



Shaft Drive Lines

October 2010




Look Out For

Friday 1, 2, 3 October. BMW Owners Club of South Australia "Höhlentreffen" Rally. Naracoorte Caves National Park South Australia. See here: <http://www.bmwocsa.org.au/>

Sunday 3 October. Alternative Breakfast @ Flint in the Vines - Shaw Winery, 34 Isabel Drive, Murrumbateman.

Saturday 23 & 24 October. Your Club Rally the BMW MCCA ACT Kosciuszko Rally at Geehi (campsite) on the Alpine Way between Jindabyne (70km) & Khancoban (30km). Contact the Ride Coordinator.

2010-11 COMMITTEE

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Cover Photo: The Editor & wife making an early start to the Spring weather. Jane Smee



www.bmwclubs.asn.au

<http://www.bmw-clubs-international.com/en/index.html>

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!

Web Site: <http://www.bmwmccact.org.au>. Check the web site for updates to 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/>

Activities: The [What's On](#) page lists Club runs and social events with the Club endeavouring to have at least one organized run per month. Suggestions for runs and activities are welcome to the Ride Coordinator or Social Secretary.

Whilst we make every effort to ensure the [What's On](#) page is accurate, changes to meeting times and places can occur between publication dates. The Club uses email to remind Members of late changes to rides and activities or general information including ad-hoc events. If your email address has changed or your mailbox 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.

Charity Support: This Club proudly supports Marymead Child and Family Centre.

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 *Privacy* and *Spam* policy available on the website or request.

SHAFT DRIVE LINES

We welcome contributions Shaft Drive Lines with the Editor having absolute discretion; you can email copy to the editor@bmwmccact.org.au or by @mail to

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

For emails, do not embed pictures & compress their size to <200kB each.

DISCLAIMER

Participants in Club activities do so at their own risk as is obeying the law. The BMWCCACT, its Committee and members are not responsible for personal injury or loss arising through any Club activity. Remember your riding style impacts on the enjoyment of other road users.

The opinions, articles and pictures published in this magazine are those of the individual writer and not the Editor, BMW Motor Cycle Club ACT Inc or BMW Motorrad. Technical articles and other such information where provided is for use at the discretion of the individual and are not intended to detract from genuine BMW spares or accessories and warranty.

FROM THE PRESIDENT

Hi,

So, we are getting less sub-zero mornings and I saw a blow fly the other day, all of which means that spring is almost upon us. And of course, spring is one of the best times of the year to be out riding. The other good times being autumn, winter and summer. We have quite a few events planned over the next couple of months so there is no excuse not to get out for a ride. The last weekend in September, you have the choice of doing a day run out to the Illawarra Flyer or a weekend run out to Lake Cargelligo. Apparently there is a bit of water in the lake now, so should be worth a look. See the What's On section for more details.

We have had a good deal of interest in the first-aid course. Numbers are not restricted, so if you are interested in doing it but haven't contacted me, do so. We will try to arrange a time to do it that suits all, or at least most people.

Also, while cleaning my R1200GS the other day (yes, I do clean my bikes now and then) I discovered a crack in the top, rear mounting-bracket for the gearbox. The bracket does not seem to do that much, given it is not that substantial, especially in comparison to the size of the main engine bolts. Anyway, I took it around to Mick Owen for him to have a look at and apparently, he has fixed about 10 of them. It's not the strongest of designs, and it clearly takes a high enough load for the thing to fail. Mick can weld it up such that it's stronger than the original (the actual metal bracket failed, not the weld itself) though unfortunately the rear of the bike has to be pulled to bits in order to get to it. Anyway, if you have a R1200GS, it might

be worth checking out that bracket. I'll have to check out the new 2010 model to see if BMW have redesigned that bracket.

See you out & about,

Mark

WELCOME TO OUR NEW MEMBERS

Marcus and Karen-Lee Best

BMW R1100S

IN THIS ISSUE

From the President	3
Welcome to Our New Members	3
In This Issue	3
What's On	4
AspeCT Training - Motorcycle First Aid	5
BMW Motorcycle Club of Western Australia Desert Raid 2011	5
The Editors Fill	6
'Look who's 30' – A Motorcycle Tour	7
Moruya Day Ride, 29 August 2010	13
Ride Meeting Points	14
BMW R 75/5 Data Sheet 45	15
2010 BMW Off Road Training Course BMW GS "Adventure Bike" Course	17
Club Going On's - Meetings & Minutes	18
Luke & Hamish' Fathers Day Ride 2010	19
Classifieds	19

Some snaps from Hamish & Luke's Fathers Day 2010 ride up and along Two Sticks Road



