

Shaft Drive Lines

July 2010



Fiona Oliver 2009 Club Person of the Year receiving her (belated) award from President Mark Edwards

Look Out For

Sunday 27th June. Ride from Bungendore at 1000 for a pub lunch in Araluen

Sunday 4th July. Alternative Breakfast, Rollonin Café, Bowning & ride to Young after for lunch.

Friday 23rd, Saturday 24th & Sunday 25th. July BMW GS 30th Anniversary Rally at Riverwood Downs. See www.bmwtcnsw.org

Sunday 1st August. Alternative Breakfast at the Outsider Café Captains Flat.

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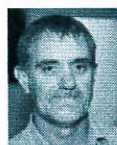
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Meetings: 7.45 pm, fourth Monday of each month at the Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval) or by Google Map.

Membership: Please see the form at the end of the newsletter or on our website <http://bmwmccact.org.au/>. Do not forget to tell us when you move!

Activities:

The What's On page lists Club runs and social events 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.

Whilst every effort is made to ensure that, the What's On page is accurate changes to meeting times and places etc can occur between publication dates. The Club uses email to remind Members of rides, activities, general information and late changes by email. If your email address has changed or your box is full, we cannot contact you, so advise the Ride Coordinator of changes to your contact details. Our website contains the most up-to-date information

Participants in Club activities 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.bmwmccact.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 Newsletter are most welcome, and should be directed to the committee at any general meeting, or posted to:

The Editor, Shaft Drive Lines
BMWCCA
PO Box 4042
WESTON CREEK ACT 2611

Alternatively, email to editor@bmwmccact.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 with a minimum size of 1024 pixels and do not embed them in your document.

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.

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 BMW Motor Cycle Club ACT Inc or BMW Motorrad. 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.

Editor: no, you have not missed a copy. I have changed the 'number' to align with the month, making it easier for me.

FROM THE PRESIDENT

Hi,

Good to see the region getting a bit of rain over the weekend, even if it did coincide with our trip to Gulgong. Normally get a good turn out for that ride, had about 30 riders last year, but this year had 7, with one of those just doing a day ride. However, given the conditions on Saturday morning that wasn't a bad turn out. At the Hall lay-by, there was Kiwi Martin (R1150GS), Jack (R1200GS) and Chris (another R1150GS). Interesting how only the GS riders seem to come out when the conditions get a bit tough....Though I was on my R1100RS, rather than the R1200GS: a bit more weather protection and full road tyres.

Had rain on and off most of the day but was really enjoyable riding. Obviously, you need the right gear in those conditions, but with that, and especially an electric vest, you stay nice and comfortable. Even had dry hands for the entire weekend. I have a Street guard II jacket, and while the double-cuff closure is a bit fiddly, being able to tuck your gloves under the outer cuff means that water doesn't run down into them, so dry hands. Met up with Grant (R1150RT) and Adam (R1100S) at the bakery in Bathurst and from there on to Sofala and over the range. I love the loop out via Rylstone but normally, this time of the year, you are riding into the sun as you approach Mudgee. However, that, of course, wasn't going to be an issue this time, so we headed off that way.

All was going well until we came across a section of road works, which turned out to have a lot of clay on it. It initially looked like the surface was going to be a bit better off to the left so I headed that way, which turned out to be a huge mistake. It was turning to mush really quickly, so had to get back over to the centre of the road, which, alas, meant going through really deep clay. Clay is great in the dry, but as soon as it gets wet, it gets as slippery as pig snot. So at one stage there, I had the rear of the bike sliding all over the place and the front end about to wash out and I was thinking yep, I'm going down. Not the way I wanted to spend my birthday. The only thing that can save you in those conditions is to keep forward momentum, so I slowly applied a bit more throttle (not an instinctive response in that situation, but chopping the throttle would have definitely resulted in a crash) and tried to steer towards the firmer centre section of the road. Luckily, the bike flicked back into shape and once on the centre section it was slippery, but no drama.

One bike went down, like me, got caught out in the deep stuff, but, given how soft the clay was, there was no damage to the rider or bike.

The big mistake I made was getting off the centre line (crown) of the road. As Grant said later, the crown of the road is going to be the firmest (all the loose stuff gets washed down off it) and less likely to have standing water on it. Anyway, a good learning experience and we headed into Gulgong without any more drama - except for finding somebody in car who had broken down so had to call her family to come and get her when we got into Mudgee and had mobile phone coverage. We had a great night at the Prince of Wales hotel, with Andrew (R1200GS) joining us there just before dinner. He got a late start from Canberra.

All up, everyone had a fun weekend. The conditions were a bit harder than normal, but still really enjoyable and also served as a reminder of how important it is to maintain your riding skills. So, if you have not done a riding course before, or just want to work on your skill set, now is the time to sign up for the one we are running on October 31st.

See you out & about,

Mark

WELCOME TO OUR NEW MEMBERS

None this month...bring a friend.

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WHAT'S ON

Here is a list of Club arranged activities. This does not stop you from arranging a ride, and if you want company, let the Ride Coordinator know and they will pass your planned trip on to the Club members. Do not forget an article and pictures of your ride for the magazine! Send them to the Editor.

2010	Date	Details	Contact
July	Sunday 4th	Alternative Breakfast Rollonin Café, Bowning. Depart Hall Lay-by at 8.30am. The Ride Coordinator will be leading a ride onto Young after breakfast.	RSVP to Sue by email to social@bmwmccact.org.au or by phone to 62882731 by 30 June. Contact the Ride Coordinator for after breakky riding.
	Sat 10th-sun 11th	Winter Rally NSW. On private property approx 4kms south of Nerriga on the Nowra-Braidwood Road.	United Tourers MTC PO Box 800 Campbelltown NSW 2560 Contact; Leon 0409 814 547 or Shannon 0425 259 119 email dbaker55@tpg.com.au
	Sunday 11th	0930 Committee Meeting, Heritage @ Bungendore	Contact the President
	Friday 23rd, Saturday 24th & Sunday 25th	BMW GS 30th Anniversary Rally	BMW Touring Club of NSW. See www.bmwtcnsw.org
	Monday 26th	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	
August	Sun 1st	Alternative Breakfast Outsider Café and Gallery, Captain's Flat (by popular request!).	RSVP to Sue by email to social@bmwmccact.org.au or by phone to 62882731 by 28 July
	Fri 6th - Sun 8th	Hat Rally NSW. Araluen camping area, approx 3kms north of Araluen on the Braidwood-Araluen road	Email albycore@bigpond.com
	7th August	34th Annual Border Run, WA. Border Village. The idea is to get to Border Village Roadhouse in South Australia on the first Saturday in August, this year, Saturday the 7th.	Chris McArdle (BMWCCVIC) or our Bob Coleman a previous tripper for help.
	Tuesday 10th	1930 Committee Meeting	Contact the President
	Saturday 14th	Off Centre Rally, Wanaaring NSW	Contact the Ride Coordinator
	Sunday 15th	Gluhwein Breakfast. Run by the VVMCC ACT from 0930 at Casuarina Sands picnic area on the Cotter Road. Usually a good collection of vintage and other desirable bikes on show. Breakfast & drinks at low cost, followed by a casual ride.	Contact the Ride Coordinator, Membership Secretary or Veteran Vintage & Classic MCC of ACT (http://www.vvmcc.org/index.htm)
	Monday 23rd	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	
	Saturday 28 - Sunday 29	TTT Rally (Thrashers Terrible Trek). Near Wombeyan Caves NSW. Bring Everything.	Contact the Ride Coordinator

2010	Date	Details	Contact
September	10th-12th	30th Anniversary Dargo High Plains Rally VIC. Talbotville, approx 32kms north of Dargo. Pre-paid entries: make cheques/money orders payable to...	Monarchs Motorcycle Club Inc PO Box 220 Chelsea VIC 3196
	Sunday 12th	Alternative Breakfast - Greengrocer on Clifford, Goulburn. To coincide with the 2010 Formula Xtreme motorcycle racing at Wakefield Park.	For those going on to the motorcycle racing at Wakefield Park, contact the Ride Coordinator or see here 2010 Formula Xtreme (http://www.formula-xtreme.com.au)
	Monday 27th	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).	

BMW R & K SERIES BIKES RECALLED, MANUFACTURED AUGUST 2006 - MAY 2009

As reported by Visordown (<http://www.visordown.com/motorcycle-news--general-news/bmw-brake-recall-the-official-word/11495.html#ixzz0oLpl5Mb>).

BMW Motorrad has announced the recall of R-Series boxer-twin and K 1200 GT motorcycles, manufactured between August 2006 and May 2009, after a potential fault in a brake pipe was diagnosed.

