



Shaft Drive Lines

May 2013



What's On

- 26 May 2013, General Meeting, 0830 Lake Ginninderra District Park, Belconnen, ACT.
- 2 June 2013, Alternative Breakfast - The Terrace Café at the War Memorial.
- 8-10 June 2013, 44th Annual Alpine Rally, Yarrangobilly Homestead Snowy Mountain Highway NSW.
- 15 June 2013, Temora Air Show Ride, visit the Temora Aviation Museum.
- 21-23 June 2013, 28th Annual Casper Rally, Bummaroo Ford Camp Ground on the Taralga-Oberon Road.



SHAFT DRIVE LINES VOLUME 33, MAY 2013

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Cover Photo: Thilo Kobe's
F650GS at the start of the
Birdsville Track. T. Kobe

ABOUT THE CLUB

Meetings: For 2013-14, monthly Club meetings will start at 0930 on the fourth Sunday at different locations. The President will advise the location by email and on the Club's website <http://bmwmccact.wildapricot.org/>. Alternatively, you can contact the President directly at president@bmwmccact.org.au.

Membership: Membership forms are printed periodically in the magazine or can be downloaded from the Club's website <http://bmwmccact.wildapricot.org/>

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

- BMWCCACT: <http://autos.groups.yahoo.com/group/actbmwmcc/>
- ACTGravelsurfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

Activities: Club rides, social events and other organised events are listed on the web page <http://bmwmccact.wildapricot.org/>. The Ride Coordinator (rides@bmwmccact.org.au) and Social Secretary (social@bmwmccact.org.au) welcome suggestions and can be emailed directly.

The webpage <http://bmwmccact.wildapricot.org/> has the most current information. The Ride Coordinator and Social Secretary will email members reminders and late changes to events. Email is the principal means of communicating with Club members; it is up to you to ensure that your email contact address is up to date and mailbox not so full that messages don't get through.

You can update your personal details by logging on from the Club webpage <http://bmwmccact.wildapricot.org/>.

Charity Support: Profits from the Club's Kosciuszko Rally, held each October, are used to support a nominated charity. There was no profit in 2012.

PRIVACY OF CLUB MEMBER INFORMATION

The Club's Privacy & Spam policy is available on the webpage or on request.

SHAFT DRIVE LINES

Whilst the Editor has absolute discretion, the Club welcomes contributions to the Club's magazine 'Shaft Drive Lines'. Email is preferred 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 or compress their size to less than 200 dpi.

DISCLAIMER

Participants in BMWCCACT 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 from or 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 BMWCCACT 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.



BMW Clubs
International Council



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

PRESIDENT'S BANTER

Hi fellow members,

Well, what happened to the great weather, after the warmest April for decades, it seems that winter is here with full effect. The ride calendar also reflects the cooler conditions with fewer and shorter rides, but this does not mean that you cannot get out and enjoy a bike ride on your "Bavarian Masterpiece". Check out the "What's On" section of the Club's web site <http://bmwmccact.wildapricot.org/> and select a ride from the events calendar.

Still on the subject of events, the club will be meeting up with our Victorian friends for Christmas in Winter in Corryong at the end of June. I can recommend this weekend ride and full Christmas dinner, after going to Beechworth last year we all had a ball. And you can have a bit of fun with the Victorians; if you need some ideas just ask me. Planning is also well underway for the Oil Head Rally, look for emerging details in the web-calendar and this magazine – the club will need many of you to assist in making this event a success.

I, along with Jimbo, Ian Hahn and Dave Morgan attended the Blanket Run earlier this month and it is fortunate for the Salvos that we did, because many of the other regulars failed to show up. No Posties, no Action Bus drivers or orange-clad SES riders and numerous other regulars did not make it, with the result being that donations were well down on previous years. The Salvos provide much-needed community support and still need your donations to enable this task, so please think of them when you get their mail-out or answer the doorknock.

I am pleased to tell all those well-wisher's in the club that my wrist is getting back to normal and I am back riding, albeit, at a more cautious pace. So what did I do with the extra time at home? The GS was looking a bit untidy, so I gave it a super clean and had a look at the options if I was to sell it, after all it was coming up to the end of its ninth year. After a bit of negotiating, I became the owner of an as-new R1200R, complete with ESA, factory panniers and an Akrapovic pipe. The change from a GS to R means that I view all roads from a slightly different perspective, well-sealed corners can be ridden with confidence and speed, this bike has stability in spades, and unsealed roads are mostly avoided, but I do have a trail bike for that.

Ride safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

None this month ☹

CLUB MEETINGS

Club meetings for 2013 will be roving and held at 0930 on the fourth Sunday of each month, following a 0830 BBQ breakfast and before a ride decided on the day and leaving ~1000. The venue will be advised by email to members and on the Club webpage or contact the President president@bmwmccact.org.au.

You can find the next location here <http://bmwmccact.wildapricot.org/> and 'What's On'.

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CLASSIFIEDS

BMWWMCCACT members can advertise their BMWs and motorcycling related goods on the web page. Send your contact details, advertisement and picture to the web@bmwmccact.org.au. The Webmaster has the right to modify (for space not content), refuse or reject any ad without reason.

WHAT'S ON

Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to make way for other customers.