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
October	Friday 1, Saturday 2 & Sunday	13th Golden Dragon Rally at the Tarnagulla Historical Reserve . 55klms West of Bendigo - 37kms North of Maryborough Located in the Golden Triangle region of Central Victoria. 697km from Canberra via the Hume Hwy.	Central Victoria Ulysses Group. Read more here: http://www.cvulysses.net/Golden_Dragon_Rally.htm . Contact the Editor
	Friday 1, Saturday 2 & Sunday 3	"Höhrentreffen" Rally. BMW Owners Club of South Australia. Naracoorte Caves National Park South Australia (map). 1129 km from Canberra via the Stuart Highway.	Read more, including entry form, here: http://www.bmwocsa.org.au/
	Sunday 3	Alternative Breakfast Flint in the Vines - Shaw Winery, 34 Isabel Drive, Murrumbateman at 9.30am. Meet at BP Service Station, Corner Federal Highway and Antill St., Watson for an 8.30 am departure. Travel will be via Shingle Hill Road and then Murrumbateman Road.	RSVP to Sue by email to social@bmwmccact.org.au or by phone to 62882731
	Tuesday 12	Committee Meeting 1930.	Contact the President
	Friday 15 Sunday 17	Australian MotoGP @ Phillip Island. Book here: http://www.event-travel.com.au/gpbikes/campgrounds/home.asp	Is anyone going and wants ride company? Contact the Ride Coordinator
	Monday 25	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 23 Sunday 24	BMWCCACT Kosciuszko Rally. Your Club Rally. Geehi campsite on the Alpine Way between Jindabyne (70km) & Khancoban (30km). Fuel & drink at Khancoban. Khancoban NP and Police are aware of the rally. 254km from Canberra.	Contact the Ride Coordinator
November	Saturday 6	Snowy Ride 2010, Thredbo. Go for a ride, raise money for cancer research and be in the running to win a Honda ST1300. Entry fee \$60 includes entry to raffle and National Park for two days.	Read more here: http://www.snowyride.org.au/index.php Club run?
	Sunday 7	Old Hume Café, Gunning at 9.30am. Meet at BP Service Station, Corner Federal Highway and Antill St., Watson for an 8.30 am departure.	RSVP to Sue by email to social@bmwmccact.org.au
	Tuesday 16	Committee Meeting 1930	Contact the President
	Saturday 20	19th Bombala Bike Show, Bombala NSW	Celebration of Motorcycles Association Inc.
	Monday 22	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).	
December	Friday 3	2010 Presentation Night & Christmas Dinner, Lassiters @ Gold Creek.	RSVP to Sue by email to social@bmwmccact.org.au or by phone to 62882731 by 19 November 2010.
	Saturday 25	Merry Christmas. Ho Ho Ho!	Have you have been naughty or nice?
	Monday 27	No Club Meeting in December	

(Aligned with: HLTF201A "Provide Basic Emergency Life Support")

As I said in the Presidential Report, the club will be organising a first-aid course that is specifically targeted to motorcycling. Hopefully we will never need to use the skills we pick up in it, but I think it is important to know what to do if the situation arises. We have decided on a full day course an ex-paramedic with 20 years experience will run that with the London Ambulance Service and who is an avid motorcyclist. The date of the course is still to be decided, and its cost will depend upon how many people do it, but it should cost no more than \$50 to club members. The details of the course are given below. If you are interested in doing the course, contact me at president@bmwmccact.org.au

Mark Edwards

Topics

Being Prepared

- Knowing where you are
- Mobile phone
- GPS
- First Aid kit (tailor for motorcycles)
- Protective clothing

Mechanism of Injury

- Blunt trauma
- Penetrating trauma

Scene Safety

- Alerting other road users
- Safety of the victim and other riders
- Getting help 000

DRABCD action plan & CPR

- Unconscious breathing casualty
- CPR
- Secondary assessment

Helmet removal

- When and how
- Helmet types

Choking

Wounds & Bleeding

- Severe bleeding
- Abrasions, gravel rash

- Facial & Eye injury

Head, neck and spinal injury

- Concussion
- Compression
- Fractured skull
- Neck & lower back injury

Chest Injury

- Flail chest
- Fractured ribs
- Sucking chest wound

Breaks & Dislocations (open & closed)

- Lower leg
- Femur
- Shoulder, Arms & Wrists

Medical emergencies

- Asthma
- Anaphylaxis
- Chest pain

Scenario practice

Written Assessment

BMW MOTORCYCLE CLUB OF WESTERN AUSTRALIA DESERT RAID 2011



In May 2009, seventy-one motorcyclists travelled to Carnegie Station, 355 km east of Wiluna, at the western end of the Gunbarrel Highway in Western Australia for the inaugural Desert Raid. On Saturday June 4th 2011, we will be gathering at [Neale Junction](#).

You can read more here, <http://bmwmccwa.asn.au/desertraid2011.html>, and stay in touch through the BMW MCCA CT [Gravel Surfers](#) thread, as there may be a couple of starters from Canberra. If you are going and would like to be the Club contact, let the Shaft Drive Lines Editor know.



