



Shaft Drive Lines

August 2011





Look Out For

We now meet at the Harmonie German Club Canberra,
49 Jerrabomberra Avenue, Narrabundah, ACT

- September 4, Araluen top down run leaving Bungendore 1030. Bikes or tin-tops welcome.
- September 17-18, Far Cairn Rally, Tottenham NSW.
- September 18-23, BMW GS Safari 2011. Booked Out!

SHAFT DRIVE LINES VOLUME 31, AUGUST 2011

2011-12 COMMITTEE

President: Mark Edwards - R1200GS (02) 6125 5530 (w) 04282 58676 president@bmwmccact.org.au	
Vice President: Ian Warren - K1200GT H 02 6166 1466 C 04 1478 9632 vicepres@bmwmccact.org.au	
Secretary: Gary Melling – R1200GSA 0410 142 835 secretary@bmwmccact.org.au	
Treasurer: Jack Foley – R1200GS 0407 410 770 treasurer@bmwmccact.org.au	
Editor: Garry Smee — R1200ST / R100GSPD (02) 6201 7915 (w) 0400 264 372 editor@bmwmccact.org.au	
Ride Coordinator Martin Robertson rides@bmwmccact.org.au	
Social Secretary: VACANT social@bmwmccact.org.au	
Public Officer: Steve Hay publicofficer@bmwmccact.org.au	
Webmaster: Alan Walsh – R1200GS web@bmwmccact.org.au	
Membership Secretary: Ian Hahn - K1200LT / R90/6 / R26 (02) 6288 8126 Ah members@bmwmccact.org.au	
Clubs Australia Delegate: Gary Melling – R1200GSA 0410 142 835 delegate@bmwmccact.org.au	



Cover Photo: The road to Mt Coree in the snow. J. Edwards

ABOUT THE CLUB

Meetings: 7.45 pm, fourth Monday of each month at the [Harmonie German Club Canberra](#) 49 Jerrabomberra Ave, Narrabundah, ACT or by [Google Map](#).

Membership: Check this magazine for a membership form or down load one from the website <http://bmwmccact.org.au/>.

Web Site: Check our website <http://www.bmwmccact.org.au> for updates to rides and social events and keep in touch by joining one of our Yahoo groups:

- BMW MCCA: <http://autos.groups.yahoo.com/group/actbmwmcc/>.
- ACT Gravelsurfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>.

Activities: The Club endeavours to have at least one organized run and social event per month and listed on the [What's On](#) page. The Club welcomes suggestions for rides or social events and these should be emailed to the Ride Coordinator or Social Secretary.

Whilst we make every effort to keep the [What's On](#) page accurate, changes to meeting times and places can occur between publication dates. The Club uses email to inform 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 Membership Secretary of changes to your contact details. Our website contains the most up-to-date information.

Charity Support: Profits from the Club's Kosciuszko Rally, held each October, are used to support a nominated charity and RFDS in 2010.

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 email request.

SHAFT DRIVE LINES

Whilst the editor has absolute discretion, we welcome contributions to the Club's magazine 'Shaft Drive Lines'. Please email copy to the editor@bmwmccact.org.au or by @mail to

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

For emails, do not embed pictures & compress their size to ≤500kB each.

DISCLAIMER

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

The opinions, articles and pictures published in this magazine are those of the individual writer and not the BMW MCCA Inc, Editor 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, service and warranty.



<http://www.clubs.bmw.com.au/scripts/main.asp?PageID=12927>

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

FROM THE PRESIDENT

Hi,

First up some good news. Josh and his team at Rolfe's will continue supporting the club in the coming year. There will be a few changes from last year, aimed at increasing the benefits that go to our local community and to also to give the winners more flexibility with their prizes. This time they will be providing two gift vouchers, one for \$500 for the article they deem to be the best of the year in the in the club magazine, and also a \$1000 one that will be raffled at the AGM. So, once again, thanks to Rolfe's for their continued support of the club.

In the last couple of weeks, winter has made a bit of resurgence. The temperatures haven't been too bad, but I could live without the cold wind. Good to see Martin Little and a dedicated group head off for a trip down to the coast last Sunday. A few times during the day it looked like it might snow. My riding has been a bit limited of late given that my main bike, the R1200GS, is in the shop getting a worn clutch replaced. A few weeks ago I thought the bike felt a bit strange, but I put it down to getting used to the smoothness of the triple in the K75C that I rode in the States. But then, on the way back from a trip to Goulburn, I tested it by snapping open the throttle in high gear, only to watch the revs shoot up. Took it around to Mick's (Owen Motorcycles) to formalise the diagnosis. Mentioned to him that I had also lost the free play in clutch lever at which point he realised the cause: the left-hand hand-guard had rotated and was applying pressure to the lever, just enough to slightly feather the clutch. Alas by that stage the damage had been done. Apparently BMW have come out with a set of stickers to put inside the guards so you can easily check them to make sure they aren't fouling the clutch or brake levers. I decided to get the later model guards that are much more resistant to rotating. Hopefully the bike will be back on the road by the end of next week. Good thing that, in the mean time, I have the Z4 with heated seats to get around in.

See you out & about,

Mark

WELCOME TO OUR NEW MEMBERS

None this month.

Welcome, see you on a ride ☺

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Do something special. Make an appointment **13 14 95**

Don't forget to tell them that you are with the BMW MCCA!

2011 GS SAFARI BOOKED OUT!!

BMW SAFARI



The bad news is we have reached capacity for our registrations at this time. The good news is because of the overwhelming response we have had over the last two weeks, we have decided to create a waiting list in case any additional spaces open up from cancellations or non-payment.

Missed Out?

If you are still desperate to attend but haven't registered yet, go through and complete the registration form. You will be added into our registration list, however you won't go through to complete the payment online. We will contact you by phone to let you know if and when a space becomes available.

Register for our wait list now

If you have already booked, we look forward to seeing you in Broken Hill. From the feedback I've had so far, there are a lot of people excited about this year's event and should be a cracker!

Trudi Selleck BMW Safari Crew 0414 844 984 info@bmwsafari.com .