The Clubs webpage <http://bmwmccact.wildapricot.org/> and 'What's On' tab details Club rides and activities, as does the [Ride Coordinator](#) by email to members. Do not forget an article and pictures of your ride for the magazine! Send those to the [Editor](#)

Date	Detail	Contact
4 th Sunday each month	Club monthly meetings start at 0930 on the fourth Sunday at different locations. A BBQ breakfast from 0830 is available to members and visitors (\$5 for an egg & bacon roll and a coffee) beforehand and followed by a ride agreed on the day.	The President will advise the location by email and on the Club's website. Alternatively, you can contact the President directly at president@bmwmccact.org.au .
Riding events	The webpage http://bmwmccact.wildapricot.org/ lists Club riding activities and reminders emailed to members. If you are going on a ride and want company, then email the Ride Coordinator before hand with ride and contact details and he/she will send an email to members.	Contact the Rides Coordinator (rides@bmwmccact.org.au)
Social events	The webpage http://bmwmccact.wildapricot.org/ lists Club social activities and reminders emailed to members. If you are coming along or want to host a social event then email Social Secretary of your attendance (for planning numbers) or details of your event and he/she will send an email to members.	Contact the Social Secretary (social@bmwmccact.org.au)

MOTORCYCLES AND ETAGS

Garry Smee. Editor

Following last month's E-Tag story, club member John McKinnon provided an update from the NSW [MyRTA](#) website advising "Motorcycles: You can register motorcycle licence plate numbers on your E-Toll Tag account. Motorcyclists do not need to carry a tag."

This is good news, as in my experience our tag works ~50% of the time and having tried tank bag, jacket pocket and jacket forearm, even waving my arm overhead feverishly. My Google research suggested that whilst the RMS (ex-RTA) didn't require the tag, other toll road operators did (but would waive the administration fee). Go figure, well they don't weigh much or take up much room, so will throw mine in the tank bag.

NSW HIGHWAY PATROL ADVISORY

Some of you may have read in the mainstream media or online stories suggesting the NSW Highway Patrol are targeting bikes on our more popular twisty roads. For those that haven't it has been reported that a 4WD or other vehicle pulls out in front of a bike or group of bikes and then proceeds at a leisurely pace in the direction of travel, being an impatient lot, the biker(s) then pass on what is by now a double line road only to be pulled up somewhere down the road by the marked HP car. The ensuing discussion goes something like "you were seen and filmed overtaking on double lines whilst speeding. Take this infringement notice, thank you and please pay within 21 days". What started on the Old Pacific Highway has spread to Royal National Park (Heathcote) and Macquarie Pass so must be proving popular at the local traffic command level.

KINGS HIGHWAY CLOSURE, CLYDE MOUNTAIN

The Kings Highway slope stabilisation work will start on Tuesday 28 May 2013, weather permitting, and run for a maximum of five weeks. The Kings Highway will be closed to traffic from 8am each Tuesday and will remain closed until 5pm each Thursday during the five-week period.

The last closure will be on Thursday 27 June 2013, weather permitting.

More information is available from the NSW RMS [Clyde Mountain Slope Stabilisation site](#).

APRIL MONTHLY MEETING

Martin Robertson, R1200GS now R1200R

April's monthly meeting was held at Black Mountain Peninsula. The venue was changed at the last moment from Weston Park as the area was over-run with rowing competitors, making the barbecue's inaccessible. My thanks to Ian Hahn and Dave Morgan for doing a recce of Yarralumla on the Saturday. We had a good turn-up of 18 for the breakfast, rising to 22 for the meeting with 7 starters for the day ride. The next General meeting will be held on 26th May on the shores of Lake Ginninderra, please see the What's On calendar for details.

Cheers Martin



Following a breakfast of egg & bacon rolls washed down with the finest German coffee Aldi could buy. Steve the Club's Social Sergeant-at-Arms addresses the Club on correct eating etiquette to a chastened membership before outlining upcoming events including [Christmas in Winter](#) the joint function with the BMW MCCVIC.

BMW CLUBS AUSTRALIA ANNUAL MEETING

Garry Smee, Qantas 737-800 (for expediency only)
BMW MCCA ACT Delegate – Clubs Australia

BMW AG (aka Munich HQ) formalised its relationship with the various BMW international and national motorcycle (MC) and car clubs (CC) and here in Australia through [BMW Clubs Australia](#) (CA) more than 20 years ago. Clubs wanting to use BMW's corporate identity including the letters/word BMW or roundel or identify themselves with BMW are required to be members of these two umbrella organisations and comply with certain model behaviours. For us, this was the catalyst and requirement to change our club name and logo and provide copies of the magazine to BMW Group Australia and in turn BMW Group providing sponsorship to the club – in recent year's this has taken the form of Kosciuszko Rally raffle prizes. See; you should have gone along to your club's rally.

BMW Group also supports the BMW Clubs Australia annual meetings and in 2012 held on 28 April in Melbourne and attended by a representative from BMW Group, delegates from the seven motorcycle clubs (ACT, NSW, QLD x 2, Vic, SA & WA), nine car clubs and the CA International Delegate.



I won't bore you with the meeting in detail, but thought I would provide a dot point summary of my notes under the disclaimer that these are not the official meeting minutes and CA paid for my plane ticket and hosted the meeting.