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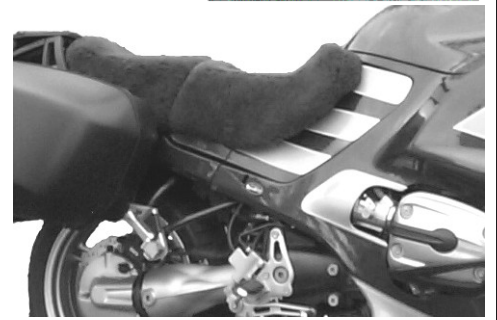
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THE EDITORS FILL

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



Hi Riders,

Well the weathers warming up and having not ridden for a month, Jane and I are making good use of Spring. There are plenty of rides coming up both in the Club, ad-hoc and elsewhere. So remember to let the [Ride Coordinator](#) know in advance if your planning a ride and want company. This should also remind you to keep your contact details up to date with the Membership Secretary as late changes to the calendar are advised by email.

This month's rides include the Club's Kosciuszko Rally at Geehi on the Alpine Way between Thredbo and Khancoban. In my opinion, this is some of the best riding country, but the roads demand respect, as there are a lot of off camber corners and narrow stretches including gravel on the ride line. Throw in the odd caravan, 4WD and fishers and it does not take much to get your self in a world of hurt. Enjoy the ride but respect the road, so stay sharp and on your side of the road - including your head. Supplies are available at Jindabyne, nothing at Thredbo and basic supplies in Khancoban from the Pub or Servo takeaway <1700. Lastly, as the rally is in the National Park you need to tread lightly and take out what you bring in.

That's my fill, have a good ride

Garry Smee
editor@bmwmccact.org.au

'LOOK WHO'S 30' - A MOTORCYCLE TOUR

*And what is good, Phaedrus
And what is not good-
Need we ask anyone to tell us these things?*

If 'Zen and the Art of Motorcycle Maintenance' had you wondering what the author Robert M Pirsig was on about the editor suggests you skip this warped introspection and try some of the other more interesting articles in the newsletter!!

The funny looking motorcycle cobbled together from the spare parts bin and a few non standard parts 30 years ago has evolved into BMW's biggest selling current motorcycle. Still funny looking, proving that form following function doesn't always mean a thing of beauty.

BMW GS 30th Anniversary Rally is special so like slow cooking I planned a slow tour riding the 26-year-old R80GSPD to savour the occasion at the rally north of Dungog.



For some riders the ride is everything, nourishment is satisfied with a pie and coke.

I know that is hard to believe but I know at least one of that persuasion, there could be others.

Slow touring is not transportation with less haste. At its best, it is a potpourri of experiences encompassing movement on a motorcycle, taste, sights, smell, sounds and bliss at day's end in a feather bed.

Leaving Broulee after lunch on Wednesday 21st Tinkatoy (TT) and I putted up a near-deserted Princes Hwy to Nowra into the Kangaroo Valley.

First, stop a quaint little coffee shop with warm afternoon sun on the footpath tables.

Good coffee and a discussion with the owner about the fine art of bean roasting was a good start for the journey. Trailing behind a caravan up and out of the valley in the shade of the escarpment gave me clear views into the lush green below.

The temperature continued to fall as I rode across the highlands to my first overnighter at Mittagong. With forecast nighttime temperatures around zero, the Mittagong Hotel (\$50 incl. TV) won out over camping on the caravan park lawn next to the main road. The interesting looking Italian restaurant was closed on Wednesday so I made do with the club bistro - quantity over quality!

Up early before sunrise for a walk up Gibraltar Hill. High altitude and cold air had me puffing like Thomas the Tank Engine. Back at the pub, the temperature was confirmed at minus 5°C.

This information was all I needed to linger longer over packing and find somewhere for breakfast before leaving Mittagong. TT having spent the night under a bike cover on a veranda at the back of the pub started without reluctance. I felt good. Moving up the quality scale I found Gilbert's Café to my liking - roomy, comfortable chairs, fresh healthy food, good coffee (2) an unhurried read of the day's SMH. With the temperature rising, I left Mittagong at 9am and soon on the Hume Hwy northbound but only for 500m before turning left towards Hilltop. This road is the (very) old Hume Hwy but still in good condition. It gives a glimpse into a less frenetic bygone era. Passing the Thirlmere railway museum with dozens of retired engines and carriages together with major new building works suggested I should return here for another longer visit.

Left again at Picton I was on the road less travelled towards The Oaks. By this time of the morning most of the work/school traffic was off the road leaving it just right for slow touring. This road undulates along the eastern foothills of the Great Dividing Range and gives frequent glimpses out across the Sydney basin. Approaching the Warragamba Township I saw the turnoff to the dam (2km). An unfulfilled promise many decades ago by my first employer for me to visit this centrepiece of the organization has always been a 'must go there one day' thought. The day had come. Left hand down a bit and I was there. I was impressed - another longer visit is called for.