BMW TS SAFARI 2012

Planning is also underway on the next BMW TS Safari. At this stage it looks like timing will be early 2012, more information will be available in the New Year. Please register your interest to receive BMW Safari updates here: <http://www.bmwsafari.com/index/ts-safari>.

We look forward to seeing many of you at the next BMW GS Safari and/or TS Safari event.



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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](#).

2011	Date	Detail	Contact
August	Saturday 5 Sunday 6 Monday 7	Hat Rally 2011. At Araluen 3kms from the Pub. Best Hat & other wards; limited firewood + water and toilets. Catered from Friday pm, Sat night lamb spit roast. \$15 includes your badge & proceeds to charity	Contact Al on 0409 920526 for more info.
	Monday 8	Committee Meeting 1930, Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au	Contact the President
	Monday 22	General Meeting— 1945 Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au .	Contact the President
September	Sunday 4	4th September - Araluen top down run leaving Bungendore 1030. Look out for the email.	Contact Colin McNally
	Monday 12	Committee Meeting 1930, Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au .	Contact the President
	Saturday 17 Sunday 18	Far Cairn Rally, Tottenham NSW. Hosted by the BMWTCNSW with pre-registration & proceeds to Motorcycle Accident Research Initiative (MARI).	Details http://www.bmwtcnsw.org
	Sunday 18	10:00 AM - 3:00 PM Shannons German Autofest - Canberra.	Contact the Ride Coordinator
	Sunday 18 Friday 23	BMW GS Safari 2011, Broken Hill to Port Lincoln. You <u>MUST</u> pre-register	See http://www.bmwsafari.com/
	Saturday 24 Sunday 25	Queanbeyan Swap Meet at Queanbeyan Showground.	
	Monday 26	General Meeting— 1945 Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au .	Contact the President
October	Saturday 1 Sunday 2 Monday 3	Roonkatreffen, BMW Owners Club of SA rally at the Roonka Water Activities Centre 7km from Blanchetown on the banks of the Murray River.	Prepaid! Details here: http://www.bmwocsa.org.au/ 1061km from Canberra
	Saturday 8 Sunday 9	30th Thunder Rally. NSW. Sheba Dams near Nundle. DOCNSW PO Box 124 Haberfield NSW 2045. http://www.docnsw.org.au/	Thunder Rally info here http://www.docnsw.org.au/thunder.shtml
	Monday 10	Committee Meeting 1930, Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au .	Contact the President
	Friday 14 Sunday 16	Round 16 MotoGP at Phillip Island. Tickets, accommodation etc from here: http://www.motogp.com.au/home/	Looking for starters? Contact the Ride Coordinator

2011	Date	Detail	Contact
	Friday 21 Sunday 23	14th Golden Dragon Rally VIC. Tarnagulla Reserve, Tarnagulla, approx 55kms west of Bendigo and 37kms north of Maryborough. Pre-paid entries to: Central Victoria Ulysses Branch PO Box 736 Bendigo Central VIC 3552	Tony 0409 411 557 Andy 0417 575 617 http://www.cvulysses.net/Tarnagulla.htm Contact the Editor
	Saturday 22 Sunday 23	30 th BMW MCCA ACT Kosciuszko Rally . Your Club Rally. Geehi campsite on the Alpine Way between Jindabyne (70km) & Khancoban (30km). Fuel & Drink at Khancoban, show restraint from Khancoban. 254km from Canberra.	Contact the Ride Coordinator
	Monday 24	General Meeting— 1945 Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah. http://www.harmonieclub.com.au .	Contact the President
	Sunday 30	The 2011 24th Canberra Annual Swap Meet, 7am to 3pm at Exhibition Park (EPIC), Northbourne Ave. Canberra.	Contact The Veteran Vintage and Classic Motorcycle Club ACT Inc



After coming back from the K1600 launch Ben & Josh took a ride to Mt Coree having negotiated the snow!

Opening words and pictures by Josh Edwards, helped with some BMW PR and edited by the Editor...

I have some photos of the launch for the magazine if you would like to use them. The bike is amazing. We rode from Kingscliff to Bryon Bay to Nimbin, and back to Kingscliff via Chillingham and Tyalgum (that's what my GPS said!!). About 300km's.

From: BMW Group Australia

BMW launches high-torque touring twins.

BMW is shaking up the touring and luxury-touring motorcycle markets with a pair of high-torque twins due in Australian showrooms in mid-June. □ Priced from \$34,990 with high level of standard specification; the only options -

- for the K 1600 GT will be the low seat,
- for the K 1600 GTL will be the high seat.

The BMW K 1600 GT will be priced from \$34,990* plus on road costs, and the K 1600 GTL will be priced from \$36,990* plus on road costs.

The all new BMW K 1600 GT and K 1600 GTL models will see BMW offering 6-cylinder in-line power units for the first time. For decades, 6-cylinder in-line engines have exercised a special fascination. In addition to their perfectly smooth running, they also offer supreme output and torque, giving the rider even more riding pleasure. It is for this reason that BMW Motorrad developed this engine in-house, offering customers even more variety.

The new 6-cylinder 1600 cc engine produces 118 kW and 175 Nm of torque; this therefore offers a high level of pulling power, especially in the lower and medium engine speed range.

Acceleration to 100 km/h is of the order of 3.2 seconds (without pannier), making the K 1600 a remarkably brisk machine and the first motorcycles in the world with adaptive xenon headlights for even greater safety at night.



Optimal handling is assured due to the precise suspension design. Classical BMW virtues such as safety, the fulfilment of the highest environmental standards and perfect ergonomics for both rider and pillion are set to define the new benchmark and thus the leading role in the middleweight class.

With the new K 1600 models, the first ever "Adaptive Headlight" function is available as standard to supplement the xenon headlamp.

This feature produces significantly improved illumination of the road when cornering and therefore an



enormous increase in active riding safety.

Due to historic trends Australian standard specification for both models is very high compared to other markets, making both K 1600 models extremely good bang for the buck.

Tony Sesto, Head of BMW Motorrad, said that these two new bikes will take the sports and luxury touring market to the next level.