It is possible that vibrations on affected motorcycles could cause the front brake pipe to leak and, over an extended period of time, brake fluid to escape.

BMW Motorrad would like to reassure customers that the number of motorcycles, in which leaking brake pipes was noticed, is very small (one-tenth of a per cent). No accidents have arisen as a result of this fault.

In the event of this happening, riders will notice the leaking brake fluid or a reduction in the brake fluid level in the handlebar mounted brake fluid reservoir. This may result in a gradual loss of braking performance of the front brake. The rear brake is not affected.

The BMW Motorrad dealer network will soon contact all customers who own motorcycles potentially affected by this fault.

BMW Motorrad regrets any inconvenience caused to its customers.

For more information, contact your BMW Motorrad dealer or see:

BMW Motorrad Australia - <http://www.motorcycles.bmw.com.au/>

Product Safety Recalls Australia - <http://www.recalls.gov.au/content/index.phtml/itemId/952852>

CLUB MEMBERSHIP BADGES

A note from the Membership Secretary regarding our new 'club badges'. With the issue of the new club badges there are some things that the members might like to know.

1. Your membership number will not correspond with your badge number. The new badge numbers have only been issued to current members. That is those who renewed for 2010.
2. Numbers cannot be reissued. Do not lose your badge. You can purchase a new one but it will be the next in the series.
3. Due to a manufacturing error there are a few unnumbered ones also.
4. There is an advertisement in the 'Riding On' magazine for devices to replace the butterfly's that come with the badges. They are chromed brass bezels with a grub screw and come with an Allen key to fit. They come in packets of 12.

The details of the manufacturer are as follows.

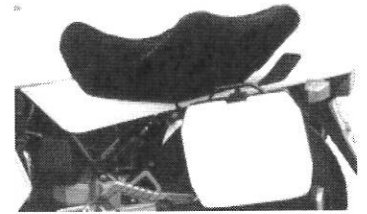
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Cheques payable to Gripit Australia For \$16.50 plus \$2.50 postage.



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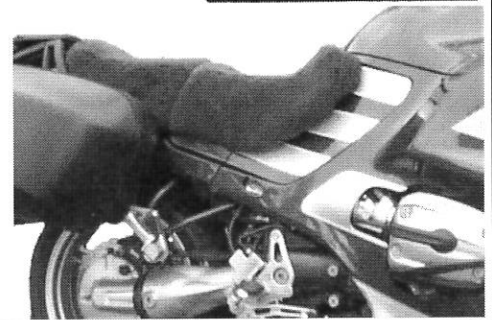
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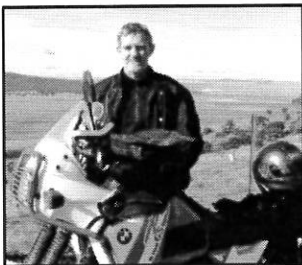
www.goodwool.com.au

For information on club
discounts and pattern
availability

Good Wool Store Pty Ltd
49 Queen St. BERRY 2535
Ph 02 4464 2081



THE EDITORS FILL



Hi Riders,

One of our new members Luke led a gravel surfing group of five on a ride on Saturday 5 June from Gundaroo, Collector, Bungendore, Captains Flat and home. The full story and pictures elsewhere, but it just goes to show what each of us can do when we want to. For the latte set, the Bushranger Hotel at Collector has

closed for renovations, but a new café has opened up in the old servo (Golden Fleece / Shell) next door. Palerang Council look like they are working on sealing parts of the road around the wind farm, but in the mean time made a very nice job of turning gravel into what felt like riding on mud over mud. For the hardy, the June Long weekend also saw the 41st Alpine Rally and no doubt, plenty of others got away on their bikes to all points, so I look forward to your stories and pictures.



Luke (F650GS), our helmeted ride leader

Having just purchased some new Michelin Road Pilot's for the ST I am looking forward to scrubbing them in, but may have to make a side trip to the GS30th birthday bash at Riverwood Downs and hosted by the BMWTCNSW see the flyer elsewhere, whilst you may be tempted by the raffle price of a Rallye 3 suit.

That's my fill, have a good ride

Editor

BMW Motorrad



GS ambassadors



The Editor's GS, 19 years young at the 2010 Alpine

Your reference
Your message dated
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Fax: +49 89 382-39159
E-mail: Florian.Bardenwerper@bmw.de
Date: 23.04.2010
Subject: **Celebration 30 YEARS GS / Online special THANK YOU GS Photobook**

Dear GS ambassadors, world travellers, motorcycle enthusiasts and friends of the brand;

The year was 1980, and the time was ripe for a new kind of motorcycle. Supremely composed on and off-road. Equally at home as a competition bike and as a tourer. With the arrival of the R 80 G/S, a new class was born – the GS.

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Registered in Germany
München HRB 43243

Thousands of riders have covered literally millions of miles on their GS bikes. They have enjoyed a riding experience of unrivalled intensity. They have made their travel dreams come true. They have got to know people and cultures from around the world, up close and personal. And they have done all this by exploiting the full potential of their GS machines – on and off the road. This year BMW Motorrad would like to celebrate the 30th anniversary of the GS model range with you.

As our GS ambassadors we would kindly like to ask you to join the THANK YOU GS Photo book and share your GS experiences, trips and adventures with the GS riders all over the world. The THANK YOU GS Photo book offers you the opportunity to promote your current travel projects and link it to your personal website.

Taking the lead as our GS ambassadors we would be very pleased if you could provide your content as soon as possible to motivate other GS riders to join the THANK YOU GS Photo book community. Please feel free to visit www.bmw-motorrad.com/30yearsgs. Thank you very much for your support.

Kind regards

i.V. Hans de Visser
General Manager
Marketing BMW Motorrad

i.V. Tim Diehl-Thiele
Marketing Manager

Editor: There is a hyperlink here for the paper-based reader <http://www.bmw-motorrad.com/30yearsgs>

ON THE ROAD

Your article, pictures, web link, gossip, or other input welcome here...

.NEW ZEALAND 2011 - ROAD TRIP

September and October 2011 will see New Zealand hosting the Rugby World Cup.

Whether NZ will win the William Ellis trophy is another thing, but well that's all the excuse I need to spend some time in the land of Long White Cloud, motorcycling around the country, enjoying the odd rugby game, and off course combing this with some great food and wine.

While plans are in the early stage, the only thing you can be sure of is that there are some great motorcycling roads to be ridden. For how long and on what bike, is yet to be worked out, but if you feel up to a few weeks of such an arduous event, and don't mind sharing some time with myself and Viv, then let me know by emailing me @ vicepres@bmwmcc.org.au or ring me on 0407 200 227

Cheers

Kiwi Martin



North Head, Devonport (Auckland) New Zealand 2005

RIDER TRAINING, NOT FREE BUT SUBSIDISED

Nominees for the rider training (see the promo elsewhere). Returning to riding, need to update those skills, cannot recall your last bike having this much power or tyres with so much grip? Then this may be the course for you, come along with your fellow club members and have the club subsidise your course fee.

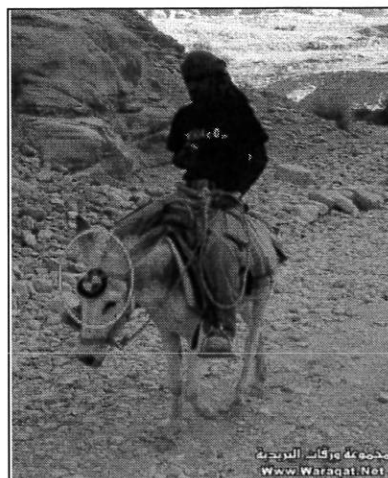
What is there to lose; apart from skin, damage to the bike or worse dented pride having dropped your bike from what might have been a recoverable incident.

Contact the Secretary now, before the course fills and time runs out.

HAL CASTON (TJ'S TYRES) IS GOING ON HOLIDAYS

Hal Caston owner manager of TJ's tyres advises that he will be closing shop and going to the Sepang Malaysia and Phillip Island MotoGP's between Sunday 3rd & Wednesday 20th October 2010 ☺

If you need or are planning to get a new set of rubber, a service or buy some accessories, please call Hal or drop by the shop at 19 Lonsdale St Braddon during September 2010.



Editor: Some internet humour & page fillers. The first is a handy one for mud or cutting wood, whilst the second is another BMW fan living the dream.

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BIKE ENGINES VERSUS IDIOTS

#11

Stage 1: Setting up

'Modern Japanese engines are bulletproof,' goes the pub wisdom. 'If you change the oil regularly and warm them up, they'll go on forever,' it continues. So why do we feel pangs of guilt when we miss a gear and trill off the rev-limiter, and feel uneasy as the fan cuts in while sitting at the lights? It's easy to believe engines are fragile, highly strung machines on the cusp of destruction with every revolution.