Soon the Western Motorway passed overhead and I was mixing it briefly with 'Sydney' traffic at Penrith. Refuelling TT returned 15km/l. Continuing north, we headed for Richmond via Agnes Banks.

The road north of Penrith sits just up off the Nepean/Hawkesbury floodplain giving good views for the slow touring motorcyclist. Plenty of dollars have been sunk into equestrian and golfing venues along this road.

Again blessed with light traffic we were through to Windsor and on the road to Wisemans Ferry without much fuss. Getting across the Sydney plain (coast to mountains, Heathcote to Hornsby) is always a moment for a sigh of relief.

Up ahead were a couple of empty gravel trucks making good time (read speed limit or better) in very light traffic for another load at quarries near Maroota so I stayed a comfortable distance behind and enjoyed this twisty ridge-top road.

The descent of the sandstone to Wisemans Ferry soon came up and it was time for lunch. On short trips I allow my cost margins to rise and eat a bit higher on the hog however, the selection here is limited. The takeaway was chosen but maybe the pub may have been better. The Webbs Creek ferry puts you on the sealed road to St Albans whereas the other Wisemans ferry puts you on the other bank of the MacDonalld River and a gravel road to St Albans; both distances are about the same.

An easy ride past the farms along the valley for half an hour brings you to St Albans.

Today it's a quiet village with some very old stone buildings one of which is the pub.

Green and white striped iron sheets over the veranda needed a clean to improve its image.

My luncheon companion at Wisemans Ferry born and bred at St Albans gave me a potted history of the village and its decline as the banks and others businesses departed. It didn't take long for a traverse of the streets in the village before turning northwards again up the Mogo Creek Rd. This road is some 35kms of gravel to Bucketty on the Wollombi/Great North Rd.

Only a few kms along the road around a blind bend brought me face to face with a tourist coach of gigantic proportions who wanted my side of the narrow gravel road and he wasn't about to budge! Fortunately, the situation wasn't repeated, so I presumed the coach was lost or took the wrong turn off the Wollombi Rd.

Twenty kms of this remote road meanders along beside the Mogo Creek before a short climb onto sandstone ridges for the last section to the Wollombi Rd. The council maintenance crew has been working on the road for its entire length and except for a few wet spots from the water cart; it was in good condition. Other than a narrow strip of freehold land on either side this road goes through the Yengo National Park which in turn links up with the Wollemi National Park forming a great big green sanctuary northwest of the teeming Sydney anthill.

The Wollombi Rd is reputed to be almost as popular with the Sydney café racers as the Putty Rd. The frequency of 'slippery' motorcycle symbol signs suggests a similar number of accidents. Corners with their own name signs are a rarity. 'Lemming Corner' has certain poignancy to it. When the very prominent sign appeared on a downhill blind right bend I carefully followed the 35 km/hr advisory sign where on exit almost at the tangent point was a left hand 25 km/hr sign - overcook the first curve and there is no distance to recover before the next but slower bend!

Riding to the advisory signs the road is a great slow tourer to enjoy the diverse scenery, go faster and the narrow pavement width and variable surface condition is all you see.

20 kms up the road from Bucketty passing numerous convict built culverts a few motorcycles are outside the tavern at Wollombi home to Dr Jurds Jungle Juice with their riders sitting at wooden barrels but as I approaching 4pm, I keep moving to find a night stopover further up the road. I turn right towards Cessnock. Even though it is surrounded by bucolic vineyards, boutique B&B's and the generic 'good life' Cessnock does not reflect this aura for me becoming instead another boring franchise town on the wealth of mining and tourism. So I am hoping to find an overnighiter reflecting the bucolic but cheap, dry and



clean. My preplanning unearthed old pubs in former underground mining villages in the district. Bellbird, 7km outside Cessnock has one of these century-old fine buildings - \$30/night, dry, clean with electric blankets and parking in the backyard. A beer, bistro, early night and I'm zzz'ing in my feather bed.

Next day is again forecast for fine weather. TT knows it is only 110km to the rally with a lazy brunch planned in Dungog and starts eagerly. Clearing Kurri Kurri and Maitland on the end of work/school traffic, we are north of the New England Highway easy riding through rolling green farmland to Paterson for the first coffee.

My grandfather, a blacksmith, worked on the iron railway bridge at Paterson a hundred years ago and I found it a smaller village than I remember as a five year old on a Sunday afternoon drive decades (6) ago. Memory is not a concrete casting. Today Paterson has a do-it-all general store, a pub and B&B in a fine brick building.



It's an enlightened general store serving a good rainforest coffee. Sitting outside watching the gravel trucks go past I'm joined by three senior cyclists for coffee midway through their Friday run from Maitland. "I know you," says one cyclist after I reveal my home base. My memory says he was thinner 30years ago when we worked for the same organization but memory isn't a concrete casting!

Dungog, no GS's about, only the odd cruiser leaning into the gutter as its rider coffee'd and caked in one of several appealing looking establishments.