“The technology and features fitted as standard on these bikes, such as the Adaptive Xenon Headlights and Multi Controller, set BMW Motorrad apart from the

competition. Initial orders dealers have taken for these new bikes have already exceeded initial expectations, so there is now doubt the K 1600 GT and GTL will be a great success for us,” said Sesto.

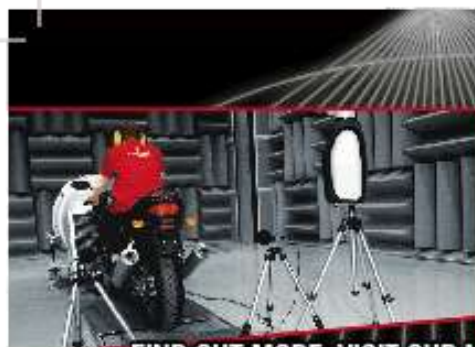
BMW K 1600 GT Standard Equipment:

- Radio Software OCE
- Control Bluetooth Interface
- Audio System ECE with Preparation for GPS Device
- ABS
- Adaptive Headlights
- Dynamic Traction Control
- Tyre Pressure Control
- Electronic Suspension Adjustment
- Central Locking System
- Anti-theft Alarm System

BMW K 1600 GTL Standard Equipment:

- Radio Software OCE
- Control Bluetooth Interface
- Audio System ECE with Preparation for GPS Device
- ABS
- Adaptive Headlights
- Additional LED Fog Light
- Dynamic Traction Control
- Tyre Pressure Control
- Electronic Suspension Adjustment
- Central Locking System
- Anti-theft Alarm System.





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BMW R1200 GS 2009 > MODELS



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BMW F650 - 800 GS 2008 > MODELS



HEXAONE SLIP S/S ON WAS \$896 **NOW \$650**
HEXAONE FULL SYSTEM S/S WAS \$1,729 **NOW \$1,400**

BMW K1300 S/R & GT K1200 GT



HEXAONE SLIP ON S/S WAS \$1,200
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*Please note all pricing is inclusive of GST. All pricing excluding fitting & labour charges.

A MOTORCYCLE STORY

This is a story of fiction, or at least claimed to be...

Gavan flicked the kill switch on his bike as he coasted into his driveway. It had been one hell of a trip. Seven days away with his riding buddies on the north coast of NSW.

Trips like this were a regular feature on his motorcycling calendar, and in the beginning, they had been enjoyable but the last couple of trips had been a nightmare.

The regular group comprised Gavan and another four guys. Grumpy was a cashed up former public servant who had recently taken early retirement. He is never happy unless he is whingeing about something and he spends most of his spare time tinkering with his half a dozen older BMWs. He has one new BMW R1200RT that he tinkers with. Pommie is a former member of the NSW police force with a drinking problem, haven't they all. He got the nickname "pommie" because like the English he rarely washes, especially on a bike trip. He reckons four or five days without a tub is fine. Rocket Rob is a BMW fanatic who must have the latest and greatest bikes and accessories from BMW. Finally, there was Alf (Alfred the wise) who has a long grey beard and a ponytail. Alf is in his mid 60's and is a philosopher at heart. He ponders long and hard on the meaning of life and makes motorcycle trips a spiritual adventure. Alf is a fine rider but has recently been suffering badly from arthritis.

They are a good bunch of guys but a week away together riding, eating, and drinking can test even the best friendships. The organisation for this ride had started in the usual fashion. A few beers at the pub, some maps, and some heated debate between Gavan and Rocket Rob about a theme for the ride.

The theme rides had worked well in the past, and the "big things" ride a few years ago had been a great success, with overnight stops only being taken in towns, which had an oversized tourist attraction, such as the big banana at Coffs Harbour and the "big" gold panner at Bathurst.

However, Rocket Rob's mystery "Port" tour last year had been a disaster. At first the idea of only stopping at places with names beginning with Port had seemed okay. After all, they would all be by the coast, right?



The only ones in NSW that most of the guys had considered had been Port Macquarie, Port Kembla and maybe Port Stephens. No one had had thought of Portland, except Rocket Rob. And even Portland, which is in the Central Tablelands of NSW, would have been okay except for Rocket Rob's decree that the only alcoholic beverage that could be consumed on the trip was port. This had gone well until Pommie graduated to schooners of port early in the night and started chatting up the barmaid at the Coronation Hotel. Now Portland was developed many years ago on the back of a cement manufacturing industry and whilst the cement industry has now been overtaken by the Mount Piper power station and nearby coal mines, the people who work these new industries are just as tough and as hard as those old cement workers of many years ago.

In small towns like Portland, everyone knows everyone, and the barmaid at the Coronation was always going to be someone's daughter, sister, or wife. Now Pommie can be a bit straight forward, and a bit loud, especially when he's drinking schooners of port. So his "Would you like to come up to my room for quick f&*k?" didn't go down real well. Not that the barmaid minded. She was up for it, but her husband who was sitting at the end of the bar wasn't so keen on the idea.

Needless to say, the husband worked in the local coal mine and so did most of the drinkers in the pub that night. It might have all been over rather quickly except Pommie flashed his old police badge after he had been knocked to the floor for the second time. Rather than stopping the fight the badge had elicited the call from the locals "Get stuck in boys they're f&*ken coppers" in the ensuing fight the boys had been outnumbered and outclassed.

Fortunately, the only real damage had been to Pommie, and his broken jaw wasn't too bad but had required some minor surgery and a few weeks of him eating through a straw. The rest of the ride had been cancelled and the group made their way home after only one night on the road.

This trip however had promised to be a good one. Eventually it was decided on no themes other than finding some good roads. Alf (the wise) had finally settled the issue with "We are motorcyclists after all so lets give the themes and other stupid ideas a miss and just find some good roads to ride".

So, it transpired that this year's ride would cover some of the best roads that northern NSW could offer.



On the nominated departure date, Gavan and Rocket Rob had arrived early at the meeting point at the servo on the north end of town. As Gavan and Rob pulled into the car park, they found Alf riding in circles around the car park on his R90S. Rocket Rob and Gavan dismounted as they wondered what Alf was up to. Alf got a bit closer and started riding round and round their parked bikes, whilst yelling out, "My arthritis is playing up, I won't be able to put my legs down if I stop, so can you blokes grab the bike when I pull up?"