1. CA Finances.
 - 1.1. These comprise a BMW Group grant of \$15 000 and Club contribution of \$1 per member or \$138 for BMWCCA in 2012. CA is non-profit and operating in the black, so all good there. CA also administers PESP (Principal Event Support Program) under which our Club can request \$500 BMW product at RRP based on our membership as a percentage of the CA total membership.
 - 1.2. BMW Group also provides \$2000 National Event Assistance to Motorcycle Clubs (even years) and Car Clubs (odd years). The Car Clubs used this grant in 2013 for the National Rally at Phillip Island over Easter. Note to Committee: look into this for 2014.
2. BMWCA Constitution.
 - 2.1. CA has been in existence for 20+ years operating under an informal constitution of sorts, custom and practice or shared understanding. In this time all clubs have incorporated under the various jurisdictions legislation for non-profit organisations. The importance being that incorporation provides indemnity to office bearers and members of properly incorporated associations.
 - 2.2. The BMWTCNSW delegate had commenced a review of the current constitution with a view to updating it for presentation at this meeting, however the Membership (ie: delegates to CA) held that formal incorporation be investigated. This has been taken as an action, and from conception will become as involved as our own clubs incorporation.
3. Motorcycle Club Membership.
 - 3.1. In 2011: 1914 and 2012: 1738 members in total indicating a slight decrease. Generally Clubs were stable but in trend terms numbers are declining. Some reasons put forward included changing demographics, perception that motorcycles were luxuries and post-GFC more so, splintering of riders / bikes / interests and general relevance. Interestingly, most Clubs are going / have been through a period of renewal that has for some been stressful and to visitors or potential new members potentially seen as a deterrent to joining.
4. Car Club Nationals @ Phillip Island, Easter 2013
 - 4.1. I am not aware of anyone going from our Club, but in general terms the entrants and sponsorship covered costs and the motorsport component (driving the track) was seen as an incentive to those attending. There was no 'timed racing', but following the Track Pace Car or racing without passing.
 - 4.2. The 'Nationals' are open to any member of Clubs Australia; although in this case there were no specific bike events.
5. Club Presentations. Each Club gave a 5-10 minute overview of their past and planned activities, issues and general commentary. Some of my noted points include:
 - 5.1. The CCACT have had the dealer pay for new owner membership, but find that those who take up the offer don't renew. They do have membership brochures at the Spares Counter and get ~5 new members PA from here. Suggesting the home mechanic might appreciate support from a Club?
 - 5.2. CCQLD find PayPal useful in facilitating payments and not just memberships; track days = participants = members (they are a motorsport focussed club); non-profit, meaning they put service back into the membership, and if you want to pay and not turn up, that's fine by them.
 - 5.3. CCNSW multi-year memberships work well, just don't spend all your money in the 1st year; they offer graduated driver training from L's to Motorsport, this encourages new members and holds on to them; the Club Committee moved to bi-monthly committee meetings, this attracted new interest as the perceived burden of committee and monthly meetings was reduced.
 - 5.4. MCTCNSW have public indemnity insurance under a joint (? TBC) policy with MCGC and MCOSA.
 - 5.5. MCQLD have 'Biscuit Rides' where members provide morning tea. What, and not go to Bungendore. Their operating costs including magazine almost equals memberships and only saved by those requesting e-mags.
 - 5.6. MCOCSA are finding mid-week rides increasingly popular (and some other Clubs as well) reflecting the Club's changing demographic to retirees and whilst not ideal can attract up to 25% of the membership.
 - 5.7. MCVic have (popular) informal Monday and planned Wednesday rides; they participate in social / community activities including Club Red (Blood Bank). They did throw down the collection bag to us with the comment *"well the ACT will never beat us for numbers", but on the other hand have 800+ members.*
 - 5.8. CCVic put a lot of emphasis on their Club website, maintaining relevance, freshness and currency; they use Facebook over the club website forum contrary to the MCVic whose experience is the club on-line forum was the preferred means of intra club communication; the Club subsidised some

event meals and training.

5.9. CCWA follow up non-renewals with a phone call / email; provided a smaller number of quality events vs. quantity and range of activities for all members.

5.10. MCWA hold 3-4 joint events per year with their local dealer eg: test rides and sausage sizzles; hold over night club rides that involve a 'cook-off' for meals with prizes for best meal, presentation etc.

5.11. General. Club memberships were in the \$50 – 75 range and reflected singles and families/couples/partners.

6. General Business

6.1. Public Indemnity Insurance (MCACT). Most Clubs had public indemnity insurance, and in the case of Shannons Autofest a requirement. NSWTC and OCSA are with OAMPS; some hold a licence with the Motorcycle Council Australia that includes an insurance component. Nobody was paying the ~\$2000+ quoted to us for the Kosciuszko Rally. There was a general view that an overall CA policy would be difficult given the different legal jurisdictions and risks.

6.2. CA Incorporation (MCACT). As discussed at para. 2 there was a divided view amongst members on this that included a power grab by BMW Group or Clubs Australia, formalising something that didn't need formalising and the inherent risk to officers of not being incorporated. The NSWTC delegate has updated the constitution and will work this against the pros/cons of incorporation. This will probably still be going in 2014.

6.3. Sharing of Newsletters (MCACT). In an online world was there a need to share 'paper' magazines given some did whilst others didn't amongst the Clubs. The general view seemed to be no, and given the BMW MCCACT post ours live, we have met the intent. There is a requirement to provide copies to BMW Group for review locally and by BMW AG. Post meeting I provided the BMW Group representative with web updates and links to our clubs magazines.

In closing, the meeting provided a general insight into our brethren Clubs against which we are holding our own but should not be lulled into a false sense of complacency. So why not get out riding and support your Club.

If anyone has any concerns, questions or would like more detail, please contact me at editor@bmwmccact.org.au

THE MONTHLY FARKLE

SNAP-ON Tools Knife Set for your kitchen

Available from [chopt92882](#) and others on eBay for US \$150 + postage.

The knives look okay; using the spanners may be tricky.



Fancy Accessory Really Kool & Likely Expensive.

All these products are included for member's information only; no product is endorsed or warranted by the BMW MCCACT.

CLUB IDENTIFICATION

Looking for a sticker of the Club logo for your bike or badge to wear? Small Stickers \$0.50, large ones \$1.00 and enamel pin badges \$5.00. Send an email to members@bmwmccact.org.au to arrange for pickup, delivery and payment.



ONE WORLD. ONE R 1200 GS.

The all new R 1200 GS makes light work of any terrain, transforming the toughest of challenges into pure riding pleasure. With its state-of-the-art water cooled engine and optional new Dynamic ESA electronic suspension adjustment, you'll find excitement wherever you go.

With its exceptional, free-revving acceleration and deep, rich sound, the engine offers an impressive response and an exhilarating ride. This Adventure bike is one experience like never before.

Contact Rolfe Classic for a test ride, or visit rolfeclassic.bmw.com.au for more information.