Nourish your steed before yourself goes the saying. TT takes another fill of fuel and a quick mental reads about 16km/l - all's well. My turn now. I choose The Chillbillies

café seeking good food leisurely. I am not disappointed also catching up with Friday's SMH in the ambiance of a log fire on this winter's day.

A stroll to the Visitors centre to check directions to Riverwood Downs Resort - 29kms to the rally site I am told. I am surprised at the number of similar venues and accommodation in the district shown on the wall map, these in turn would support the number of good quality café/restaurants in town.

A few kms out of town and a few turns and it is a good gravel road assisted with 'GS' direction signs. Through the forest past moo cows and I am at Riverwood Downs.

"You're the third on a real bike," say Peter and Graham two bearded dusty looking riders having a beer on the veranda. Heading for my allotted campsite around the building corner I expect to see just two GS's and a few non-BMWs. But no, there is a cluster of oilheads, a couple of oriental bikes and down by the river are two R80gs's with interesting modifications and plastered with stickers of many, many past excursions - obviously the real bikes!

Tented and sorted I stroll around watching as each bike rolls in. All up over 266 register at the rally, up from the 130 at the 25th anniversary. The range of accommodation styles available was an attraction, a bit different to standing around in a muddy cow paddock. The weekend started with a BBQ on the Friday night. Saturday involved a 3-hour morning ride via Dungog for those so inclined, a bike show and favourite bike vote, skills demonstration by BMW experts, anniversary GS models to peruse, display/sale of new Revit jackets. A buffet dinner with prizes etc capped off a great day. Surprisingly I was the last man standing for the oldest rider. I will argue that there were older riders but they were already tucked up in bed!

Our club was well represented with over a dozen attending. Even the weather was magic with a brief evening shower.

Sunday arrived with scattered rain clouds factoring in the return routes attendees followed.

A similar slow tour home via the western slopes was originally planned but a late communiqué received Thursday required a modification, as I needed to be home a bit sooner. A two-day return trip with an overnight in Sydney with one or other of my kids was the loose plan as I left Riverwood Downs.

Needing to fortify for the Sydney razzle-dazzle I returned to Chillbillies in Dungog joining Dave Morgan for another satisfying meal before departing - Dave heading west to Orange and I southwards.

The direct route down the Pacific Hwy held no attraction so I retrace my route to Bucketty on the Wollombi road then continued to the Sydney/Newcastle Freeway at Calga.

Arriving at Wollombi the number of bikes parked outside the tavern gave an indication of the popularity of this road for the Sydney crowd.

A wave to the smartly clad returned a quizzical look from many who would have been in nappies when the GS appeared in 1980.

Many flocks of boy racers went north as I followed a southbound Peugeot also slow touring enjoying the scenery. At Central Mangrove another gourmet café was surrounded by dozens of motorcycles all shiny and bright in the morning sun. How lucky we are I thought that we don't have to battle hordes of Sunday traffic to have our Sunday breakfast club rides.

On the Freeway most of the traffic was northbound and I was soon at Wahroonga for lunch just off the Freeway's end. I find Wahroonga a very convenient park/food/drink venue on the north side with a good selection of cafes/patisseries in a confined area. Competition between cafes in an otherwise well-healed suburb seems to work its magic!



Decision time: do I ride deeper into the Sydney labyrinth for an overnighter then battle my way out again on a Monday morning or push-on down ring road 3 past Homebush running out of daylight about Ulladulla with another hour before arriving home. Three dozen traffic lights on a Monday morning tipped the decision.

The ring road was behaving itself and we popped out of the southern end, fuelled up and headed for home. What is a road trip without rain and above Bulli, a big black cloud sought me out just before I stopped under an overpass and dress for the occasion.

Determined to maximise the daylight hours there would be no more stops until the sun

went down. The last five days had been incident free until the turn indicators ceased at Nowra. As they were not a priority between there and home, I pressed on. The sun slipped over the hill at Milton and the drizzle disappeared.

Riding the Ulladulla to home stretch in the dark through the forested areas would be slower and I would need to be alert. Tough time's means tough decisions and it would have to be my first and only one this trip - a Maccas coffee at Ulladulla.

Leaving Ulladulla serendipity intervened and a full moon appeared up out of the sea lighting up the road that at a slower speed made for a very enjoyable trip home. Even the burnt areas of hazard reduction along the roadside were in my favour and had removed Skippy's mealtime.

So TT's & my slow 1200km tour took us to new places with new tastes, smells and sounds with enjoyable company - it don't get much better than that.

A blown fuse was the only hiccup, which I will blame on the wet road until it happens again!