So, Rob and Gavan stood about a metre apart and waited as Alf rode up and then stopped between them. Once he had stopped, they grabbed each side of his bike and held it whilst Gavan put the side stand down, and Alf slowly crawled off the machine. "I should loosen up in a couple of days," he said.

"What about traffic lights and stop signs today?" asked Rocket Rob. "No worries" replied Alf "I'll just pull up beside a car or truck and hang on, just like you see cyclists doing in traffic. It's been working okay so far" replied Alf.

"What if there is nothing to lean against?" asked Rob. "Don't be so negative" replied Alf, "Positive thinking has been working for me so far, don't you stuff it up for me"

Soon after Pommie arrived and after manhandling Alf back onto his bike they headed north to Goulburn then across to Oberon before heading to Kurrajong and finally onto the Putty road to Singleton before they headed across to Dungog for their overnight stop at the Bank Hotel.



The first day and night had been uneventful. Memories of the Portland debacle were still fresh in their minds and everyone was pacing themselves for the week ahead.

Day two saw an early start as they headed across to Gloucester and up Thunderbolts Way to Walcha and then down the Oxley Highway to Wauchope and before re-tracing their path back up the Oxley to Walcha again and across to Uralla on the New England highway and then down the Grafton Road towards Dorrigo.



The run into Dorrigo was done at high speed as it was approaching beer o'clock. A slow moving school bus heading back into town was always going to be an easy target on the high speed sweepers, so perhaps Pommie and Rocket Rob shouldn't have overtaken it across double unbroken lines. Especially considering that at the same time, Alf and Gavan had ducked up the inside of the bus and were overtaking it on the left hand side gravel verge.

"I wish I could have gotten a look at that bus driver's face," said Rob as they pulled up in the car park of the Commercial Hotel.

"I reckon he would have been shitting himself with bikes overtaking him on both sides at the same time. It was probably some old fart who's had to go home, and change his underwear and have a lie down" he laughed.

After checking into their rooms, they headed to the bar for a few ales before the evening meal. It was Grumpy who first spied the man we were to later refer to as "Bundy". "Get a load of this guy," he said.

We turned around to see a giant of a man moving towards the bar. He must have been six foot eight and would have weighed around 20 stone in the old measurements. He was huge. But that was only part of the story.

He had a shaved head, a big beard, and tattoos all over his arms and he wore a leather vest that clearly sported the patches from an outlaw motorcycle gang. After a quick glance, the guys turned away and resumed drinking and talking, albeit in a bit more subdued manner. Memories of Portland came flooding back and upsetting the locals wasn't on the agenda.



None of them wanted to believe it when the giant walked over to their table and in a gruff voice said, "Are you lot the bastards who are riding the BMWs?"

Silence was followed by "C'mon you rude bastards, your bikes aren't that f&*king loud, you can't all be deaf."

Finally Alf very slowly stood up, and politely said "Hi, I'm Alf, we are riding BMs actually, what do you ride?" "I'm the driver of the school bus" was the reply.

End of Part One...

You could have heard a pin drop. What sort of mess have we got ourselves into, thought Gavan as he started looking around for a possible exit? "I reckon you bastards owe me a drink," he growled.



Quick as a flash Alf replied, "Well what are you having?" and headed towards the bar. "Schooner of Bundaberg Rum" replied the giant as he pulled up a chair at their table.

With another drama averted, at least temporarily, introductions were done and the situation returned too normal. Well as normal as it can get when you are drinking with a loud, oversized, Bundy rum drinking, school bus driving, outlaw biker.

It didn't take long for Pommie to notice that Bundy had a NSW Police Force shoulder patch stitched to his vest. Being a former member of NSW's finest Pommie was keen to find out a bit more about the origin of the patch.

"So where did your police patch come from?" asked pommie. "I got it off a copper" replied Bundy.

"What about the stripes underneath? Sergeants have three stripes, how come you have four" asked Pommie.

"Well, as I said, I got the badge off a copper. I shot the bastard when he came around to my farm and tried to take my f&*king dope plants off me. I decided to keep his patch as a souvenir. The four stripes come from the other f&*king cops who came looking for him".

Pommie was almost having a heart attack now and Gavan had to stop him from reaching into his pocket and pulling out his old police ID again. Hopefully Bundy was just pulling Pommies' chain but Gavan didn't want a repeat of the Portland incident where the police ID just made things worse. If Bundy had indeed killed a copper, or four of them, now was not the time or place to investigate that little bit of trivia.

The rest of the night was tense. All efforts to get rid of Bundy failed and he spent the night telling stories and insisting that the BM guys buy him drinks – schooners of OP Bundaberg rum. No one wanted to upset him due to fears that he might either inflict some serious physical damage on one or all of the group or that he might do the same to their motorcycles which were parked out the back of the pub.

He wouldn't let anyone of the group leave the bar and rescue only came when the pub closed at 12 and he had to leave, but not before a final exchange. "What time are you ladies leaving in the morning?" he asked.

"Probably about nine o'clock" replied Alf tentatively.

"Good" Bundy replied. "I've got a BM at home, and I'm gunna come with you for a couple of days and teach you ladies how to ride properly".

Back in the safety of their rooms, the group gathered and discussed an escape plan. It was decided that the only sensible option was to move out early before Bundy turned up. If he was planning on turning up for a nine o'clock departure the guys would have to leave at 7.00.

"Let's make it 6.00" said Rocket Rob, "Just in case". Six am came around far too quickly but the thought of being stuck with Bundy for a few days ensured that no one lingered in the sack for too long, apart from Alf who was a bit slower than the others due to his arthritis.

Grumpy was the first one into the car park and quickly packed his gear into the panniers on his R1200RT.

He nearly jumped out of his skin when a loud voice said, "It's about time you ladies got out of bed. I've been waiting for half an hour".

Grumpy whirled around to see Bundy astride a motorcycle. The BMW roundels on the tank and the twin pots of the boxer engine gave away its BMW heritage but everything else was definitely non-BMW.

Everything from the front guard, to the tank to the seat and rear guard were genuine Harley Davidson. Well, what sort of BMW would you expect an outlaw biker to ride?