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rolfeclassic.bmw.com.au

LMD17000534



This year's GS Safari will be held around the spectacular Victorian High Country. This destination has been very popular among riders requesting it as one of their choice locations for the GS Safari to visit. The route will take in the very best Victoria has to offer within the high country region including Bright and Mansfield, to name a few.

What do I get for my \$625 (inc. GST) registration? Your registration covers the following inclusions:

<ul style="list-style-type: none"> • Welcome dinner with 2 course meal on Sunday evening 	<ul style="list-style-type: none"> • Farewell dinner with 2 course meal and drinks, event prizes and awards and evening entertainment
<ul style="list-style-type: none"> • BMW GS Safari event T-shirt 	<ul style="list-style-type: none"> • Motorcade after-noon on Sunday after registration - we've organised for us to watch the race on the big screen at the hotel.
<ul style="list-style-type: none"> • BMW GS Safari event DVD 	<ul style="list-style-type: none"> • Personalised BMW GS Safari registration tag
<ul style="list-style-type: none"> • 2013 BMW GS Safari motorcycle decal 	<ul style="list-style-type: none"> • Pre-Safari Courses Motorcycle Inspection
<ul style="list-style-type: none"> • Facilitating mandatory accommodation bookings & optional service bookings (ie. bike transport, rider training, tyres, activities, etc) 	<ul style="list-style-type: none"> • Through the event mandatory luggage transport
<ul style="list-style-type: none"> • BMW Safari technical support on track, in the trailer and on bike technical support 	<ul style="list-style-type: none"> • BMW Safari Tyre Support team
<ul style="list-style-type: none"> • BMW Safari event technical support 	<ul style="list-style-type: none"> • Pre-planned and arrowed routes coupled with daily route maps that include general information on fuelling options, road warnings, tourist information and suggested activities each day.
<ul style="list-style-type: none"> • GPS file of planned route to upload into your GPS unit (Garmin GDB files will be provided; these can be converted if required). This will be available approximately 1-2 weeks prior to event. 	<ul style="list-style-type: none"> • Regular Safari News emails and Facebook updates leading up to event

Please note: the event registration fee does not include any out of pocket expenses such as fuel, bike transport, tyres, accommodation, food and drinks (other than that included above). They are the participant's responsibility. Please note that the BMW GS Safari is only open to BMW solo riders who intend to ride a BMW GS motorcycle (or equivalent, with an acknowledged and recognised off-road capability). Other motorcycle brands will not be permitted to attend the event. Due to the off-road nature of the GS Safari pillion riders are not eligible to attend.

2013 Registrations are now open. Check out the web page here:

<http://www.bmwsafari.com/category/gs-safari-news>

Australian Red Cross **BLOOD SERVICE**

Feel like donating blood? Well the Red Cross Blood Bank is happy to accommodate you, just call them on 13 95 96.

As at 8 May 2013, Club Members have donated 7 times saving 21 lives. From more than 100 members, we should be able to improve on this through 2013.

The Victorian Club are not much further ahead, so we should be able to set a challenging pace.

For more information go to the Red Cross Donate Blood webpage
<http://www.donateblood.com.au/>

Organisation or group: * BMW Motorcycle Group/Club

State: All states

ADVANCED SEARCH

STATE	MONTH TO DATE (MAY)	YEAR TO DATE (2013)	NUMBER OF LIVES SAVED
Australian Capital Territory	0	7	21
New South Wales	0	0	0
Northern Territory	0	0	0
Queensland	0	0	0
South Australia	0	0	0
Tasmania	0	0	0
Victoria	3	38	114
Western Australia	0	0	0
NATIONAL TOTAL	3	45	135

ALL STATES



ADVENTURE RIDER GATHERING, DELEGATE NSW 11-12 MAY 2013



Once again, the ST shows the GS riders its disdain to the overnight frosts of autumn.

Garry & Jane Smee, R1200ST

Own a GS or GSA and want to do more than ride to the croissant shop? Then have a look at www.ADVrider.com and tab to the Australia forum. The global online forum's NSW and Victorian adventure riders recently got together at the Delegate Hotel NSW. A clash of calendars meant Jane foregoing her recent mother's day pilgrimage to the Loaded Dog Rally at Tarago for a trip to Delegate and avatar spotting. Jane had scored a room at the inn, making an evening of eating, drinking and storytelling all the more enjoyable without the icy crunch underfoot and walk to the tent. Whist our run south was straight, Sunday's return was a more leisurely ride ☺ on bendy but icy, wet and shadowed roads via Candelo and on to Bega, Batemans Bay and up the Kings Highway home. I could've print a photo, but for those riding through Moruya we can recommend the fish 'n' chip shop adjacent to the [Air Raid Tavern](#), the fish was cooked fresh and generously portioned. A great weekend of riding and minimalist adventuring.

