

BMW Motorcycle Club
ACT



Shaft Drive Lines

March 2014

What's On

- 6 April, Alternative Breakfast, Boorowa Hotel (yes they do breakfast), Boorowa
- 12-13 April, Overnight Ride to Orange, NSW
- 24-28 April, Murrumbidgee River Run
- 7-9 June, 45th Annual Alpine Rally, Brindabella

**Your 2014-15
Membership is now overdue!**



ABOUT THE CLUB

Meetings: Club meetings will start at 0930 on the fourth Sunday each month at different Park/BBQ locations across the ACT. The President will advise the location by email and on the Club's website <http://bmwmccact.org.au>. Alternatively, you can contact the President directly at president@bmwmccact.org.au.

Membership: You can apply to join the BMW MCCA ACT online at <http://bmwmccact.org.au>

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

- BMW MCCA ACT: <http://autos.groups.yahoo.com/group/actbmwmcc/>
- ACT Gravel Surfers: <http://autos.groups.yahoo.com/group/ACTGravelSurfing/>

Activities: The 'What's On' web page <http://bmwmccact.org.au> details Club rides, social and other organised events. Members can email suggested rides and social events directly to the Ride Coordinator (rides@bmwmccact.org.au) and Social Secretary (social@bmwmccact.org.au) respectively.

The Club's webpage <http://bmwmccact.org.au> 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.org.au>.

Charity Support: Profits from the Club's *Kosciuszko Rally*, held each October, are used to support a nominated charity. Unfortunately there was no profit in 2013 due to low numbers.

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
BMW MCCA ACT
PO Box 4042
WESTON CREEK ACT 2611

For emails, do not embed pictures or compress their size to less than 200 dpi.



Cover Photo: Piccadilly Circus, Brindabella's waiting for the group to re-group.
G.Smee

BMW MCCA ACT INC. RISK STATEMENT

Participants in BMW MCCA ACT 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 BMW MCCA ACT Incorporated, 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.

CLUB MEETINGS

Club meetings for 2014 will be roving and held at 0930 (or 1230 in winter) on the fourth Sunday of each month, following a 0830 (1200) BBQ breakfast and before a ride decided on the day and leaving ~1000 (1300). 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.org.au> and 'What's On' tab.

CLASSIFIEDS

BMW MCCA ACT members can advertise their BMWs and motorcycling related goods on the Club's 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.

CLUB IDENTIFICATION

Looking for a sticker of the Club logo for your bike or metal 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 payment, postage or pickup.



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PRESIDENTS BANTER

Hi fellow members,

The Club's AGM has just been held and we now have a new committee to manage all our events and finances for 2014. All positions have familiar faces from last year. Our thanks go to two retiring members, Alan Walsh, our highly skilled Web Master is stepping down after establishing a comprehensive web-centric application to manage the membership and communications with you all, and Dave Morgan is taking a break from the vital role of Rider Coordinator. Dave has been very energetic in planning, and usually leading, numerous rides over the past two years. I am sure I speak for all members in thanking Dave for planning numerous innovative rides, backed-up with interesting historical insights. Garry Smee has put his hand up to take over from Dave after four years as our magazine editor. Many thanks to Garry for producing such a comprehensive and informative magazine that has few peers in the motorcycle club circles.

As nobody has volunteered to take up the Editor position, Garry will continue to build the next few online issues until we can find a replacement – contact Garry or myself if you are interested in this vital role. I will become apprentice web manager with Alan as my help desk support. Garry will continue as our Clubs Australia representative and is taking the lead in organising the *BMW Clubs Motorrad Rally 2014* at Lake Cargelligo in October.

Several proposals were put to the vote, and all carried, at the AGM. Probably the most useful was the decision to purchase an emergency tracker/beacon for use by members on trips. Details of the capabilities of the Spot can be found here <http://www.findmespot.net.au> but please be patient until we work out the terms and conditions of use.