Ross Hayward
R80GSPD R100GS R1200GS

BMW MCC ACT



Christmas Dinner & Presentation Night

**Friday 3 December 2010 at 7pm
Settlers Room - Gold Creek Tourist Resort
O'Hanlon St., Nicholls**

**Canapés followed by a
3 Course Dinner (Alternative Service),
\$35 per head (food only)
Drinks to be purchased separately
Special dietary requirements can be catered for;
please advise when booking.**

Dress: Traditional Loud Shirt

Bookings and Payment should be made to Sue Ball-Guymer,
social@bmwmccact.org.au or 6288 2731 by 19/11/10. Payment can
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By Martin Little

The day looked promising with the early frost glistening in the bright morning sunshine. Leaving the family asleep at home, I had the day away riding for what seemed like the first time in ages. A back road ride to Moruya via some gravel roads returning to Canberra via Clyde Mountain seemed like a good plan for the day.

All geared up, with the heated vest on, it was exhilarating to be able to motor out of the suburb, and over to Queanbeyan where tanks were topped up and tyres checked. From here, we rode out to Bungendore for breakfast with the early birds before heading off to Hoskinstown to meet Simo on his GS800.

Leaving Hoskinstown with 3 bikes (2 x GS1150's and 1 GS800), the GPS suggested we take the Forbes Creek Road which turns into a fire trail through Tallaganda National Park which then links up with Little Bombay Road near Braidwood. Normally I would go through Rossi to head over to Araluen via Majors Creek, but this was new territory for me, and it was well worth it. With the recent rains, the road was relatively dust free, with the odd damp section as the track wound its way up through hills and valleys. A bonus was the river crossing midway through which was a real river crossing! Half way across I could feel the water seeping into my boots and the steam pouring off the engine was a certain clue that it was deeper than it looked. The river floor was mud, which provided the extra challenge. Hard to believe I was doing a river crossing in forest barely 40 kms from Canberra! Both Brad and Simo made it safely through and we continued on to Little Bombay Road where we rejoined the sealed road.

Skirting Braidwood, we headed down to Araluen, with the temperatures rising as we dropped down into the valley, enjoying the glorious twisty corners that lead you into the valley. We had a brief stop at the pub to stretch our legs and swap notes before heading onwards to Moruya. The seal quickly gave way to gravel and it was apparent there had not been much rain here recently, as there was plenty of dust. Still this road is very scenic, as it winds its way down from the Araluen Valley, through thick bush with the road following rivers occasionally. Caution is required as there are plenty of single lane sections here, although in general the road surface was in reasonable shape and there was not much traffic.



After about 20 minutes, I noticed another GS headlight in my rear view mirrors as Martin Robertson joined us. He had left Bungendore 30 minutes after us, but had taken the more direct route via Rossi and Majors Creek to catch us. Winding our way through the Deua River Valley the closer we got to the coast, the warmer it was getting. Great! Our progress was halted at McGregor's Crossing with a sign saying the main road was washed out with no access to Moruya. However, there was an alternative trail for local traffic (4WD only) so off we went uphill



away from the valley floor.

This alternative road, started out as Knowles Road before turning into a Trig Road for the Wandera State Forest, and it certainly lived up to its name, climbing steeply up to the top of the ridge line before following the valley towards the coast, with the odd glimpse of the ocean in the distance. The GS was bouncing around across the rough track, and as I weaved my way up to a steep corner, I was surprised to come to face to face with a motocross/Trail bike in full slide heading the opposite way. We both gave each other a two-fingered wave, (both signalling there were 2 bikes behind each of us!) I do not know who got the biggest surprise him or me! Before long, we were back on Larry's Mountain Road, which duly turned to seal and discharged us onto the Princes Highway just north of Moruya where we stopped for lunch.

Once we were fed, it was time to fuel up the bikes and head home via Mogo, Batemans Bay and then onto Clyde Mountain. Needless to say, Sunday afternoon means there was a fair amount of traffic about, but we made good progress up the hill to Braidwood, where we indulged in a latte while we passed away the time watching the traffic on the main street. From here, we split up and headed our separate ways home to Canberra. I rolled into my drive mid afternoon with 375kms showing on the odometer, of which about 70kms had being dirt roads, and fire tracks. Not bad for a lazy Sunday ride, made even better with that river crossing! Having said that, it must be time for some new riding boots, as they had not survived river crossing dry at all!