Time to conduct a very unscientific experiment: make an engine self-destruct then analyse the remains. It won't be under load, so won't be representative of road conditions, but it'll be interesting. Enter a 1998 Kawasaki ZX-6R with 20,000 miles on the clock.

Stage 2: Overheating. Run the engine at high revs (8000+rpm) for 30 minutes to see how it deals with fearsome heat

Heat is the engine's enemy and high performance motors are in a constant battle to produce as much power as possible without overheating. Severe overheating makes the oil lose its lubricating efficiency, at which point wear dramatically increases in the engine bearings and seizure can occur. Seized bearings or pistons are a possibility. So what happened?

Two minutes The fan comes on.

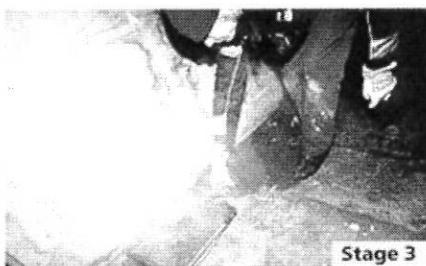
Three minutes The header pipes and exhaust begin to glow.

Five minutes With the exhaust glowing red-hot, coolant starts boiling and gushing from the overflow tank at the back of the bike.

15 minutes All the coolant has boiled away and the clouds of steam that had surrounded the bike begin to clear. The radiator fan, which had been just audible above the echoing din from the engine, switches off because there's no more coolant to heat the switch.

30 minutes The engine continues to run for the full half hour, obviously incredibly hot but with no apparent problems.

The temperature in combustion chambers can reach 2000°C, way higher than aluminium's melting point (660°C). The cooling system needs to keep the temperature of the cylinder head below around 250°C for it to run reliably. If the oil gets too hot it will burn or carbonise, causing excessive wear and possible seizure. The cooling system is under pressure, so the water can reach temperatures in excess of water's boiling point at atmospheric pressure (100°C). When it reaches 120°C it's likely to boil over.



Stage 3: Drain oil, refill with only 1 litre, run on rev limiter for one hour

The manual says the oil level should always be kept within the gradings on the sight glass, but we wanted to know how long an engine would last with far less oil than recommended. We thought the engine would cope with very little oil in it. Though the capacity is 3.5 litres, the oil loop itself will contain much less than this so the system should stay lubricated. The sump allows the oil to cool though, so in this case it will become very hot. The oil is responsible for up to a third of an engine's cooling, so this will make the bike run even hotter than before.

Banging off the rev limiter shouldn't be a problem. After all, it's there to stop the bike over-revving well before it self-destructs. And manufacturers test engines for long periods on the rev limiter – sometimes for days on end.

Things do not go according to plan. Draining the oil is the first problem. The engine is almost red hot and when the oil drains out it's the viscosity of water and boiling ferociously. (The boiling point of oil is around 320°C. It can withstand this for brief periods, but will carbonise if it's at this temperature for too long.) Within seconds it melts right through our plastic drop tank and oozes over the workshop floor. Damn.

We add the 1 litre. Hmm. It's possible to hear the oil boiling immediately.

Stage 4: Carry on regardless. The engine is started and the throttle taped fully open

For the first few seconds everything seems fine, but then we hear the first backfires. No cause for concern until the backfires become worryingly frequent. We realise that the rev limiter is cutting the spark so that unburned fuel is being pumped into the red hot exhaust and exploding. The sequence is this:

20 secs Flames from the silencer.

50 secs Big flames are coming out.

1m 10 secs Small hole appears in the exhaust.

1m 20 secs A large hole is blown in the side of the silencer and sparks fly.

1m 25 secs It looks like there's a huge firework burning at the back of the bike.

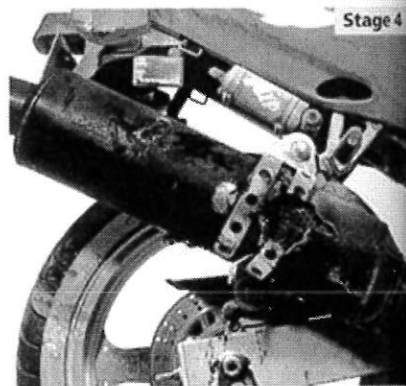
1m 35 We attack it with fire extinguishers.

1m 40 Dash in and turn off the ignition.

1m 45 Douse the bike with fire extinguishers and leave the building.

Stage 5: It's alive

A day later, when everything has cooled down, we top up the oil and start the engine. It runs smoothly and doesn't sound too bad either. The bike's won. We leave it alone.



Editor: I would acknowledge this articles source, if I knew it. I would not recommend this for at home though.

Suitable for experienced riders and beginners.

Bowled over by the enthusiasm and commitment of BMW MCC ACT members, Dave Gibson and his team at Stay Upright have agreed to conduct another dedicated rider-training program for us. This time we have built on the successful program run in November 2008.

Members' preferences

When asked members previously expressed a clear preference for a program focused on brushing up road craft skills, but with a component dealing with what to do if we:

Hit gravel unexpectedly (eg when 2kms of the road between Bungendore and Goulburn turns out to have just been dug up), or

Choose a route from A to B that just happens to be mostly gravel.

In other words, a slightly broader interpretation of 'road craft'

Details of the program

Stay Upright designs programs like this all the time, and is happy to conduct one just for us. Details are as follows:

Date: Sunday 31 October 2010

Duration: All day (precise start and finish times to be advised)

Location: Sutton Driver Training Complex, plus a suitable local area with an appropriate dirt road.

Cost: \$210 per member (\$310 per head fee, less Club subsidy)

Maximum numbers: 22

To reserve a place

To make sure you do not miss what promises to be an immensely useful skills improvement program for riders of all standards and seniority, please email Hugh the Club's Secretary (secretary@bmwmccact.org.au) to register your interest by 1st July. The \$210 course fee or a \$100 deposit will be required by 1st August, with the balance payable before 1st October. Payment details will be provided to participants closer to the day.

If more people nominate than the program can handle, preference will be given to members who have not previously accessed a club subsidy for rider training and then early registrations. On the two previous occasions the Club has run rider training, we have been able to accommodate all interested members, let us hope we can do the same this year.

Insurance

Participants in the program should be aware that checking with their insurance company re the status of their policy for participation in the course is their responsibility. The Club does not provide insurance for riders or equipment.

Error! Contact not defined.

Club Secretary

Rider Training Coordinator

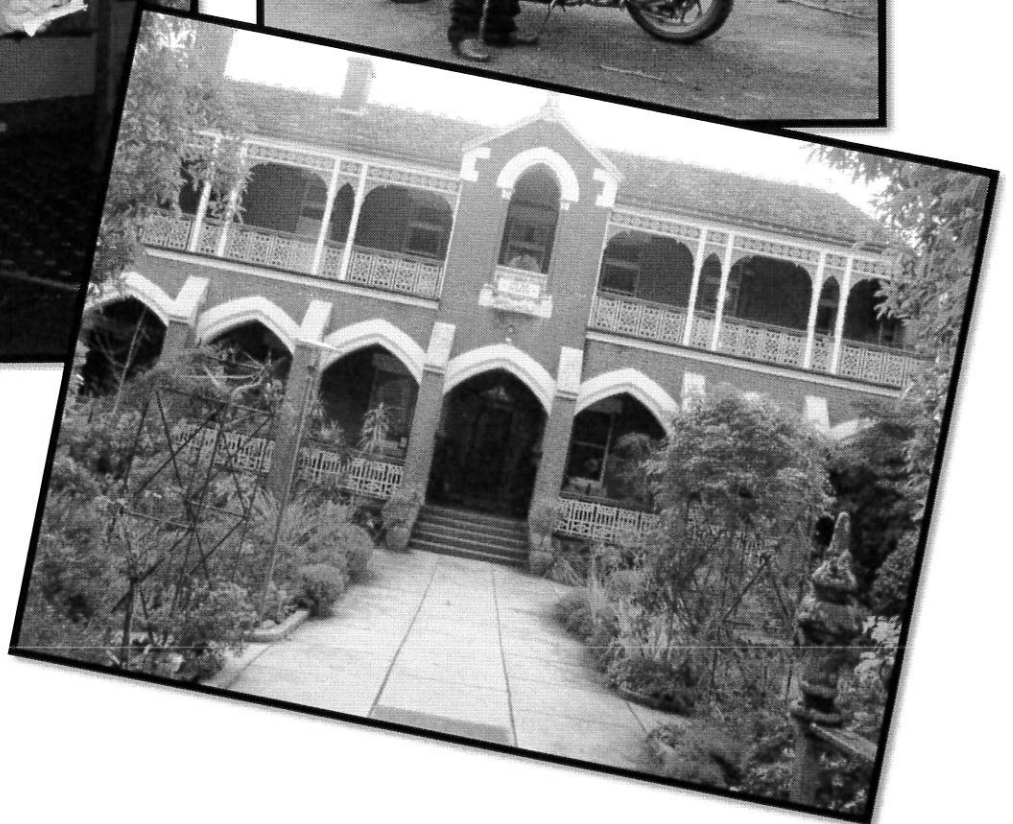
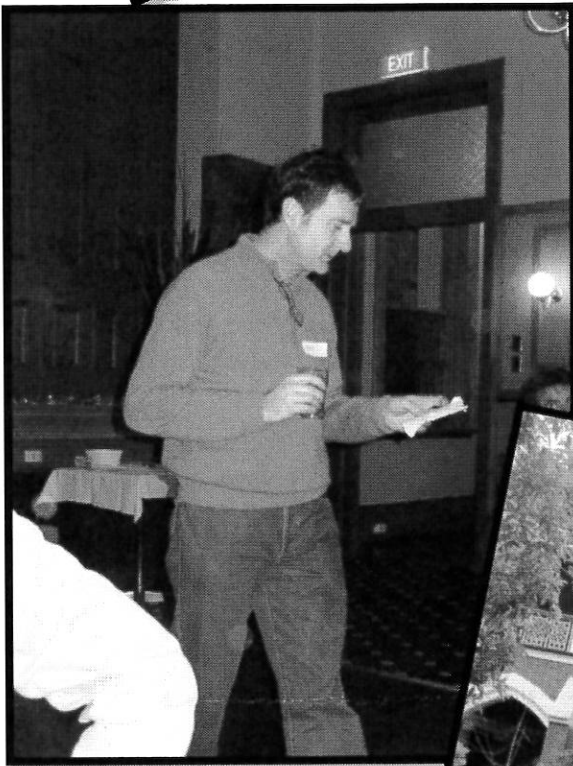