It wasn't long before the others started to enter the car park to find their unwanted riding partner waiting for them. They were all silent as the gear was being loaded onto the bikes, and Bundy walked around making disparaging comments about everyone's bike, except Alf's R90S which he took a bit of a liking too, as it was about the same vintage as the BM he had bastardised to make his motorcycle.

When he enquired about the owner of the R90S he was informed that it was Alf's but that he was having a bit of trouble getting down the stairs due to his arthritis. "Well we don't want to delay our departure do we? I'll go and give him a hand." and he headed into the hotel. Some of the others followed wanting to see exactly what this lunatic had in mind.

A few minutes later Bundy emerged with Alf over his shoulder in a fireman's carry. "There you go old man," he said as he placed Alf gently onto his motorcycle. "Er...thanks" gasped Alf as he fought back tears of pain from his aggrieved arthritic joints.

Grumpy interrupted with "Alright you lot let's get going, we've got some distance to cover, follow me and don't muck about". The others headed back to their bikes.

In a few seconds, Grumpy had his bike started and was moving through the car park past the other bikes. He was gunning his bike and shouting, "C'mon hurry up, hurry up, let's get going", and waving impatiently with his left hand.

The others fell in behind as Grumpy rode past Bundy who was at the end of the car park attempting to kick-start his bitsa BM. Gavan who had been last leaving the car park noticed that Bundy was still trying to start his bike. As the group left the car park, Grumpy gunned his bike and shot up the main street at close to 100kmh.

The group was a bit slow to take off and Grumpy was getting well ahead. Gavan soon went past the group yelling "c'mon you idiots" and waving like mad, before he too accelerated to over 100kmh.

The rest of the riders soon realised that Bundy wasn't with them and was obviously having trouble starting his bike. Perhaps there was a chance they could lose him. They all upped the speed to catch Grumpy who was heading north out of town towards Tyringham.

As the outskirts of Dorrigo, Grumpy slowed abruptly and turned right onto a side road and led the others through the backstreets of Dorrigo before finally turning south onto the Waterfall Way and where he again turned up the wick and headed towards Coffs Harbour – the complete opposite direction to which they had originally planned. He maintained a good pace until he pulled over just outside Coffs Harbour, about 70kms away.

"Nice work Grumpy. We've lost Bundy. We were bloody lucky he couldn't start his bike," said Rocket Rob.

"There was no luck involved," replied Grumpy. "He was never going to start that bike, and I suspect that by now he has discovered that the floats are missing from his carbies. I pulled them out when he went upstairs to help Alf out of bed".

"Now we need to change our plans. He thinks we're heading inland to Tenterfield, so I suggest we head up the coast to somewhere like Byron Bay, and hopefully he won't bother looking any further for us."

End of part two...

The others nodded agreement and the group moved off again northwards on the highway. After a quick lunch, it was decided to take a detour to check out Nimbin before heading into Byron. In the 70's Nimbin

was famous for its Aquarius festival and alternate (read drugged out hippie) culture. Not much has changed. After a quick walk along the main street and a few beers in the pub, the boys decided to move on. Whilst still maintaining a laid back alternate exterior Nimbin seemed to have developed a harder edge to it these days. Dope and harder stuff was openly traded and there were some real rough types hanging about. Time to make a move for Byron Bay.

After finding suitable accommodation in Byron Bay, the guys adjourned to the Great Northern Hotel for dinner and a few ales.



Things were going well and it didn't take long for Rocket Rob to return from the bar with a couple of Swedish back packers in tow. "This is Anika and Heidi," he cheerfully told us. They've got some more friends coming along soon and they all want to meet genuine Aussie bikers," he said. "Well come on over girls you've come to the right place. You won't get any more genuine than the 5 of us," replied Pommie.

The group was soon joined by another 3 Swedish back packers who were even more attractive than the first two, and all 5 of them seemed to be genuinely attracted to the middle aged and somewhat unattractive bikers. It looked like it was going to be an interesting night. Gavan however was having none of it. He was the only one of the group who was still happily married, with the others all divorced or close to it. He soon left them to it and returned to his room for an early night.

Gavan awoke bright and early the next morning and was already packed and about to rouse the others from their rooms when there was a knock on his door. "Well at least one of them is up and about," he thought.

He was surprised to find two uniformed police officers at the door. "Are you Gavan Brown," one of them asked. "Yes", replied Gavan.

"We have some of your friends down at the Station. They have given your name as someone who can bail them out. Are you prepared to come to the Station and fill in some paperwork for us" asked the police officer.

A few minutes later Gavan was in the Duty Sergeant's office who was explaining what had happened.

"It appears that your friends were the victims of an elaborate scam last night. You're quite lucky you weren't with them," he said.

"At some point in the evening a group of young women gained their confidence. It appears that they somehow distracted your friends and then spiked their drinks. Before the drugs took their effect, the women enticed the men down to the beach where they were encouraged to go skinny-dipping with the women. Shortly afterwards the drugs started to take effect and the men became drowsy and luckily left the water, only to fall asleep on the beach."

"Once the men were asleep the women have stolen their clothes and left the area. It appears as if they also managed to obtain the PIN numbers for some of the men's ATM cards and have taken an amount of cash from their accounts and have also used their credit cards to purchase fuel and alcohol."



Whilst this explanation was unfolding Gavan was just sitting there nodding and trying not to burst into laughter at the thought of his riding buddies being taken for a ride so to speak.

The Sergeant continued; "Some time before leaving the beach the women had smeared the men's genitals with peanut butter. Now as you would probably imagine that beach is commonly used by locals for walking their dogs in the mornings, and unfortunately the dogs are not always kept on a leash".

"Did you know that dogs are apparently quite fond of peanut butter? They are very lucky they were not seriously injured, although one will require a few stitches."

Gavan tried to stifle a laugh and inquired, "So what happens next?"

"Well we've decided not to lay any charges against your friends as it appears they have been the victims of a crime and their offensive and lewd behaviour on the beach this morning was not a deliberate act. If you are willing to vouch for them we'll release them into your custody."

"Of course I'll vouch for them," replied Gavan. "We've also arranged with the local St Vincent de Paul shop to provide some clothing for them" said the Sergeant.

