend our Constitution when we need to. Earlier this year we tried to amend some of the Treasurer's reporting requirements in the Constitution. We were able to have a vigorous discussion but because we didn't have a quorum (even when the proxies were counted) we weren't able to pass the amendments.

So, the time has come when we need to rethink our Constitution and change it so that it works better for us as Club members and also better from the Committee's perspective.

The Committee has appointed a Sub-Committee of two (at this stage)—myself and Graeme Moffatt, our esteemed Treasurer—to bring forward recommendations for changes to the Club's Constitution. Rather than making incremental changes to the existing Constitution, we will be drafting a new Constitution that reflects the best parts of the old Constitution and which also draws on the best practice outlined in the Model Rules that form one of the Regulations of the ACT *Associations Incorporation Act 1991*.

Our first task will be to compare the existing Constitution with the Model Rules so that we can smarten up much of the "process" aspects of being an associated incorporation. We are also looking into the Club objectives to see if they need to be modified and finally, we will be pulling together a Schedule for the Constitution that will explain more clearly the roles of the various members of the Committee.

Over the next seven months we will keep you up to date on how the changes are coming along and provide opportunities for suggestions and discussion over that time. Hopefully by the time our 2007 Annual General Meeting comes around we will be able to vote on our new Constitution. Of course we will still need a quorum as described in our existing Constitution to vote on, and hopefully accept, our new Constitution, so it will be vitally important that we get a good turnout of members at the 2007 Annual General Meeting.

If you have any queries or suggestions that you would like Graeme and I to consider, please don't hesitate to contact either of us at treasurer@actbmwmcc.org.au or fionaoliver@ozemail.com.au. Watch this space because the times will be a changin' for the better!

Fiona Oliver
Public Officer

**I Know it's not a BMW ...
but it's a lovely looking bike anyway**

Greg Oakes, club member and a regular at Bungendore on Sundays, and usually seen on his Kawasaki 750 Turbo, also has this lovely restored Norton at home. Unfortunately the Norton is not registered, so it's unlikely to be seen at Bungendore any time soon.

Greg talks about selling the Norton so he'll have room in his garage for a K1200S.

Greg insists that the Norton is to be sold, but he's had it for a lot of years, so it may be more than a bit difficult to part with.

(Editor)



CORRECTION!

In our June issue I published Ian Hahn's Data Sheet # . featuring the BMW R42, vintage 1926 to 1928.

However the dummy proof reader/ editor, i.e. 'me' - who obviously can't tell a side valve from a overhead valve - mixed up the correct photos that Ian provided with his articles.

The observant among you would of realised that I published the R47's photo for both Data Sheets 6 and 7 in the June and July issues.

Ian was away on a round - Australia trip and on his return has now pulled me up on my error. My apologies to Ian.

I have now reprinted Data sheet 6, with the R42's correct photo - see opposite.

Editor

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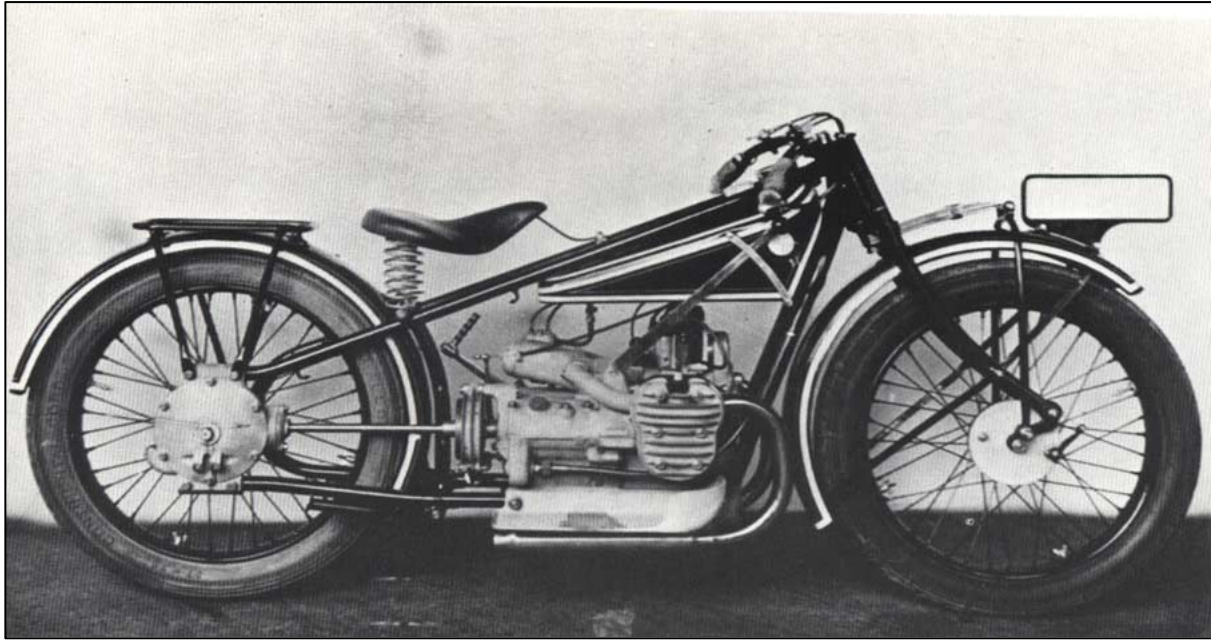
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* Subject to
underwriting

BMW R 42



Model	R 42
Production dates	1926 to 1928
Engine designation	M 43
Engine type	Flat twin cylinder, side valve, air cooled
Capacity	494 ccm.
Compression ratio	4.9 : 1
Power output	12 PS at rpm
Number of gears	3
Ignition	Magneto
Weight	126 kg
Fuel capacity	14 litres
Fuel consumption	3 litres / 100 km
Top speed	95 km / Hr
Engine numbers	40001-46999
Number built	6998 (6900 Again a discrepancy in numbers)

Notes.