Going to the 2010 IVECO AUSTRALIAN MOTORCYCLE GRAND PRIX 15-17 October @ Phillip Island and camping? You can book online here:

<http://www.event-travel.com.au/gpbikes/campgrounds/home.asp>

The Editors pick; car, big tent or camper & powered site to avoid the crush and stay until Monday (we will be in Tassie for a mates 50th birthday bash) ☺

CHRISTMAS IN JULY, JOINT ACT & VICTORIAN BMW CLUB DINNER
OLD PRIORY, BEECHWORTH VICTORIA SATURDAY 19 JUNE 201



Wanted: Any pictures of Members, their bikes and of their trips during 2010 for the Christmas Party. Send them to the Editor@bmwmccact.org.au with or without captions or photographer credits

Martin (Kiwi) Little

Part 1 of Martin & Viv's odyssey was published in the June 2010 edition of Shaft Drive Lines.

Day 4: Devonport to Launceston: Total Kms travelled 410.

Reading my travel notes, I see I had written "*Best day Yet*" Hard to imagine that after the roads we had covered to date that there was better to come, but as they say, *you don't know what you don't know....*

Early morning and already, the day looked perfect with Mt Wellington again bathed in early morning sunshine and the temperature in the very pleasant low teens. The previous evening there had been much consultation and vigorous discussion as to whether we should strike out early or enjoy the best coffee in town down at the docks. Common sense had prevailed and we now found ourselves with bikes packed, fuelled and ready to go, while we enjoyed a coffee, on the docks.

With the essentials of the day out of the way, we were on the bikes and heading out of Hobart amongst the morning rush hour. At Sorrell, we took the A3 heading towards to Bicheno, and from here on it was an easy gallop through rolling countryside, motored through to Orford. The road was fast with open corners initially mixed with some good hills. As we left Buckland, the road entered a gorge that followed the Prosser River through to Orford. This was a tighter stretch of road with challenging corners hemmed in by rock walls. This was great, riding beside the river and before long, we were in Orford for the first stop of the morning. In the bright sunshine, beside the sea, we mingled with vehicles that were waiting for the ferry to go to Maria Island.

From Orford, we continued northwards with the Tasman Sea now clearly visible off to our right, as the road followed a coastal route. The countryside was now much more open, and reminded me very much of the Coromandel in New Zealand's North Island. Plenty of open fast stretches, but with some seriously slow corners that required care, all the while with the sparkling sea and islands offering a serious distraction. Rolling into Bicheno, under a warm autumn sun the sea was sparkling, and there were bikes everywhere. We managed to snare an outdoor table at the bakery, which allowed us to soak up the atmosphere over morning tea. Talking with other Safari participants at the bakery, a slight detour was recommended. Apparently, the Elephant Pass could not be missed.

And so it was, 30 kms after leaving Bicheno the turn off to St Marys presented itself and we were off uphill. The Elephant Pass climbs up from the coast to the hinterland through steep bush clad hills, in some places a single lane tarred road farm road, but what corners! It was only 20kms to St Marys, but it was ferociously steep with many tight corners. Bliss! We flew past the pancake café, whose car park looked full (not that we were going to stop), before popping out into St Marys, a pretty little village nestled into the lush east coast hinterland. Not wanting to stop we took the turnoff to head back down to the coast, slower this time as we struck traffic. Fortunately as it turned out, as the Tasmanian police force were out on this side of the mountain. Although the ride down was slower, this allowed us to soak up the views of the coast as we descended through switch back after switch back. Back on the coast road (A3), it was quick sprint into St Helens to fuel up and an early lunch.

The BP in St Helens seemed to have every BMW on the safari arriving together, but eventually the chaos sorted itself out and once fuelled up we grabbed a table at the Delicatessen. This was a great choice as the owner was a motorcyclist (admittedly a Goldwing rider, and provided plenty of great advice about the roads to come (and boy was he proved right!) plus visor cleaner for the helmets. And to give this establishment a plug it deserves the food was excellent! A very pleasant hour was passed here eating and swapping notes with the owner. (One note in particular was to be beware of the road subsidence's mid corner in an upcoming gorge)

The only slight upon what was very pleasant lunch was the remarkable sight of Mark's R1200RT taking a rest on its side after Mark nudged it off the side stand while shutting his top box. Ouch! And very expensive

The road out of St Helens was an easy uphill section with corners gradually getting tighter and tighter, all the while climbing up and down through valleys and hills. On one corner, I missed seeing a smallish branch on the road, only to feel the back of the bike step sideways, and then re-gather itself to continue on the same line. This threw my concentration and it took me a few minutes to get back into the cornering groove, and get back on pace, which Mark commented on at our next stop. (He was playing wingman, plus he had another RT1200 up his exhaust pipe).

Shaking off this distraction, the road continued to get more challenging, with the corner speed warning signs being almost too optimistic! This section of the road had dozens of 25km corners that were genuine 25kms corners, complete with the mid corner subsidence as promised by the Goldwing rider back in St Helens. The climb up to Weldborough Pass was fearsome, with stunning views for those who could take their eyes off the road. The small town of Derby looked particularly enticing, but the bike was locked in cornering mode and wouldn't stop, much to Viv's disappointment. We did stop at Scottsdale, as by this stage, I was exhausted, it was hot, and we needed a rest.

Refreshed we pushed on through some place called Targa, phew; this was challenging on a bike, let alone punting a car through here! Having now ridden this section of the Tasmania Targa Rally road, I can appreciate the demands placed on the drivers! About this time on the last downhill section approaching Launceston, we got caught up in queue behind a truck. It took some getting past, but eventually we did and enjoyed the run into Launceston through a winding river valley with wide-open corners, which were well surfaced and cambered, all in warm afternoon sunshine.

Day 5: Launceston Rest Day: Total Kms travelled 195

With today being a rest day, with a couple of short rides scheduled by the Safari Team, it was a slow start to the day, followed by a visit to the local BMW Motorrad Dealer to check out the 2010 models on display and generally kick tyres. With that over, we got on the road and headed north out of Launceston, following the eastern banks of the Tamar River, against the commuter traffic streaming into the city. A rowing crew gently sculling up the River in the morning sunshine set the mood for the day.

At Mowbray, we headed off the highway towards to Rochedale, then Lilydale on our way to Scottsdale on route B81. This road is an easy ride through rolling farmland with the odd tight section of corners thrown into the mix to keep you on your toes. By our mainland standards this would be an excellent motorcycling road, but compared to the rest of Tasmania it was averagely good, although I must say the slippery rail tracks crossing the road mid corner near Golconda provided some excitement for a second or two.