"Do you have any leads on the women?" asked Gavan. "I met some of the women who might be involved, do you need any help with a description of them?"

"That won't be necessary at this stage; we have some pretty strong leads as to their whereabouts but it appears as if they have already left the State. We had a confirmed sighting of them several hours ago, they were seen heading north on the highway in a school bus being driven by a very large heavily tattooed man with a shaven head and a beard."

"You don't know anyone matching that description do you?" asked Sergeant Bloggs.

"Never met anyone like that" lied Gavan as he quickly rose and left the station.

-- The End --

From Greg Barber, but attributed to Anon @ BMWTCNSW. Pictures by the editor from the Internet, until realising he had been to most of these places and ridden the same roads.

TOOLS "DEFINED"

From Ian Chadwick a contributor to *The Chain Gang*, <http://www.f650.com/>. (Note use of US terminology)

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE- GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing grease out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for, the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also, removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, Ouch....

HYDRAULIC FLOOR JACK: Used for lowering a motorcycle to the ground after you have installed your new front disk brake set-up, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a motorcycle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease build up.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a car battery to the inside of your tool box after determining that your battery is dead as a door nail, just as you thought.

METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, the sunshine vitamin, which is not otherwise found under motorcycles at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads and can double as oil filter removal wrench by stabbing through stubborn oil filters.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Springfield, and rounds them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

STANDARD SCREWDRIVER: tool used to put a long scratch in the paint next to the slot in a screw you just destroyed.

FIRST AID DRESSING



Following on from our first aid training, I have been looking for a long-life trauma dressing; one that is robust enough of withstanding being thrown in the bottom of the tank bag or pannier.

I have found a supplier in Perth, www.kitbag.com.au who stock a trauma dressing used by the IDF for \$15 + shipping. The ADF equivalent is currently out of stock and only ordered in 25 000 lots by the Australian importer! You can read more on this particular dressing here:

<http://www.kitbag.com.au/products/Emergency-Haemorrhage-Compression-Israeli-Army-Trauma-Bandage.html>.

I have asked Kitbag for a bulk order discount price and will coordinate orders for interested club members. If so, please email me your name, contact email and quantity required. You will need to pre-pay before ordering through the Club (detail TBA) with pickup at a Club meeting or

by agreement. Alternatively you can order them yourself ☺

Garry Smee

editor@bmwmccact.org.au



A HEADLIGHT THAT SHOWS YOU THE FUTURE? VISION ACCOMPLISHED.

Gran Turismo – or Grand Touring – is all about high speed, instant acceleration, and total comfort over long distances. And now, the new BMW K 1600 GT makes this vision reality. The most compact in-line six-cylinder engine ever seen in a production motorcycle delivers its output of 160 hp (118 kW) and 175 Nm of torque with an irresistible blend of brute force and refinement. And with the world's first Adaptive Headlight on a motorcycle included as standard, even darkness won't dim the riding pleasure. See Rolfe Classic BMW Motorrad for a test ride on the new K 1600 GT today.

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THE EDITORS FILL

Wanted: Pictures of Members, their bikes and their trips during 2011 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,

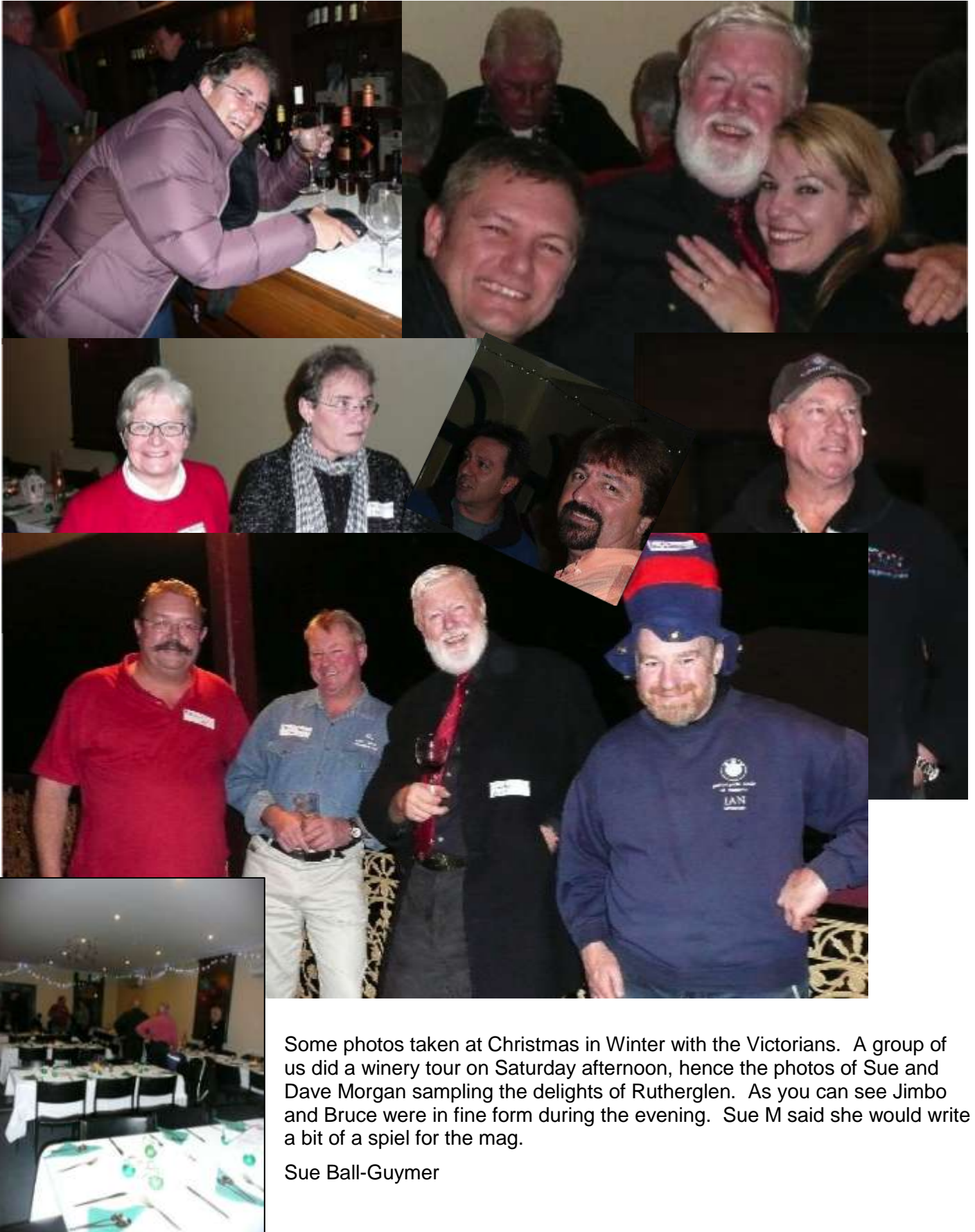
Well the cover picture tells the story...winter is here, and the Club is still riding, are you? Riding does require some planning, or in my case pushing the airflow jacket behind the autumn one, behind the dri-rider to the Rallye Pro3 that Jane brought for me ☺. I still persevere with my summer gloves and their better feel, but having heated grips on one bike is a strong selling point to upgrade the other.