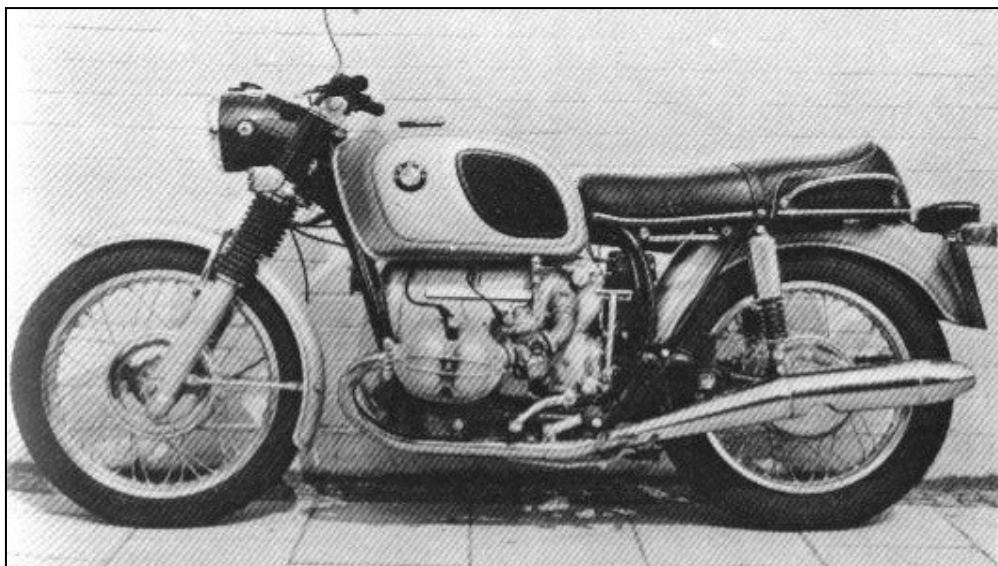
RIDE MEETING POINTS

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).

Some more snaps from Hamish & Luke's
Fathers Day 2010 ride up and along Two Sticks Road





Model	R 75/5
Production dates	1969 to 1973
Engine designation	246
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	745 ccm.
Compression ratio	9.0:1
Power output	50 kW at 6500 rpm (1hp =0.745kW)
Ignition	Battery / coil
Lighting	180/200 watt 12 volt
Number of gears	4
Weight	190 kG
Fuel capacity	22 or 18 litres
Fuel consumption	4.5 litres / 100 km
Top speed	175 km / Hr
Engine numbers	2970001-2982737
Number built	12736

Notes.

This is the last data sheet covering the introduction of the /5 models. There were several minor changes depending which country they were going too. These included high or low handlebars, large or small fuel tanks. Other changes to the outside were the nameplate on the motor, which read BMW R 75/5.

The major changes were to up the capacity to 745 ccm to increase the power and to change the carburettors from the cable controlled slide version to a rubber diaphragm type vacuum controlled slide type with cable controlled butterfly valve type. This was to give better control of the mixture entering the engine and give better response during acceleration.

These /5 models were certainly a big change and with all the changes to almost all of the models from the frame, motor, suspension and other running gear they were the bike to have.

I purchased mine from Tom Byrne in Sydney from the first six delivered to them. The first unpacked was black which went to someone who ordered before me the second, third and fourth were white or silver, which I declined and the fifth one was black which was mine.

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2010 BMW OFF ROAD TRAINING COURSE BMW GS "ADVENTURE BIKE" COURSE

Learn all the skills required to get the most out of your BMW GS machine. You will have a new level of confidence when your Adventure heads off road.

Two ideal venues

NSW - Sydney, Dargle Valley, (Lower Portland on the Hawkesbury River between Windsor and Wisemans Ferry)

Victoria - Werribee 4x4 proving ground (45mins west of Melbourne)

BMW Off Road Training background

BMW Motorrad Off-Road Skills Training Courses have been specifically designed for riders of all levels. No matter whether you have had very little (or even none) off-road experience or have been dirt riding for years, the outcome is that everyone will learn a lot of new tricks and have a great time as well.

Courses started back in 2005 and each year the program has grown. For 2007, Sydney courses were added making the training available to more people than ever. All courses were fully booked; showing how much interest there is in the BMW Motorrad off road training programs.

All courses are conducted by BMW Motorrad's Authorised Training Partner, Stay Upright Pty Ltd, which employs some of Australia's best instructors.

Course Content:

During the two-day course, participants are taught the fundamental techniques of off-road riding and will progress to a level they never before thought achievable. These basic techniques are the core elements of novice through to advanced riding.

Some of the skills covered are:

- How to lift, balance and manoeuvre a motorcycle in awkward situations
- Slow-speed manoeuvring and control
- Correct body position/balance
- Throttle and clutch control
- Cornering
- Braking
- Ascending and descending hills safely and confidently
- Riding over/around obstacles

Course Costs - \$675, you must supply your own GS motorcycle

- Dargle (Sydney), NSW - October 2010
- 22nd/23rd - GS "Adventure Bike" Skills Course (Own motorcycle required)
- 24th/25th - GS "Adventure Bike" Skills Course (Own motorcycle required)
- Werribee (Melbourne), VIC - November 2010
- 8th/9th - GS "Adventure Bike" Skills Course (Own motorcycle required)
- 10th/11th - GS "Adventure Bike" Skills Course (Own motorcycle required)

Booking and details Stay Upright 02 8824 9980 info@stayupright.com.au



BMW Motorcycle Club ACT
Minutes of August General Meeting
Held 23 August 2010 at Services Club Manuka

Attendees: Recorded in attendance book
Apologies: Recorded in attendance book
Guests and New Members: None to record
Minutes of previous meeting be accepted. Moved by Jeanette Hahn and seconded John Kemp

Presidents Report:

Welcome to everyone from Mark. Mark outlined the benefits of the proposed 1st Aid training course planned, and encouraged members to take up this opportunity. Also provided update on Rider Training scheduled for October.