We fuelled up at Scottsdale, and then headed off to Bridport, all of 26kms away on the coast. This short section of road was great fun, as it very open, undulating country, perfect for clearing the cobwebs, and before too long we were ensconced at the only café in Bridport. We spent a good 2 hours here idling away the time, including a long discussion with Bern from Germany who had joined the Safari for the day. From here, we took the main roads back to the Tamar River, then the A8 back to Launceston. All up an easy sub 200km day with plenty of time left in the afternoon to relax and do nothing.

Day 6: Launceston to Devonport

Viv was on the early shuttle to the airport, and Mark was heading directly to Launceston to see relations, so I had the entire day to work my way back to Devonport to catch the evening sailing with the other Safari participants. With the morning drizzle clearing, I headed out on the A7 to Exeter, before joining the B71 to ride up to Harford, where I took some country back road southwards again to rejoin the Bass Highway back to Deloraine. Just short of Deloraine, I took the B12 out to Mole Creek, and then the very back roads to Paradise and Sheffield. This road was as good as any we had ridden in the last week, and with hardly any traffic was an absolute joy.

At Sheffield, there was a steam traction engine field day underway, and judging from some of the characters in town, things looked very eccentric to an east coast boy from the Mainland. After coffee and morning tea, I rode onto Devonport, where after a short rest and chat with some other riders, I shot back up to Lake Barrington near Cradle Mountain to have a look at the International Rowing course. The countryside was pristine in the midday sunshine, and this capped off a wonderful days ride. I was back in Devonport by mid afternoon and joined the queue of bikes at the ferry terminal while we waited for the check in and ferry loading.

The ferry pulled out Devonport on the gathering dusk, and after a few drinks with other riders, I pulled

Returning home



stumps early to get some much-needed sleep in preparation for the ride back to Canberra. As it turned out, my Rain God powers returned on this crossing, with Melbourne been subjected to flash storms and rain of biblical proportions, (with more scheduled for the next 2- 3 days). But all of that lay ahead of me, and you can read about my wet ride back to Canberra in the next ride report.

JEFF & KEL'S YERRANDERIE ADVENTURE

In brief, mine was a two-day tour to Yerranderie in the Nattai National Park just South of Warragamba Dam. Kel (KTM 640) & I (R1150 GS) headed out early on a brisk Monday morning. The fog was about so the early part of the day was not going to be ideal but it was good none the less to get away. We headed North out through Gungahlin onto Gundaroo Rd / Ginninderra Rd for some early dirt then onto Gundaroo, East onto Marked Tree Rd to the outlook over Lake George and Collector.

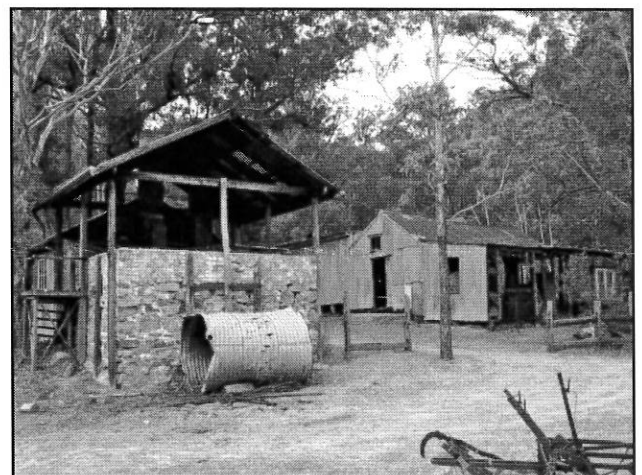


Unfortunately, the fog was still thick so I had to describe the view to my travelling companion. Through the fog and damp through to Collector and a very dodgy cross over the federal highway took us to Currawang with the intent of heading through to Tarago, Lake Bathurst & Bungonia. As the fog had still not subsided, a decision was made to fast track the morning and Bee Line it to Bundanoon via Goulburn and Wingello. The riding up until this point was not note worthy, but the break for a brew at the Ye Old Bicycle Shop was a welcome break for the morning. Before the more serious dirt was to be tackled, we took a short detour via Fitzroy Falls and some of the interesting back roads of the Southern Highlands area through to Mittagong for a

quick pie. By this stage, the sun had broken out of its cover and the scene was set for some very pleasant afternoon of off road touring.

From Mittagong we headed west and passed through Highland and Bullio on the Wombeyan Caves Rd. Every time I have travelled this road, it has been a pleasurable but mildly technical ride. Plenty of top scenery, with twisty, potentially slippery gravel to keep your attention focused. Can recommend this one for the beginners that are just starting to find their confidence and want to get a taste of the twistier stuff. It is not hard but just requires good concentration to maintain steady pace and smooth riding.

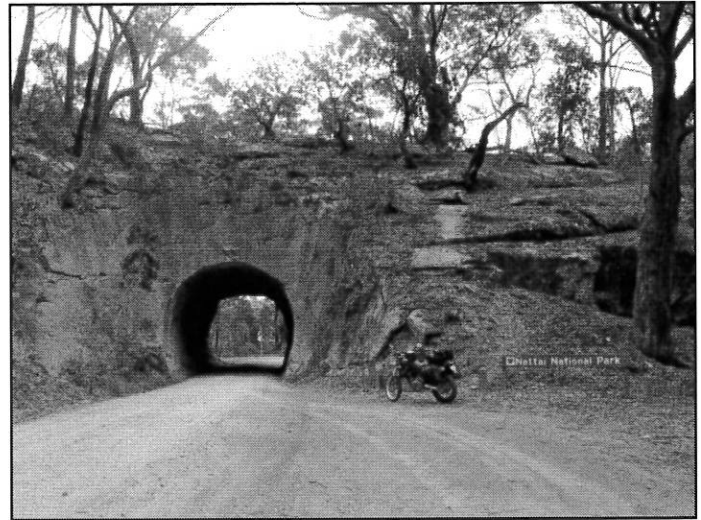
Passing through Wombeyan Caves (but worth a stop if you have the time), we were on a mission to get to Yerranderie before dark. This was to be new territory for me and I was unsure of what lay ahead although I was aware it was not too difficult. We managed to pass by the main entrance from the South from Langs Rd but found equally good access from Jerong Rd then into Range Fire Trail. The entry onto the fire trail looks potentially disconcerting however the trail remains in relatively good condition and not too rough or steep I would say a ideal for those looking at slightly more technical tracks for the bigger GS's. By this stage, my riding partner on the much lighter KTM was absolutely gone while I lumbered along happily but slowly on the pegs. Range Trail brings you out onto Uni Rover Trail which is the main road into Yerranderie, a very well maintained high speed gravel road accept towards the very end when the country gets a little tighter but still very easy going.



So, what is Yerranderie all about? It is a privately owned disused mining town from the mid to the late 1800's. It is on the National Trust and has some nice old buildings dotted around the place worth a look as is the old mining sites if you are into that sort of thing. It also proves to be a perfect platform for Bushwalking into Kanangra Boyd, Nattai, and Blue Mountains National Parks also if you are into that sort of thing. Plenty of good camping facilities with a kitchen and hot showers set up in one of the old

buildings. Great fire pits and plenty of wood. Just a very good spot for an over night get away with some good country to get there.

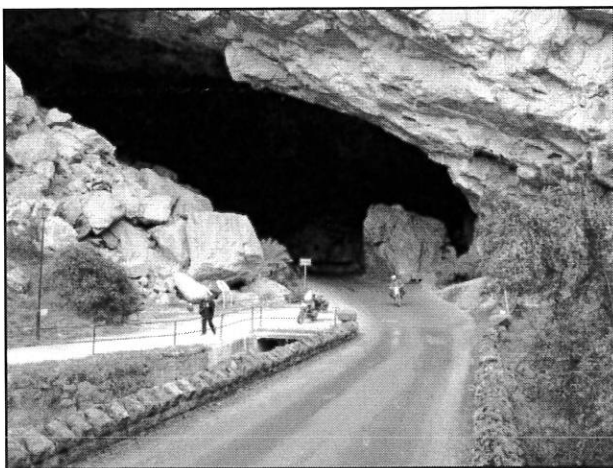
Day 2 brought clear skies and warmer temperatures. After a bit of a wander around Yerranderie we were keen to hit the road and see how much exploring we could do before days end. Yerranderie is essentially a one way in, one way out affair (unless you have friends at the water board) so it was back out along Uni Rover Trail towards the main road from the west, Abercrombie Rd. Hoping to head deeper into the National Park we headed North along Banshea Forest Rd and then onto Kowmung River Trail and this is when things became interesting. Kel lead from the trailhead and if the 4WD Only sign did not raise my suspicions of a tougher trail seeing him drop off the edge of the horizon did.