August is mid-winter, so whilst the days are getting longer make the most of the cold climate riding and look out for ice. It is also a timely reminder to check our tyres and replace them before testing the slip coefficient of your worn ones. If in need, check out TJ's Tyres.

Josh Edwards at Rolfe's had the envious task of test riding the new K1600GT & GTL at Byron Bay and surrounds...a tough life for some. By now, Josh will have some in the shop for those looking to replace, upgrade or acquire a new BMW. Bookings for the 2011 GS Safari have also opened and you can register or keep up to date with planning here <http://www.bmwgsafari.com/>. Club members have gone on previous Safaris, so if you are thinking of going, want company or have a question contact Martin our [ride coordinator](#), who can circulate an email to other members.

That's my fill, have a good ride,

Garry Smee
editor@bmwmccact.org.au



Some photos taken at Christmas in Winter with the Victorians. A group of us did a winery tour on Saturday afternoon, hence the photos of Sue and Dave Morgan sampling the delights of Rutherglen. As you can see Jimbo and Bruce were in fine form during the evening. Sue M said she would write a bit of a spiel for the mag.

Sue Ball-Guymer

BMWCCACT 30TH ANNIVERSARY T-SHIRT

2011 is the BMW Motorcycle Club ACT Inc. and Kosciuszko Rally 30th Anniversary. You can help celebrate and remember this milestone by ordering your own 30th anniversary T-shirt.



Back



Front

To assist in your sizing, please select your favourite fitting T-shirt, lay it flat on a table and measure across the armpits. They are a unisex design (ie: male) so ladies choose your size accordingly.

Small	Medium	Large	XL	2XL	3XL
53cm	54cm	55cm	58cm	60cm	64cm (white only)

These sizes provide a firm fit, so if you like your T-shirts loose choose the next size up.

Prices: White \$30 or Black \$40 (requires more preparation and labour) including GST.

You can have black or white, noting the production run of white T-shirts will not have any text shadowing as the design guru felt this made them less appealing. There are some other pictures on the webpage.

Your order will only be placed once payment has been received, details to be advised, and collected at a General Meeting or by prior arrangement. Postage additional.

Want one? Then email your name, size, colour and quantity to the editor@bmwmccact.org.au

THE VP'S OUTBACK WANDER

As previously advised at Meetings, Minutes and *Shaft Drive Lines* our VP Ian Warren is leading a 10 day ride through western NSW to Broken Hill and on to Port Augusta South Australia. Both Touren (road) and GS (dirt) groups will be catered for with attractions and adventures abounding for all.

Ian is now calling for interested starters to contact him directly vicepres@bmwmccact.org.au so that he can start detailed planning and is particularly interested in hearing from **members** interested in assisting with said planning or individual preferences for date, route, attractions, accommodation and so on...

The adventure is only as good as the planning or you may really be in for an adventure.

Poor planning always leads to disappointment >>>



CLUB GOING ON'S

COMMITTEE MEETING 13 JUNE 2011

Meeting opened 1930hrs

Present: Mark Edwards, Martin Robertson, Steve Hay, Jack Foley, Alan Walsh.

Apologies: Garry Smee, Gary Melling, Ian Warren.

Minutes of previous meeting:

Agenda items:

1. Auditing financial records. Complete to February 2011. Committee agreed to use an independent auditor.
2. Club's 30th anniversary including rally, t-shirt plus. Details in club magazine.
3. Long Ride. Committee agreed to proceed with the SA trip as proposed and investigated by Ian Warren.
4. Membership forms. Still some difficulties. Committee previously agreed on the process and will ensure that this is followed.
5. AGM paperwork has been submitted - Steve Hay.
6. Social position - remains unfilled.
7. General meetings. The committee discussed the appropriateness of the Harmonie Club as a venue for both general and committee meetings. There was some concern that the venue may be too small for large general meetings, however members were satisfied for the moment. There was discussion about alternative facilities. Venue for Committee meetings to be investigated.

Reports

Ride Coordinator - Following rides are proposed.

4th September - Araluen top down run (to be coordinated by Col McNally)

6th November - Captains Flat breakfast (to be coordinated by Col McNally)

Contact details will be sent out by the Ride Coordinator.

19 June - Fish and Chips run to Bateman's Bay (as an alternative to Xmas in Winter)

3 July - Green Grocer Cafe at Goulburn.

Meeting closed at 2045hrs.

GENERAL MEETING 27 JUNE 2011

The meeting was opened by Club President Mark Edwards promptly at 1945.

Apologies: G. Melling, J. Foley, Neville Williams (aka "Taffy"), Paul McAlister.

Previous minutes accepted: Moved I. Warren, seconded M. Edwards.

Treasurer's report

Total funds in the Club accounts are \$8397 (consisting of \$5560 in the small business account, \$111 in events account and \$2726 in the investment account.

Bills paid last month brought all creditors up to date with one exception where a club member has yet to present an account.

Mark Edwards and Ian Warren were added as signatories to the club accounts and several ex-committee members removed.