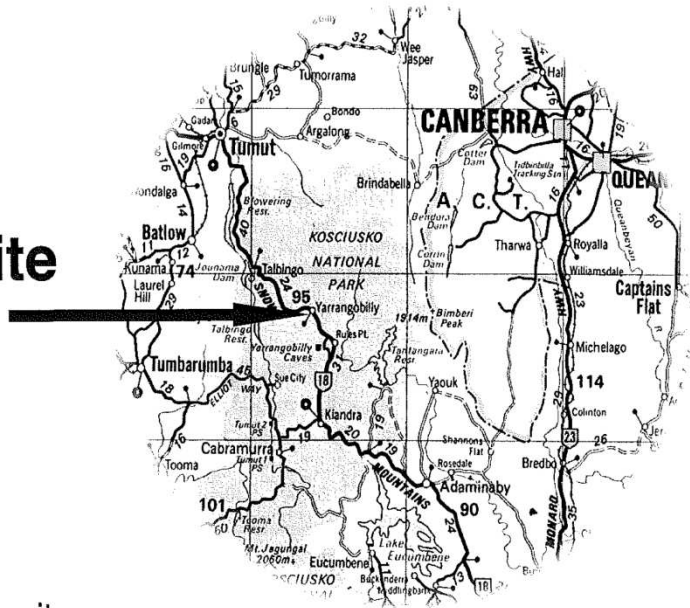
Alpine Motorcycle Rally no 44

Australia's longest running rally • Since 1969

**Queen's birthday — June long weekend
8–10 June 2013**

- All motorcyclists (no cars please) are invited to be a part of this rally on the banks of the Yarrangobilly River next to the Snowy Mountains Highway.
- Ride to Yarrangobilly Caves thermal pool on Sunday for a bath.
- Please don't forget to bring some olde memorabilia to share with us all.
- This year's presentation will be 9 am Sunday.
- The usual activities will be experienced.
- Also let's try & encourage our younger generation to attend this & other rallies so we don't lose our tradition, therefore the three youngest riders under 22 years of age will have their entry fee refunded (or free on the day).
- **Rally cost:** \$16 prepaid and \$20 on site.

Rally site



Prepaid entries close Monday 27 May 2013

Please send details to:

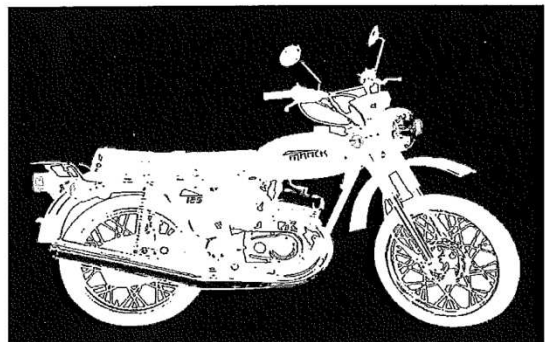
Henning Jorgensen
4 Stephan Ct
Sommerville 3912

For more details, please phone —

Phil p: 03 5765 2204 or m: 0406 381 247

or Henning m: 0457 034 488 or e:hpj333@gmail.com

No responsibility will be accepted by the organisers or land owners
for any loss or damage to persons or equipment





2012 OFF CENTRE RALLY, BRAMWELL STATION FFNQ; PART 2: GETTING HOME

Garry Smee, R100GSPD

"There is *nothing* so lonesome...as a pub with no beer." Or so the song goes.

Well there is...waiting at the Ingham bus stop at 0330 in the morning. Part 1 of my story published in a previous edition of Shaft Drive Lines involved Rob (R80ST/GS hybrid and member of the BMWTCNSW) and I riding from Canberra to [Bramwell Station](#) (P on the Google Map link) for the 2012 Off Centre Rally before heading on to Cape York and the 'Tip'. For those who haven't ridden there yet, the return trip at least to Cairns is much the same but after 800+km of dirt; it didn't seem so bad coming back! Having spent some R&R in Cairns, Rob and I headed south and home, riding through to Ingham FNQ.

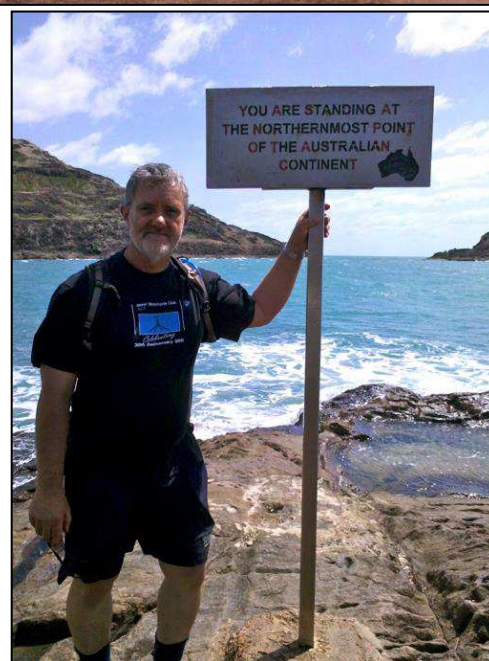
Leaving Ingham, the bike decided not to find third, fourth, fifth or in fact any gear...causing me to coast to a halt. Okay, I could find neutral but not much else, and only then by kneeling beside the bike and joggling both rear wheel and gear shift. With Rob now alongside, I unloaded the bike and by jiggling the wheel and gear shift, finally found second gear.

Our options included pressing on to Townsville (~90km), having seen all Ingham had to offer on a Saturday afternoon, or return 20km to Ingham; as at least it was a town. Ingham it was and finally made we parked on the main street; whilst considering my options a local pulled up on his immaculate R1150GS along with a few other post-OCR riders. The local [Herbert Valley Motel](#) was recommended and duly taken to further consider my options and what was by now a very unhappy motorbike. Given the engine idled fine, clutch worked and rear drive turned smoothly and without strange noises all pointed to an internal gearbox failure of some kind. So no more riding for me.

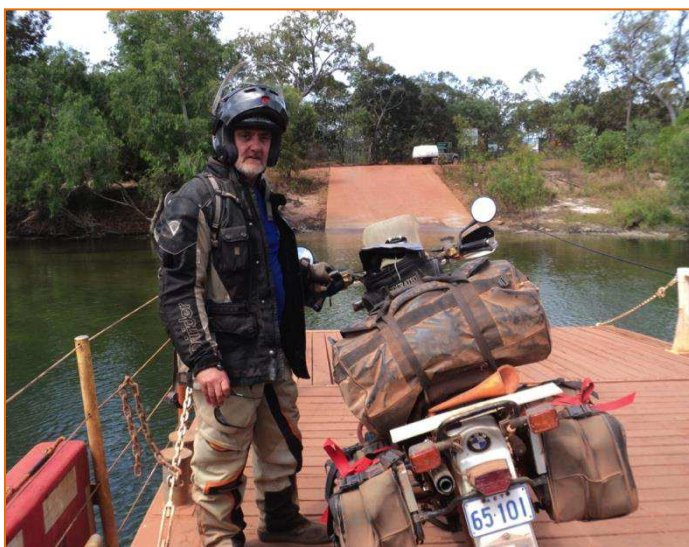
Rob offered to stay for that night until I resolved an action plan. This called for a trip to town and [Lees Hotel](#), apparently the pub made famous by Slim Dusty and basis for the song and further motorcycle investigation cancelled for the evening. The next day, I awoke to a still weeping gearbox and pools of pungent smelling gearbox oil ☹.