Like a lemming though I followed and became committed to the cause although not entirely comfortably. The descent felt steep but maybe I was out of practice either way I had to ease the 1150 down the slope for fear of losing traction. The trail continued down for some kms until reaching the Kowmung River where the trail passes through a rough but shallow (on this occasion) crossing. The big question was the ascent as severe as the descent appeared to be. With a lack of experience of steep(er) climbing (its all relative) on the 1150 some jitters set in and I urged my KTM partner to not get too far in front should I need help. To my surprise, however, with the aid of a good surface and some solid knobbies the bike climbed very nicely once enough throttle was applied. The back end jumped around occasionally but in short, it was not outside the reach of the 1150 or this moderately experienced rider. So, if you are looking for a more moderate challenge and the conditions are right I could not see this trail being a barrier to too many riders or off road tourers. Recommended for character development!

Once onto the main road of the area Kanangra Rd, we did a flying visit of Jenolan Caves and then into Oberon for a pit stop. With a full tank and full bellies, sites were set for home. The route took us through Black Springs onto Burruga, all undulating sealed road until heading west onto Bald Ridges Rd for some newly graded dirt and popping out just south of Abercrombie Caves. With a low sun, we pushed on through Tuena, Binda, Grabben Gullen, Gunning and Gundaroo.

It was 5pm by the time we hit Ginninderra Rd once more and whilst fatigued I was satisfied with the riding of the two days and looking forward to being home even if there was 3 screaming kids there. Kel lived south side and suggested that he would head back via Sutton and Queanbeyan to which I suggested that it would be too dangerous because of the roos along that road. By going straight into Gungahlin,



there would only be a short stretch of dirt and the relative safety of the built up area would come sooner. Off we took and once more, I lead the way. All but 500 metres from where I had warned him of the roos one literally jumped out from a bush on the side of the road. The impact was near instantaneous. Less than a second from the time that I saw him to the moment of impact. I still don't know what brought me down, me grabbing too much front brake or the roo taking out the front wheel. I connected with him that is for sure and I was doing around the 60 km/h mark. All I knew was I sliding along the gravel and I could hear the nauseating noise of plastic getting ripped apart by a coarse gravel road.

This was to be my first "off" of significance after 8 Years of riding. Not entirely the way that I hoped to top off a good couple of days of riding. The bike has some deep gouges, broken plastic and I guess I am lucky to get away with just a bit of bruising. The bike is in the shop under going an assessment thank goodness I have insurance.

So, what is the moral of the story? I am still unsure at this stage. I guess I have had a lot of fun over the years and maybe this is not that significant price to pay, but my armour certainly has a chink in it. I need to have a full post mortem with one of the Gravel Surfing Elders (Greg, John, Jim, Alan and the like) to seek full wisdom. At the moment, I view this as just one of the steps in gaining true experience in the saddle. Once the bike is repaired, I will be out surfing again.

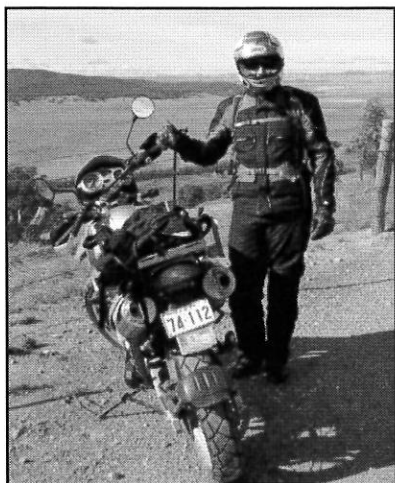
Yours in Black and Blue.

Jeff D



GRAVEL SURFER'S LATTE TRIP TO CAPTAINS FLAT FROM GUNDAROO VIA COLLECTOR & BUNGENDORE

As seems to happen after much quietness the Gravel Surfers chat room comes to life and a ride is on (<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>). One of the Clubs newer members picked up one of Upsidedown Greg's suggestions and led four of us a loop around the north of the ACT. Luke (F650GS), Siva (R1200GS), Alan (G650GS) and Jane & I (R100GSPD) met on the Gundaroo road after some missed meeting times, location and different road names.



After the meet and greet, it was a quick ride onto Collector with a brief stop along the ridge looking over the Federal Highway and east to the wind farm. A scenic stopover in Collector revealed the Bushranger Hotel had closed for renovations; however, a Café has opened up next door in the old servo. After a quick stop, it was across the highway for the southern leg. It appears that the wind farm has resulted in some of the local roads be closed off, so there was no close up sight seeing to be had. Palerang council have started upgrading the road in preparation to sealing (?) but today their effort in laying and lightly compacting the road base gave me the disconcerting feeling of trying to ride two up over a waterbed. The absence of large rocks lurking below the black/grey road base meant an uneventful if slightly uncomfortable

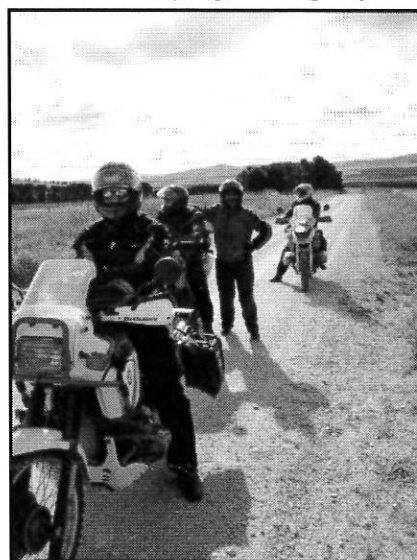
trip back to the Bungendore road.

Pausing in Bungendore and given the day was still young; we took the decision to ride on to Captains Flat for coffee and lunch at the Outsider. For Jane, this was most opportune as the Market was on - even more so for Jane's dogs that benefited from the hand made dog biscuits with a touch of molasses.

With the afternoon ahead of us, we packed up and headed for home; an enjoyable day had by all.

Jane & Garry Smee

R100GSPD, supporting the employees & Motobins UK since 2009.



ALPINE RALLY 2010

This years Alpine was at the Brindabella site on the banks of the Goodradigbee River 8kms up from the Uriarra - Tumut Road bridge. About 100 attended and enjoyed a long weekend of frosts offset by camaraderie and fires. The ride in included a couple of kilometres of snow bound road covered by ice, which left a choice of muddy 4WD tracks or snow/ice covered road. Whilst we had this to contend with the Victorian contingent seemed to have had the tougher leg with some coming up from Omeo and Barry Way being not so fortunate. The Alpine would not be complete without the (permitted) fire works and ceremonial burning of the Volkswagen magnesium crankcases. Next year will be at Yarrangobilly (TBC). Jane & Garry Smee, R100GSPD



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ALTERNATE RIDES

For those able to make a club ride, here is a selection of other rides you might be interested in. Remember if you are thinking of going, drop an email to the Ride Coordinator who can let other club members know of the ride should you like company.

RIDE MEETING POINTS

The Club nominates rendezvous points for rides and/or alternative breakfasts; these will vary according to the destination. They are usually one or some of the following:

- Red Rooster, Queanbeyan (on the Bungendore Road, just near the corner of Yass Road, opposite Spotlight).
- Caltex Service Station, Watson (on Northbourne Avenue).
- Hall Lay-By (on the Barton Highway one kilometre or so past Hall village, AKA Ben Hall Park on the NSW side of the ACT/NSW border).
- Williamsdale (at the service station).
- Rolfe BMW (outside the showroom in Phillip)
- Bungendore (depending on the destination it is Bardys or the roundabout on the Tarago/Goulburn road).

CLUB GOING ON'S - MEETINGS & MINUTES

Meeting Minutes

ACT BMW Motor Cycle CLUB GENERAL MEETING 24th May 2010 – Services Club Manuka

Meeting opened 7.45pm.

PRESENT: Twenty-eight members recorded in the attendance book

APOLOGIES: Five members recorded in the attendance book

Minutes of Previous Meeting

Approved: Moved Sue Ball-Guymer, Seconded Fiona Oliver

Welcome to members and guests.

Presidents Report

Mark thanked members for attending, confirmed that there was a mix up in meeting room bookings, and asked members for their understanding.

Mark formally presented the trophy for club person of the year to Fiona. He acknowledged her efforts and work on behalf of members. This view was supported by members.

Mark gave an overview of some future events and asked members to take note of the Ride Coordinator, Social Secretary and the details in the club magazine.

Treasurer's Report.

The balance of accounts is \$12,668 as of the meeting.

The club accounts are on track.

Secretary

Rider training will be held on Sunday 31st October. Interested members should email the club's secretary to reserve a place. We are short of numbers and some addition registrations would be appreciated so please spread the word.

I put my hand up as the person responsible for the meeting room stuff up.