Recent Events

Jimbo claimed "it was a bugger of a ride, but a great drive" to Xmas in Winter. Jimbo, of course was a passenger in a car.

Others reported Xmas in Winter was a cold ride with temperatures maxing out at 12 degs C.

Victorians arrived with 33 people and only 1 motorbike between them.

Jimbo won a prize which is to be raffled at a club meeting at a later date.

Next year will probably be Beechworth again, which is handy for both clubs.

The President reported on a recent trip to the U.S. – mainly in Carolina and Georgia riding a K75c. Visited the Spartanburg BMW factory and enjoyed some roads that had 318 bends in 11 miles.

Upcoming events

Long ride. Ian W. was not present at the last committee meeting due to health matters and as he was out of the room his suggestion for a long ride was unanimously agreed to. Clearly this is a note of caution to all Committee Members NOT to miss a meeting where they may well be "volunteered". The item in the last club newsletter will be edited with more up to date information and presented to the club at a later date. A period of October / November is tentative depending on conflicting events both national and local.

The Ride Co-ordinator (Martin Robertson) advised that the Fish & Chips Run is being re-visited later this year.

August & September have several runs organised including gravel surfers runs to the coast via Nimmitabel.

Early August – there will be another rally to Araluen.

September will have a ride & drive to Araluen for motorcycles and soft top cars.

November will have a ride to Captains Flat – always a popular run.

Tentative trips to Katoomba are being planned.

Please contact the Ride Coordinator for trips you are planning – other club members may well be interested.

Rolfe's

Josh was very warmly welcomed to the meeting.

Josh presented some information on the new K1600 and had brought a model to the meeting. Parked outside the front of the building it looked fine and had a line of people waiting to give it a "sit and feel".

Rolfe will again be supporting the club at the next AGM. Prizes will include vouchers for the best Shaft Drive Lines article and – very generously – a charity raffle.

Other items

Steve Hay (Public Officer) advised that he had been researching motor-bike insurance and by shopping around between insurers you may well be able to avoid a \$40 ACT Government charge.

The meeting closed at 2030.

COMMITTEE MEETING 11 JULY

Next month...

THE VP'S BLATHERINGS

So I said to eldest son, "You just divide it by four and add two". He responded predictably with, "Why". I told him that he would find out in a minute. "So then – let's try 100" and he responded with 27. Correct answer. Then I proposed 80, and he came back with 22. Correct answer again.

Now we go and walk outside onto our place in Kambah, and I remind him that he is going for his driving license soon and this was going to be helpful – not for the test, but for the rest of his motorised life. I ask him to remember the number 100, take 27 long strides up the road and then turn around, and wait for me. He does that and I walk up and tell him that at 100Kph that's how far he will travel in ONE SECOND. The other value for 80 is worth remembering as well. But this is only part one of the presentation.

I ask him to stay put and walk a further 27 large paces further up the road and wait for him to rejoin me. I had felt more of a dill than normal taking big paces up the road, but the neighbours by now don't

expect me to be, well, normal anyway. We both look back at our driveway 54 long paces away and I tell him that when he's out on the highway he will probably need twice that distance, and most probably three times, to pass another car successfully with oncoming traffic. With blind corners ahead, he should try to plan on more distance.

It's a judgement thing. Clearly, we don't expect our sons and daughters to be exercising mathematical gymnastics while they are driving (or riding) but they need some reference point to start out and this is an easy way.

I ask club members to go for a walk, sometime. Pace off a single second at 100Kph and think about it for a minute or two. It could be a lifesaver.

Ian W.

HARMONIE GERMAN CLUB CANBERRA



The Club now meets at the Harmonie German Club Canberra.

Address: 49 Jerrabomberra Avenue, Narrabundah, ACT 2604.

Phone: 02 6295 9853

Web:

<http://www.harmonieclub.com.au>

Directions: [Google Map](#)

MONTHLY FARKLE.



Going to the GS Safari or bush and need more fuel? Then maybe the Rotopax fuel & toolbox system is for you. See Altorider for details www.altorider.com & on You Tube:

http://www.youtube.com/watch?v=9X04aBgCa5I&feature=player_embedded#at=14



One for the VP! This foot-stand enlarger c/w 6' Para cord for those who cannot make one. And for those that cannot read the sign, it says 'REMOVE BEFORE FLIGHT'. See Cascade Cycle at <http://cascadecycle.com/stand%20guard.htm>



So you have run out fuel, wishing you had brought that 1200GSA; then freight your bike using Lock Straps. Before you ask, the straps are interwoven with stainless wire and carabiner includes tumble lock security. See <http://www.lockstraps.com/> for info.

CLASSIFIEDS

BMW/MCCACT 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.

BMW R1150GS ABS

Compliance plate says Nov 2001 and first rego'd in January 2002. She's only done 73k and has been serviced meticulously every step of the way. New gel battery fitted May 11. Tyres are Heidenau K60's. Front is at least 80% and the rear is probably 70%. Great tyres for gravel roads and a very good semi knob on bitumen. The bike is located in Tathra.



Accessories:

- Wunderlich low seat. (40mm lower than standard) Original seat available as an alternative.
 - Staintune collector box and muffler to make it sound better and go better.
 - Panniers colour matched to the bike.
 - Steering stop protector.
 - Bark busters to keep the cold off your hands.
 - Heated grips.
 - 2 accessory plugs and additional electronic speedo to assist navigation.
 - MRA adjustable screen.
 - Ventura rear rack (not fitted in the photos)
- Why am I selling? To make room in the garage for a new one! Price \$10,100 ***New Price***

Email me at richardsally@comcen.com.au for more pictures and information.

Richard Gallimore on 0429 051 123



G650 Xchallenge

9/2008 model, 3900km with 12m NSW redgo. Immaculate condition asking \$11000 but haggle with Ron on (02) 6496 3493 or 0412 626279.



G650 Xcountry

6/2009 model, 1330km (1st service completed) with 12m NSW redgo. Immaculate condition asking \$11000 but haggle with Ron on (02) 6496 3493 or 0412 626279.



Show Hal your current membership card to receive 10% off any purchase.



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