Rob offered to wait on, but with my encouragement he left in the morning meeting up in the following days and joining the earlier met OCR riders for a varied ride down and inland from the coast to Canberra and home.

I was left with a day pondering what to do next; hire a Ute one way for ~\$3500, ahh no or road freight from Ingham? With not much happening in Ingham on a Sunday, I resorted to the iPad having carted it from Canberra to Cairns looking at options, when Jane put me in touch with an ADVRider inmate who owns a motorcycle freight business based in Cairns. A combination of forum messaging, texts and emails through the afternoon soon had the bike sorted; pick up from Ingham and trucked home to Canberra for \$690.



Probably the most photographed sign in Australia?



Jardine River Ferry. You only have to pay one-way.



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(L) Saturday afternoon, it is only a small leak – let us go to the pub. (R) Later that night and lots of paper towel. Rob this is starting to look serious, I think you should press on and the bike and I make separate arrangements.

My trip planning was far easier; a \$40 Greyhound Bus from Ingham at 0400 to Townsville and Qantas from Townsville to Canberra using FF points & picked up by son Mitchell and home by 1030 one week early.

Whilst possibly cheaper than the planned riding, accommodation, pubs and petrol it was not as much fun.

The PD arrived home 8-days later having stayed a couple of extra days locked up in the Motel owner's private garage via Brisbane and Dubbo and interconnected national network of motorcycle carriers.

Having brought the PD on the basis that a lot of things could be fixed by the competent home mechanic, then why not start off with a gearbox. Allegedly you can rebuild a gearbox on the side of the road, but having now done one, the garage is the better option.

I won't bore the reader with all the detail in overhauling a gearbox and for those so inclined, detailed and very informative step-by-step instructions can be found here <http://jhau.maliwi.de/mot/gearbox.html> and <http://www.largiader.com/articles/circlip/> and for some of the special tools required Cycle Works in the USA <http://www.cycleworks.net>. The various parts came from Rolfe's in Canberra, Motobins (UK), Munich Motorcycles (WA) and everything else from eBay; where else. How did we survive before the Internet?

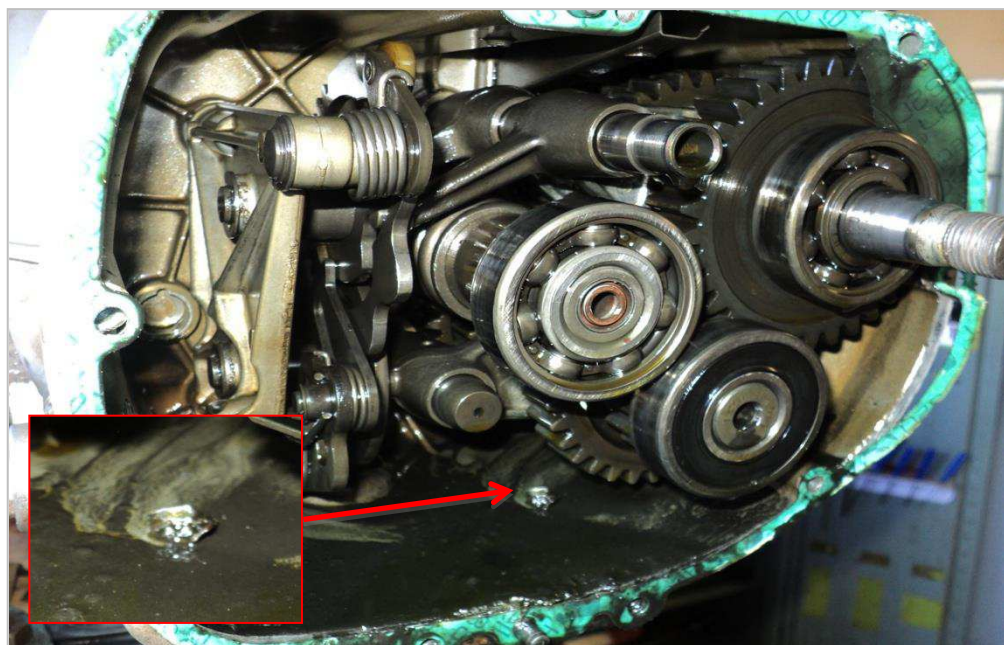
The gearbox removal and dismantling was quite easy; you could almost say it fell apart and it did! When you have a paralever apart, it soon becomes apparent that the German engineers asked a lot of a simple ball bearing when it comes to the combination of radial load and axial thrust put on the output shaft non-drive bearing.



Not quite the triumphant return from Cape York that the bike and I had in mind. However, we were now reunited; now off (out) with the gearbox. Easy enough.

Combined with the relatively high angle of movement in the shaft, inevitably means a gearbox rebuild will be required by the PD owner at some point. Google 'paralever gearbox' and sit back.

This can be in as little as 20 000 kilometres or up to 80 000km on some web pages. By comparison my 1981 R100RS had 120 000kms and never had a hint of a problem.