Lastly, I suggested last month that we were entering the best riding time of the year, unfortunately the weather has been uncooperative, so unless you like riding in the rain, not a lot of trips have been undertaken. But the Weather Bureau says drier times are coming, so with fingers crossed, I will see many of you on the next few events.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

None this month ☹

We look forward to meeting you on a ride or at a Club event

WHAT'S ON

Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](http://www.thymes33.com.au) 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.org.au> 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.org.au lists Club riding activities and reminders emailed to members. If you are going on a ride and want company, then email the Ride Coordinator beforehand 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.org.au 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)
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BMWCCACT 2014 AGM

For those that missed the AGM and cannot wait for the Minutes in 2015, here is a run down on who stood for what and was voted in in a landslide of democracy for the Club Committee 2014-15:

President	Martin Robertson (continuing)
Vice President	David Prest (continuing)
Secretary	Dennis Littame (continuing)
Treasurer	Bob Ellison (continuing)
Public Officer	Steve Hay (continuing)
Ride Coordinator	Garry Smee (new)
Membership Secretary	Bruce Barter (continuing)
Editor	Garry Smee (interim)
Webmaster	Martin Robertson (new)
Social Secretary	Steve Hay (reappointed)
BMW Clubs Australia Delegate (appointed position)	Garry Smee (reappointed)

The Club Constitution and 2014 Financial Statement that was voted on is on the webpage.

BLUE WATERHOLES RIDE 1-2 FEBRUARY 2014

David Morgan, R1200GS

Given the hot weather we'd had and with more on the way, Editor Garry's suggestion of an overnight ride up to Blue Waterholes in the Kosciuszko National Park high country, including a swim at the end of the ride, seemed the most appropriate way to spend the forthcoming weekend. So, departing from our start point at Rolfe BMW Motorrad, Phillip, were Garry Smee (F800GS), Simmo Jaatinen (F800GS), Andrew Lombe (F650GS), Martin President (Husqvarna 630) and your correspondent. Getting away at 8:45AM, *El Presidente* Martin took us via the scenic option to Piccadilly Circus via Uriarra Crossing - no doubt demonstrating that his BMW-designed Husky was more than capable of heading up a clutch of BMW-badged machines. After a brief re-group/photo-op, we continued on into the Brindabella valley, then out along the Brindabella Road towards Tumut. At about 24.5 clicks past the bridge over the Goodradigbee River, Brindabella valley, we turned off the Brindabella Road, left into Barnetts Road. Initially, Barnetts Road took us S through cleared forest, before entering the forest again. The shade provided was welcome too, as the heat of the day was building.



Barnetts continued into Bramina Road, which provided pleasant riding through the forest. Rounding one bend, into the morning sun, we found what at first seemed like a sharp edged object running across the road. Hitting the anchors and skidding into it, it turned out to be a piece of

conveyor belt rubber, evidently placed to assist with control of erosion.



Andrew, Simmo, Martin & Garry. Cameraman Dave Morgan

The ride continued through the forest to end up at Boundary Road, where took a right turn towards the National Park. The water bars gave the bikes suspension some exercise, resulting in the R1200GS bottoming out at one point & sending a sharp metallic jolt through bike & rider. Later inspection revealed that the right-hand side bush bearing and part of the pivot bolt of the centre stand had parted company from the bike. From Boundary Road we turned left onto Broken Cart Track, which marked our entry into Kosciuszko NP. Taking a short break where the track crossed the Broken Cart Creek, a couple of the team took the opportunity to replenish their water supplies in the clear water of the creek.



After a short burst along the Broken Cart Track, we made Long Plain Road and then the turn off to the Blue Waterholes Trail. Eight clicks later we'd made the Blue Waterholes camp ground. Finding a handful of other "tin-top" campers there already, occupying the shadier spots, we elected to camp in the vicinity of the horse hitching rails, beyond the main camp area. With camp established, it was time for a cooling dip in the Blue Waterholes of Cave Creek themselves. As expected, the refreshing waters of Cave Creek made as if they had a short cut from Antarctica direct to the Creek. It was mighty cold. Nonetheless, after we'd all taken a quick plunge below the



waters and had sat around in the shallows "chewing the fat", we made our way back to the camp.