This model was built as a serious touring motorcycle for the masses. It was fitted with sidecar mounts as well. The rear drive for the solo was 1 : 3.8 and the sidecar ratio was 1 : 5.7

With a sidecar braking would have to be improved. This machine copied the rear brake from the R39 250. The wooden block operated by the riders heel on a band on the rear wheel was removed and the braking system was upgraded to an outside band on a drum fitted at the rear of the gearbox on the front of the carden drive. The front brake was still a small single leading shoe drum.

There were a few changes to the lubrication of the drive train where the gearbox was by grease and the final drive was changed to oil. The kick-starter was still fore aft.

A careful look at the photo you will see the speedo drive coming from a small gear at the rear of the gearbox. This is still the case with all machines until the electronic speedo and sensors were introduced in the 1990's. As with other machines of this vintage a lighting kit was available as an extra

CLASSIFIEDS

For Sale

R1200GS Adventurer Jesse luggage available complete kit with all mounts and bags \$1611.00 including GST phone (07) 54931381 or lachlan@mtdtours.com

BMW R 26 bikes; One Black one White 1959. Excellent original condition. In storage last 7 years while overseas. No space so must go. Bikes located in Sydney. \$5,000 each. Email lynette@cisinternational.com or phone 0417 263502



BMW F650 GS 2003 Silver featuring heated grips, lockable expandable BMW panniers, lockable top box, luggage rack, K&N air filter, Dakar style windscreen, Michelin Anake dual purpose tyres, - OEM Shop Manual on CD-Rom. The bike has always been stored in a garage and parked underground, Serviced regularly at Mick Owen Motorcycles in Fyshwick and well maintained. Exceptional handling and very dependable for both commuting and long range touring. This bike has never let me down and is a reluctant sale. \$11,000 or best offer. Contact Larry on 0423 805 474 or email larry@roospace.com

BMW R1100S 2002 Model Silver/Mandarin. Travelled only 33,000 km. This motorcycle is in excellent condition except for a crack in the headlight. There is a headlight protector fitted. Extras include factory centre stand, wider rear rim to accommodate 180 profile tyres, heated hand grips, panniers, tank bag, oil filter tool, printed workshop manual, 20 litres Mobil 1 0W-40 Fully synthetic oil, fuel and oil filters. This motorcycle has been serviced regularly and it is in perfect mechanical condition. ACT Registration due May 2007 \$14,000 ono. Contact Anton (02) 6291 6369 or 0402 321 417 or email; wurzer@iprimus.com.au

BMW R100RT Classic (1996 last one made) Genuine 15,600 km. Immaculate condition. Heated grips. Always garaged and serviced. NSW Rego til April 2007. Comes with bike cover, spare new clutch cable, workshop manual, BMW Coat and cap if they fit. Price \$9,250 negotiable. Contact Steve on (08) 80872617 or 0419978445.

Wanted

A set of crash bars to suit an R1150GS 02 model, Please call Andrew 0414 564 700.

BMW panniers and racks to fit a 1983 R65 a little beat up or scratched and need of repair is ok. Phone (07)54931381 or lachlan@mtdtours.com

Wanted - Second Month

BMW F 650 GS 2001 Model, Staintune Exhaust And / Or Dummy Can. Please phone Mark 0421 577 531

BMW hard panniers for a 2004 F650 Dakar. Email: wolfson13@hotmail.com

1982-83 or 84 Pearl White R100RS. I'm a rider returning to motorcycling after a 20 year break and would like to buy a R100RS. Condition unimportant, price flexible (will pay above market value for right bike), preferably 1983 model. Call Pete Kaye on 0416 302 220

New Classified Advertisement Policy:
ACT BMW MCC members can place an advert including a photo in this newsletter and on the website free of charge.
Effective 21/8/06 new adverts from non members will be restricted to 3 lines with no photos.
The editor and webmaster reserve the right to edit or reject adverts.

Club Merchandise

Special 25th Anniversary Clock Calculator
Limited numbers! Available Now!



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 \$** _____

Membership expires on the last day of February.

Please PRINT ALL PARTICULARS below so that we can record your membership details.

YOUR NAME	PARTNER'S NAME (FOR JOINT/FAMILY MEMBERSHIP)
Last name _____	Last name _____
First Name _____	First Name _____
Postal address _____	Postal address _____
Phone (h) _____ (w) _____	Phone (h) _____ (w) _____
Mobile _____	Mobile _____
Email _____	Email _____
By filling in the e-mail address you have indicated you are willing to accept information on club events	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 _____
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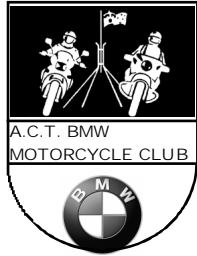
*** Applications are subject to Committee approval and may take several weeks to process.**

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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From: ACT BMW Motorcycle Club PO Box 1042 Woden ACT 2606

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