For those that haven't clicked off to and back from Anton Largaider's page yet, in the quest to improve profits BMW removed a small circlip from the output shaft that holds the 5th gear in place and spreads the axial load; whilst this must have saved money, not at the expense of the gear pushing off the shaft and into the bearing and gearbox end cover. Something that worked for 40 years and removed for ~5 years, was eventually reinstated, but not in my bike though. Given the gearbox had been rebuilt shortly before my buying the bike, I was disappointed that a readily known and

I couldn't find this part or its mates in my Haynes manual or online as to what it did or does. So thought I would take it out as unnecessary weight.

easily fixed problem – cut a groove and fit the circlip, had not been done or offered to the previous owner. Fortunately, a work colleague has a lathe at home and offered to cut the necessary groove for me and paid for in wife chocolates.

The other anomaly was the random placement of gearbox shims; in my case shims placed on either end of some shafts and not on others. When it came to measuring final shims for installation before closing the gearbox I found significant discrepancies; so the engineers mantra of just because it is there, doesn't mean it is right comes to the fore.

The wait between researching, dismantling, cleaning and ordering of parts and then waiting for them to arrive left me with too much free time.

I had previously acquired a BMW F650GS off eBay, whilst waiting, that Mitchell had been riding but under advisement was told it was no good and had stopped riding. Free use of a dual purpose all round bike that you only had to pay to put fuel in; well okay?

Josh and Michael at Rolfe's helped me out as I had a 650 not being ridden and they had a new-demo F800GS surplus to Rolfe's requirements so we came to an arranged swap.



The BMW 7+ 5-speed gearbox's moving parts. Clutch output GB input is the bottom left and drive shaft output top right. Not too bad, but that output shaft non-drive bearing (top left) does not look to good. If all those loose balls make lubricating them easier, then why are the other bearings different?

Where are my parts? Not here yet, well then lets farkle the 800 instead. You guessed it, back to eBay I went. That's a story for another edition.

Over the next few months all the R100GSPD parts and supplemental tools arrived from all points and were duly assembled in the garage.

The gearbox's assembly was pretty straight forward as is shimming theoretically. But actually measuring what shims were required took several goes using a range of measuring equipment. My \$10 free post eBay digital micrometre was not quite the bargain I thought it was and required a more technical looking & accurate replacement. I can now poke out eyes to 0.001mm accuracy and in any case who doesn't need more tools?



(L) Okay measuring the clutch end bearing housing depth was easy enough; (R) now the output shaft end with shafts in place... that was a different, but shimming does matter! As it is/was doesn't mean it's right.



I could hide the 'new' tools but had to explain the constant supply of e-parcels. Fortunately, Jane hasn't realised or chooses to ignore three motorbikes collectively costing more than a new 4WD. But dear, I still only have half of the garage.



Okay, 1, 2, 3, 4, 5, ping...what was that? 1, 2, 3, 4...why are there a different number of balls this time?

The gearbox was eventually back together and even changed gears, at least on the bench, so I felt suitably pleased. Next came putting it all back together, replacing all the other the bits and pieces that were showing signs of 22 years use and generally tidying up the not-often-seen parts of the bike.

Adjusting the swing-arm bearings, final drive and getting all the other parts back together came along nicely. The hardest part of all was trying to get the new rubber boots between final drive & paralever and gearbox to swing-arm back on and secured.

Finally the PD was all back together and test ride called for. This went well and dare I say changing gears appears smother and more certain than before – or is that only an impression?



A free plug with thanks to the Herbert Valley Motel who offered to lock up the bike until it was picked up.



Ingham intrastate Bus Stop is the happening place at 0330 in the morning.

As I write this, my post test ride rebuilt gearbox is again leaking oil. My new found mastery quickly had the bike apart again, to identify this new leak and its source, initially thought to be a torn rear main seal. At this time, it's not that or hidden behind the drive shaft flange. However, given the bike was riding well without vibration; this is a work in progress and left for another magazine or I start carrying 80W/90 oil.

IMPROVING MEMBER RIDING SKILLS

Good News. Your Committee has continued this into 2013

One of the Club's objectives is to improve club members riding skills. In recent years, the Club has sponsored and organised rider skills training and motorcyclist first aid courses. This year the Committee has adopted a different approach where you book, pay and attend a selected rider training program and on completion present your 'certificate' to the Treasurer who will reimburse you \$100 off the course cost. Sorry no reimbursement for travel, accommodation, meals or entertainment: only the training course.

The Committee has approved the following training providers and courses. If you find another one, please send the details to the Committee@bmwmccact.org.au for consideration.

- Stay Upright ACT @ Sutton, <http://www.stayupright.com.au/stay-upright-act-0>
- Academy of Off Road Riding @ Nelligen, <http://www.academyofoffroadriding.com.au/adventure-bike-courses/>
- Top Rider Motorcycle Rider Training @ Marulan, <http://www.toprider.com.au/Pages.asp?PageID=42> (occasionally in Canberra, check the web).

In anticipation of the massed enthusiasm, for 2013 the subsidy has a 20-member course cap. We will keep you up to date on where we are at and if you are concerned please email the Treasurer@bmwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMWMCCT Inc. Yes, we will check.
- You must book, pay and attend a course with one of the 3 rider training organisations listed above.
- You, having successfully completed your course send a copy of your certificate to the Treasurer@bmwmccact.org.au with your contact email and bank details who will reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2013 to March 2014 AGM.

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ALTERNATIVE BREAKFAST AT THE MOON ROCK CAFÉ

Martin Robertson, R1200GS

Our alternative breakfast for May was the Moon Rock Café at the Canberra Deep Space Communication Complex, Tidbinbilla. The café team were kept busy producing coffees and big plates of bacon and eggs for the dozen or so hungry club members. Following our brekkie chat, our editor and CDSCC staff member, Garry Smee, led several of us on a tour of the complex. Garry has shown club members around before, but I would never pass up the opportunity of seeing the various communication dishes and associated control equipment and people in action. We got to check out the hydrogen masers & atomic clocks that set the timing for all the stations activities and communication links plus a walk out to the newest dishes to watch the almost imperceptible movements as they follow a distant spacecraft or planetary rover. Our thanks to Garry for his time and efforts to show of this remarkable facility.