At one point eagle-eyed Garry spotted a platypus in the creek, going about its business & disregarding our presence on the bank. The remainder of the day was spent relaxing around the camp, sharing stories, with bottles of wine and other aperitifs appearing from panniers, backpacks et cetera.

Although the weather report for Cabramurra stated that the overnight low would be 18 deg C that was clearly the case at Cabramurra. However, at Blue Waterholes, the temperature got way south of that forecast, with something like 8 deg C being more like it. The next morning, after a morning brew to get the system started, we packed up and headed back along the trail to the old Coolamine Homestead historic site. At the homestead, we checked the buildings and marvelled at the determination of the early settlers to this region to carve out a small piece of civilisation in this rugged portion of the Australian bush. After taking the obligatory photographs & conscious of the worms eating away at some of us, that breakfast was still an hour away at Adaminaby, it was time we were back on the bikes.





The source of the Murrumbidgee, so close but for a locked gate.

Arriving at the junction of Long Plain and Blue Waterhole tracks, I took a short detour of 1700 metres to where the Peppercorn trail crossed the Murrumbidgee River. The crossing was gated, but my intention was to recon the location for our Murrumbidgee River Ride in April. Of course, the crossing was gated off, so the future prospect of riding to the actual source of the Murrumbidgee at Peppercorn Hill was a non-starter.



*Exploring is hot work and rewarded by a cool dip in the creek.
(L-R) Simmo, Correspondent Dave, Andrew and Martin.*

Heading back to Long Plain Road, we had an uneventful ride S to make the Snowy Mountains Highway, seeing quite a sizeable herd of brumbies along the way. Turning left at the SMH we had a pleasant run to the Bakehouse at Adaminaby, where we caught up with Simmo who had gone on ahead of us. After breaking our fast, we headed home via Shannons Flat, the Bobeyan Road through Namadgi NP, and Tharwa. Upon reflection, an excellent weekend camping trip, in good company, combined with the best bikes in the business.

A Google 'Way Point' Map of the Route is here -
<https://www.google.com.au/maps?saddr=2+Botany+St,+Phillip+ACT&daddr=Eucumbene+Drive+to:Uriarra+Rd+to:Brindabella+Rd+to:To:Brindabella+Rd+%40-35.293864,148.552788+to:-35.337897,148.588253+to:-35.390502,148.645001+to:-35.459036,148.598945+to:-35.530412,148.623666+to:-35.600264,148.615065+to:-35.623017,148.682994+to:-35.593634,148.60999+to:-35.58976,148.601514+to:-35.720882,148.531246+to:-35.996588,148.774179+to:-35.998277,148.790202+to:-35.922394,148.949761+to:-35.50961,149.06913+to:->

For those that wondered, Google Maps does not shorten waypoints.

The principal purpose of this ride and location is to present BMWTCNSW member Dave Barlow with his brand new BMW System 6 Helmet, the major raffle prize donated by BMW Group (Australia) at our Club's 2013 *Kosciuszko Rally*. Come along for the ride and overnight accommodation or return to Canberra on the same day. Another reason why you should make it along to this year's *Kosciuszko Rally* 11-12 October 2014 at Geehi.

MOTORRAD NATIONAL RALLY 4-6 OCTOBER 2014

Australia
Motorrad Rally 2014



The Club is hosting the *BMW Clubs Australia Motorrad National Rally 2014* at Lake Cargelligo NSW over the October long weekend. Lake Cargelligo is an easy <450km ride from Canberra and centrally located for our fellow BMW Motorcycle Clubs to attend whilst offering a range of accommodation options to the intrepid rallyist.