Martin Little will be leading a day ride to coincide with day one of the Gulgong Weekend.

RFDS, Marymead and Red Cross have all sent info to the club members welcome to read the documents.

Various club magazines from other BMW clubs were made available to members. Ian Hahn holds back copies. If members want to access them, they should contact Ian.

Ride Coordinator

Martin drew member's attention to the full list of ride and rally opportunities. The full detail is listed on the web site.

Martin encouraged members to contact him about additional rides and reminded members that as ride coordinator, he will email all members and share riding plans of groups and individuals.

Editor

Garry sought via Mark articles photos etc for the magazine.

Social Secretary

Sue drew members' attention to Christmas in Winter at Beechworth and informed members we have approximately 30 members attending but more would be welcome.

Following the Sunday, breakfast on June 27th there will be a combined bike and members four wheeled bike ride to Araluen for lunch.

A full list of events is on the clubs web site (with maps).

Update emails are sent to members.

OTHER BUSINESS

David Jones gave an update of new product coming onto the market including the 30th anniversary GS. Winter riding gear is also in stock and available to members.

Details of a fundraising ride to Darwin were shared with members. Members were encouraged where possible to contribute this sort of information to the clubs magazine via an article or just a photo or two.

Meeting closed 8.10pm

Next Meeting Monday 28th June (7.45pm), Services Club Manuka

BMW Motor Cycle CLUB ACT COMMITTEE MEETING Tuesday 15th June 2010 Martin Robertson's Home

Meeting opened 7.30pm

Present

Hugh Davies, Mark Edwards, Sue Ball-Guymer, Martin Little, Martin Robertson, Garry Smee,
Ian Hahn, Alan Walsh

Apologies

Steve Hay, David Shean

Minutes of Previous meeting: Approved Sue Ball-Guymer Seconded Martin Little

Reports

President:

- Mark led a discussion on a proposal from Rolfe Classic BMW Motorrad. The proposal is that Rolfe Classic offer support for the club with sponsorship of key events to a product value of \$2400.00. In addition, they will be more active in contributing to the clubs magazine. The committee discussed to proposal and all members present supported it.
- A review of the 2010 budget was discussed and will be a standing item at committee meetings. Hugh (Secretary) will liaise with David (Treasurer) re future requirements.
- In the interests of smooth meetings, Mark asked committee members to focus on current matters and not cover old ground.
- Mark raised the issue of keeping members informed and it was agreed that a new section of the web site would be developed. A FAQ page with topical and often asked questions and reasoning/rational for the Club's current position on key aspects of operations will be made available for members.

Vice President/ Clubs Australia Delegate:

- Martin confirmed that we now have the correct club badge on the web site and magazine. Garry and Alan have already done this.
- Martin has met with the BMW Car Club Delegate and a joint presence will be coordinated for the German Auto Fest. Rolfe Classic will also be part of the BMW presentation of cars and bikes.
- Clubs Australia are providing some support for the 30th Anniversary GS Rally

Secretary:

- Hugh raised the rider training and sought approval for a non-club member to attend. This was given but they would not at the expense of club members or be able to access the subsidy.
- Meeting times and venues for committee meetings was raised and discussed it was agreed that we would hold all committee meetings in the evening and no longer meet on alternate Sunday mornings.

Ride co-ordinator:

- Martin sought clarification of our position re promoting a wide range of other riding activities. Additional information will be provided to members on the web site and via email.
- The program of rides was discussed and full details are published on the club's web site and reminder emails will be sent out.

Social Secretary:

- The program of social events was discussed and full details are published on the club's web site and reminder emails will be sent out.
- The Christmas function has been booked and details will be published in the magazine. The committee agreed that a major prize donated by Rolfe Classic should be used as a door prize with only financial members present at the event being eligible to win.

Editor:

- The magazine was discussed and there was agreement that it looks great and has all the relevant information in it for members.

Membership:

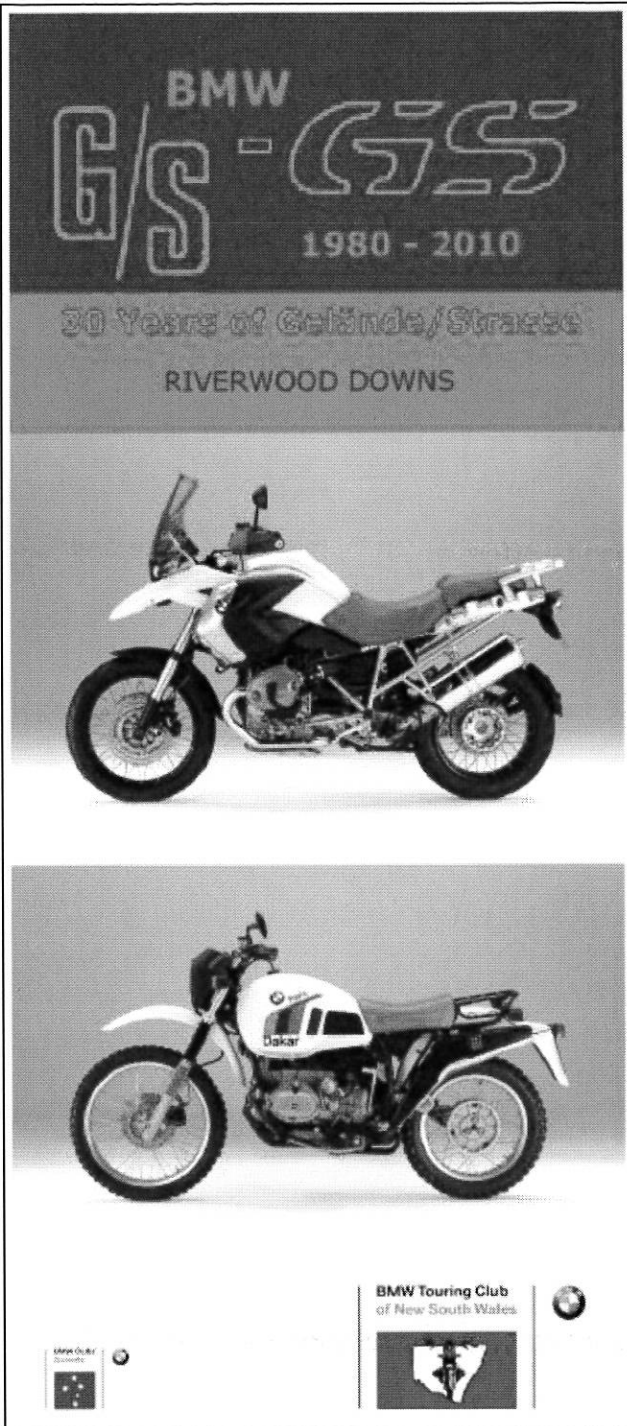
- We currently have 234 members and 165 memberships.

Web Master:

- Alan will start the process of bringing the new web site on line.

Next Meeting

Tuesday 13th July, 7.30pm, Martin Little's home, Meeting Closed 8.30pm



An update from the BMWTCNSW Clubs Australia Delegate ☺...

Just a catch-up on the BMW Touring Club NSW 30th Anniversary GS Rally to be held July 23-25 at Riverwood Downs Station.

As we know there is little prospect of a separate motorcycle 'Nationals'. Too hard to organize and takes us away from focusing on other things, no real need or calendar space and you can argue that the car 'Nationals' is hardly a numerical success anyway.

The BMW Touring Club NSW 30th Anniversary GS Rally is an event that is a major celebration and worthy of special National support. At our meeting in Melbourne we spoke to Graham on how best the already organized event could be enhanced by BMW Clubs Australia support without interfering in its running.

We worked with Graham and the event management team and have come up with a package that will help make the Rally a great event. The Executive approved of the package and BMW Group Australia agreed that the Rally was a special National event and as it fell in a non-'Nationals' year there was room to support it.

BMW Clubs Australia will be providing five different stand alone pop-up banners (2m x 850) that celebrate the history of the GS. You can see from the one attached they will look spectacular and make the dining room a special place on Saturday night. Please feel free to use this image if you can give the Rally another burst in your magazines.

We will also be supplying the major trophy for the 'Best' GS, or G/S at the Rally. As well, we facilitated support from BMW Motorrad and *2Wheels* magazine. Everyone who attends will be in the running to win a BMW Motorrad Rallye 3 suit and one of two framed copies of the cover of *Two Wheels* from June '81 with the R 80 G/S on the cover.

We all received the info on the Rally and have passed it on to our members. It is still a few months away and the organization is now really coming together so

perhaps we can make sure all our members who are GS enthusiasts are aware of the Rally.

Ps: The banners will be auctioned off at the Rally with proceeds going to charity.