Vice Presidents Report

German Autofest happens 19 September. Site plan now available, we are located on the grass near the entrance and coffee van. Gold coin entry, with proceeds to Eden Monaro Cancer Support group.

Day ride to Moruya via Hoskinstown and Araluen for fush and chups scheduled for Sunday 29 August. Return home via Clyde Mountain. There is an element of gravel surfing involved but all bikes welcome. Depart Bungendore at 0900hrs

Record of mail received

1. Payment for rider training \$220
2. CPS Bank statement
3. RFDS flyer
4. Magazines from
 - a. Victoria Club
 - b. WA Club
 - c. NSW Touring Club
 - d. Vintage Bike Club

Secretary: Apology

Treasurer:

Dave provided an update in clubs accounts as at 23/08/10:

1. Club account
9,381.32
2. Less club contribution for rider training
-2,200
3. Net Balance
7,181.32
1. Events account inclusive of rider training fees 4,032.61

Ride Coordinator:

Magazine up on website. Be gentle on Martin Robertson's editing.

Last weekend's ride to Batemans bay for fish and chips went well, with a turnout of nine bikes. Upcoming rides planned for the next month include:

1. Ride to Crookwell Sock factory 4 September. MR to issue details by email
2. Illawarra Fly Walk scheduled for XX. MR to issue details by email
3. NSW Touring Club Bermagui Weekend on 28 and 29 August. MR to email out details

Editor: Apology

Web Master & Public Officer: Alan currently overseas, with Steve Hay keeping a watchful eye on the website

Membership: Report from Ian, currently 171 memberships with 242 members.

General Business:

Feedback and discussion on the Tenere that Bob Coleman had displayed at Bungendore last Sunday.

Jim spoke of Careys Cave near Wee Jasper and the difficult gravel road one needs to traverse to visit there. Jim will organise a ride there in the near future.

John Kemp queried if anyone could provide feedback on the Wombeyan Caves and the road in. Gravel road for the last few kms and be prepared to pay for the privilege of entering the caves. (Sans bike)

Martin Gilbert provided an update on the excellent progress he and Ian are making on preparing the RS100 for the forthcoming German Autofest. We all look keenly forward to seeing this magnificent machine on display. (Martin probably even more so)

George provided an update on the latest (traditional) tendering process used by builders. Thanks George!

Meeting closed at 0830pm

Editor's note: The photos scattered through this magazine continue the story!

By Josh...Unsurprisingly I did not pass any traffic or see any other bikes or cars on the trip up to Piccadilly Circus where I waited in the fog and drizzle for Hamish. We headed up Two Sticks Rd to Mt Coree Summit where we had to negotiate the first two of seven trees over the road. With small rivers on the road and plenty of mud, it was going to be a long hard day in the saddle. We made it up the top of Mt Coree to have a great view of the fog. On the way down at the mud near the bottom, I had the first of about 15 spills for the day.



We continued down Two Sticks going over logs and around them, sometimes in some large detours through the bush. We were a little disorientated trying to get to Dr Flat Rd and miss the creek crossing. Looking today, we needed to go down Firebreak trail but there is a sign saying No through road locked gate. (Does anyone know if this is passable or not?) We decided we would just continue on to the end of Two Sticks and back home until we came to the last tree.



We managed to get the F650 around the top of the tree around the embankment but the 1200 was too heavy. After trying to cut the tree with Leatherman's (which we successfully used for a previous tree) and trying to tow the tree out; we were defeated and turned around. Not without having to push the 650 around the tree again.

On the way, back we had a crack at Genges trail, with no lack of commitment from me. I almost made it to the top of the steep section before conveniently the bike spun and ended up perpendicular to the track and fallen down hill. After up righting the bike and vainly trying some hill starts we decided to turn around and head back the way we came. Maybe a track for a drier

day. We made it back to Piccadilly Circus completing 60km in 6.5hrs before heading back to Canberra.

All in all a great day out in the mud! I have uploaded some photos for all to see at [ACT Gravel Surfers](#).

Luke Cronin F650GS

CLASSIFIEDS

BMWMCCT 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

None this month

Wanted - 1st Month

None this month

For Sale - 2nd Month

None this month


Wanted - 2nd Month


Jacket Repair? Does anyone have any good (or bad) experience of getting a zipper in a motorcycle jacket replaced in Canberra? The main zip on my Rallye Pro 2 died on a recent trip to the Kimberley. The jacket was under warranty when it died but by the time, we got back to Canberra it was out of warranty so Rolfe will not cover the repair. Hence, I am looking for someone to replace the zip. If you have any suggestions of where to go (or where not to go) I would like to hear from you. Thanks, Jake. jakebebay@gmail.com or 0427433961



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