OIL HEAD RALLY – 10TH & 11TH AUGUST 2013

Martin Robertson, R1200GS

All owners and enthusiasts of the R1100, R1150 and R1200 bikes are invited to celebrate the 20 years of production of BMW's oil-cooled boxer motor. Nobody would have predicted the success of this series of machines when the first R1100RS rolled off the Berlin-Spandau production line in March 1993. The production of all models has made the oil head BMW's most successful bike series with a total production approaching 700,000 machines.

The BMW MCCA CT Oil Head Rally will be held on the weekend of 10th and 11th August with rides around the district with raffles and prizes for the oldest machine, best presented, longest distance travelled to the rally and many others.

Contact the Club President, Martin Robertson at president@bmwmccact.org.au for more details.



Smooth out your ride
We've got you covered.



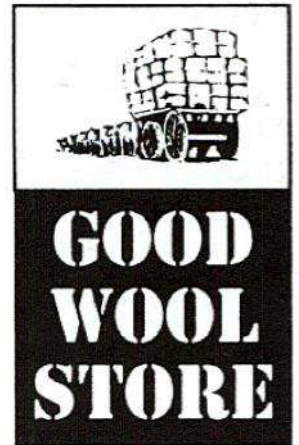
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THE EDITORS FILL

Wanted: Pictures of Members, their bikes and their trips during 2013 for the Magazine and Christmas Party. Send them and articles to the Editor@bmwmccact.org.au with captions and photographer credits.

Hi Riders,

Autumn is with us and the riding is hotting up! The Club's calendar is full of rides, and the monthly breakfast, meeting & ride are proving increasingly popular. I know that Ride Coordinator Dave is keen to get on to raking up the autumn leaves around his house, so if you feel like picking the destination and leading off the ride – then let him know. That's all there is to organising a ride, so why not give it a go.

My recently battered F800GS is in the process of getting repaired, and for me it can't be soon enough. In the mean time there are still plenty of ST and PD roads yet to be ridden, although the PD is being stubborn.

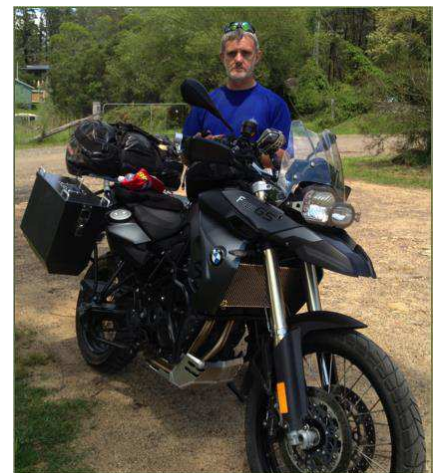
The Club's annual joint weekend with the BMWCCVIC is fast approaching; see the booking slip elsewhere in this issue. President Martin is working on our Oil Head Rally to celebrate 20 years of BMW's most popular engine variant to date and is looking for assistance; why not you? And later this year the Club's Kosziouško Rally is in the planning stages. With subsidised rider and first aid training on offer, plus the regular club rides there is no reason to park the bike this winter.

That's my fill,

Garry Smee,

Editor@bmwmccact.org.au

BMW Clubs Australia Delegate



**CHRISTMAS IN WINTER -
LEGENDS ON HANSON, CORRYONG**Saturday 29th June

Hosted by the BMW Motorcycle Club Victoria



Come, join us at Corryong for Christmas in Winter, and share a fun-filled weekend with our friends from the Victorian Club. Beautiful Corryong is the home of the Man From Snowy River, Jack Riley. Situated in the beautiful upper reaches of the Murray River, the backdrop of the Snowy Mountains makes it picture perfect. Getting there and back on terrific roads just designed for motorcycling fun is only half the story of a fun-filled weekend. We have the option of travelling there and back on many different routes. Some take us up either side of the High Country or even straight over the top of it. We'll be dining at Legends on Hanson and accommodation options are wide and varied. Reservations are already made at the Mountain View Motel (ph 02-6076 1766). Just ring Fiona and tell her you are with the BMW group. She will look after you. Alternatively, there are many other accommodation options. For more information on accommodation, go to the following websites:

- www.corryongcountryinn.com/
- www.stayz.com.au/accommodation/vic/wine-high-country/corryong

Check it out and book your own accommodation early to avoid the disappointment of missing out.

The dinner at the Legends will be \$40/pp. The registration form is below. Please register early to facilitate arrangements. **Final "cut-off" for bookings is Sunday, 16th June.**

Registration Form

(to be received by Social Secretary by Sunday 16 June)

Dinner only \$40 per person.

Name: _____

Membership No. [BMWMCCTACT]

Phone: _____

No. attending: _____

Amt Paid \$_____

Email address: _____

Payment can be made by cheque, credit card or direct deposit. Please include email address below for receipt.

Credit card: Visa..... Mastercard..... Name on card.....

Card number:/...../...../..... Expiry date:/.....

Direct deposit can be made to a/c name; BMWMCCTVIC Inc., BSB 063 000, A/c 0080 4344.

Description to be "Xmas, your surname, BMWMCCTACT"

Cheques can be made payable to **BMWMCCTVIC** and posted to, **Treasurer, PO Box 2298, Richmond South, Vic 3121.**

Cut off date for registrations are Sunday 16th. JuneFor more information contact Jack Schmidt on 0414 460 295 or email to socialsecretary@bmwmccvic.org.au



BMW Motorcycle Club
ACT



To:

From: BMW Motorcycle Club of the ACT Incorporated

PO Box 4042 Weston Creek ACT 2611