CLASSIFIEDS

BMWCCACT members can place an advert in this newsletter and on the website (including a photo) free of charge. Please include your membership number when placing ad.

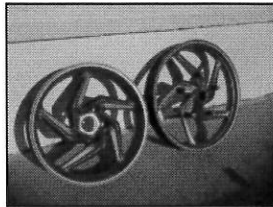
Ads from non-members may be restricted due to space limitations.

The Editor and Webmaster have the right to refuse or reject any ad without reason.

For Sale - 1st Month

2 Dririder one-piece rain suits (replaced by BMW rain suit after shrinking in wardrobe). Excellent condition and sized XL & S (c1980s), but more like Med & XS (2010). Black with royal blue stripe down side, \$40 each. Garry or Jane (02) 62915901 or email the Editor. (more to come)

2010 R1200GS Alloy Wheels for sale, V Good Condition, Around 4,000klms old With a few minor marks.



\$1,500 ONO for the pair.
Phone Chris Hobbs 0419234816

Wanted - 1st Month

Wanted: Right-hand crash bar for a K75C (1987), any condition if it can be made good. Painted /chrome doesn't matter. Contact Bruce on (02) 9288 1645 or 0413 499 847.

For Sale - 2nd Month

I am wrecking a 2005 K1200S in the ACT region. The bike had the works, including Power commander, ESA, ABS, HID, GPS, etc. Tyres/Wheels and K&N Filters already sold.

I am using the engine and brakes for a Hillclimb special and am wrecking the remainder. I am using aftermarket injection so do not need ZFE unit or ESA controller. I am not willing to sell the Diff just yet, as I may be adapting it to the car... unless a small enough and suitable LSD independent rear end becomes available. Please pass the word around, as I would like to see the parts go directly to a needy BMW owner as opposed to bypassing the BMW by going through a wrecker and hence increasing in price.

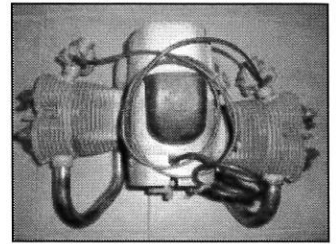
Contact Rob Milne @ rob@enginium.com.au or

mobile 0404032665.

BMW Repair Manual R60/7 - R100RS \$40; BMW Multivario Tank bag (c/w magnetic base, elastic straps, expanding and rain cover) \$100, suit most flat tank c80's BMW or consider motor bike to sit under tank bag and of use for manual. Call Garry on 62915901 ah.

2001 K1200RS 81000 K's, colour is Yellow/Black, Panniers and Top case, Heated grips, Adjustable foot pegs and screen lamb's wool seat cover. Can be seen on Bike Point. Asking price is \$10,800. Contact Gary McCready on 0409 715 662.

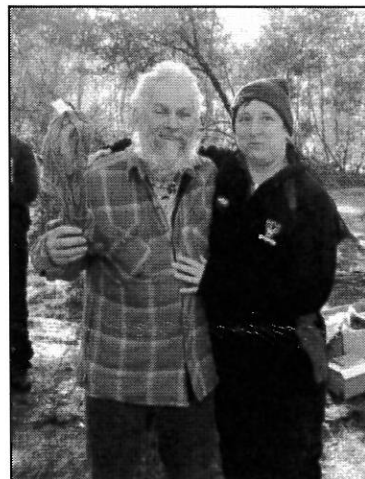
BMW R50/5 3/1973 Engine, carbs & headers complete. Open to offers or swap for R90S OEM panniers + cash. Contact Gary @



2valve@aussiebroadband.com.au or 0407671066.

Wanted - 2nd Month

Wanted - R1150GS Pillion Seat. 2003 model. Will pay good money for a good seat. Please contact Mark on (0424) 730 381 or email me



ALPINE 2010 PICS:
Henning (organiser) demonstrating to Jane how cold he was after having a bath. Henning donated ~\$1100 to Snowy Hydro South Care following the 2009 Alpine Rally.

A very nice Laverda reminding us that



we do not always need a GS to get to a rally.

CLUB MERCHANDISE ORDER FORM

TUFF STUFF DISCOUNT WORKWEAR
 162 Brisbane Road,
 MOOLOOLABA QLD 4557
 Ph 07 54444801
 Fax 07 54777904
 Email info@tuffstuffworkwear.com.au

DIRECT DEPOSIT DETAILS
 ST GEORGE BANK
 BSB 112908
 ACCOUNT NUMBER 000883093

Order enquires to:
 Kay Halford 07 54444801

Check the website:
<http://www.bmwccact.org.au/merchandise/jbCatalogue2010.pdf>

Members name
 Address

Contact
 Number

Qty	Item #	ITEM PRICE	Description	Size	Colour	Price
		\$13.95	JB'S BASIC TEE			
		\$26.95	CONTRAST POLO - ADULT			
		\$25.95	CONTRAST POLO - LADIES			
		\$26.95	PODIUM POLO - ADULT			
		\$25.95	PODIUM POLO - LADIES			
		\$38.95	RUGBY TOP - ADULT			
		\$33.95	RUGBY TOP - LADIES			
		\$33.95	POLAR FLEECE - ADULT			
		\$33.95	POLAR FLEECE - LADIES			
		\$28.95	POLAR VEST - ADULT			
		\$27.95	POLAR VEST - LADIES			
		\$127.95	JB'S BASEBALL JACKETS			
	4210	\$11.95	BRUSHED COTTON CAP			
	4047	\$11.95	BRUSHED COTTON CAP W PIPING			
	4235	\$11.50	MICROFLEECE BEANIE			
	4243	\$10.50	ACRYLIC BEANIE			
	4223	\$11.95	BUCKET HATS			

All prices include club logo embroidery and GST.

Freight (up to 3kg) 12.00

If you wish to have your 1st name embroidered on item please add \$3.50 per item please write name:

TOTAL

CREDIT CARD PAYMENT DETAILS:

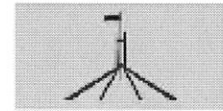
CARD NUMBER _____ EXP _____ CCV _____
 NAME ON CARD _____ MASTERCARD/VISA (circle)

Thankyou!

Application for Membership of the BMW MCC ACT

P.O. Box 4042 Weston Creek 2611

BMW Motorcycle Club
ACT



Please don't send any cash by mail.
We do not have credit card facilities.
Membership expires on the last day of February each year.
Applications are subject to committee approval and can take several weeks to process.

Single Membership \$ 40.00 plus \$ 5.00 Joining fee. = \$45.00 (Fee from after the general meeting in October each year is \$20.00 + Joining Fee)	Partner/Joint/ Family Membership \$ 40.00 plus \$ 7.00 Joining fee = \$47.00 (Fee from after the general meeting in October each year is \$20.00 + Joining Fee)
● Mandatory	● Total \$
YOUR DETAILS	PARTNER'S DETAILS (JOINT or FAMILY MEMBERSHIP)
●Last Name _____ ●First Name _____ ●Post Address _____ ●Suburb _____ ●PC _____ Phone (H) _____ Phone (M) _____ e-mail _____	●Last Name _____ ●First Name _____ ●Post Address _____ ●Suburb _____ ●PC _____ Phone (H) _____ Phone (M) _____ e-mail _____
By filling in the e-mail address you have indicated you are willing to accept information on club events.	

●The club magazine comes in electronic format (default e-mail) or paper format (post) X

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

The fees paid as above entitles member/s to receive the Club Magazine, a club badge, sticker and membership card (for each member) 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 BMW MCC ACT according to its Constitution.

Signature 1

Signature 2

Date

•

•

•

Membership Secretary only

Membership #

Date

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

Pres V-Pres Sec Tres Ed Ride Soc Mer Pub Web Memb Clubs Lib

Cash Cheque Money Order

Mailing list Badge/s Sticker/s Membership card/s



See Hal for all your motorcycle tyre, accessories and service needs at

 19 Lonsdale Street Braddon ACT 2612

 (02) 6247 6804

 (02) 6257 5485

 gearup@tjstyres.com.au

BMW Motorcycle Club
Australian Capital Territory

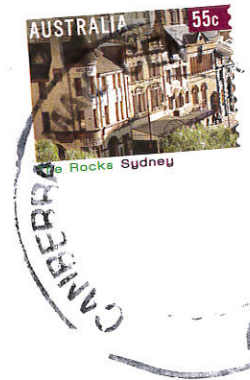


To:

Garry and Jane Smee
32 Nicklin Cresnet
Fadden

2904

From: ACT BMW Motorcycle Club PO Box 4042 Weston Creek ACT 2611



See Hal for all your motorcycle tyre, accessories and service needs at

 19 Lonsdale Street Braddon ACT 2612

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 (02) 6257 5485

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