Keep an eye on *'What's On'* and pencil this ride in your calendar.

Garry Smee, Recent recipient of odd tyre wear and flat tyres

After many years of not having any tyre issues, I have recently had some odd tyre wear and whilst travelling to the *Cold Flame Rally* two flat tyres. RC Dave Morgan has promised a rally report including my enforced stop on the Monaro Highway both before and after Berridale – thanks for the help and companionship.

Sue Morgan had also suffered an odd wear pattern during Dave and her WSBK travels and enjoined much technical discussion as to its cause.

Our esteemed Club President whilst taking a break from riding has passed on this informative article on motorcycle wear patterns. Whilst written in the US vernacular it does make very good and valid points in explaining tyre wear.

The webpage is here: <http://www.rattlebars.com/tirewear/index.html>



Sue's R1200R Rear Scuff Mark

THE EDITORS FILL

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

Hi Riders,

After 3+ years in the job, this was to be my last edition of *Shaft Drive Lines* as Editor. I had sought and was fortunate to be entrusted with the Ride Coordinator duties at the AGM and hope to have as much success as Dave Morgan did and look forward to seeing you out on rides.

We had a few tentative expressions of interest in Editor, but no nominations on the day and AGM so I have offered the President, Committee and members my continuing services. Club magazines should represent and reflect its reader members, so I encourage you all to contribute a short story or picture from your last ride. I personally don't see any value in reprinting commercially available stories or ride reports from the web, notwithstanding copyright issues, so no need for those as I will exercise the Editor's discretion in not reprinting what can be found on the web or the domain of a marketing agency. But I would like to see more member stories of a personal interest or product review of that latest farkle. Lastly, keep your stories focus to bikes and riders.

Your April edition of SDL will revert to an A4 (portrait) format. The feedback received on my widescreen landscape format whilst positive was nonetheless ambivalent, and given my limited typesetting and web skills, contemporary A4 is easier to produce.

Going forward I intend experimenting with the Club's online software Wild Apricot's magazine templates as our digital revolution continues.

As we all have various commitments, I will not be leading every ride nor expect every member to go on every ride, but will endeavour to put up on the calendar a mix of rides that will appease *more of the people, more of the time*. If you have an idea on a destination or keen to lead a ride to your favourite destination, let me know at rides@bmwmccact.org.au.

That's my fill, and I look forward to seeing you on a ride.

Garry Smee,
Editor@bmwmccact.org.au
BMW Clubs Australia Delegate



On the
12th & 13th April 2014
The Veteran, Vintage & Classic Motorcycle Club of ACT
will be holding a
CLUB RIDE
to celebrate the
100th year anniversary
of the
first Australian motorcycle TT

Members of like-minded clubs are invited to join us.

The first Australian motorcycle Tourist Trophy Race was held near Goulburn NSW in April 1914 and was run over local public roads.

The Veteran, Vintage and Classic Motor Cycle Club of ACT will be holding a classic motorcycle club ride to celebrate 100 years since the first TT race was held.

This club ride will incorporate both an **overnight ride with a stay at Collector** on the Saturday night or a one day ride only.

Those participating in the rides on both days can either **camp at the Collector Showground** or stay at the **Collector Pub** (Bushranger Hotel) which has rooms available.
(Pub phone number is 02 4848 0071).

Those riders that will be camping overnight can meet at the Collector Showground at 12.00 noon to set up their camping arrangements and get ready for the afternoon ride to Gunning and back.

All enquiries to:
Peter (Pole) Bland
Ph: 02 6230 3331
Mob: 0459 067 731
Email for information:
pole_linda@bigpond.com

On Saturday 12th April:

There will be a ride which will be approximately 30 miles. This ride will start from the **Collector Showground at 2pm** and travel from Collector through Breadalbane to Gunning for a coffee stop, then return back along the same route to the Collector Showground.

On Sunday, 13th April:

The one day ride will commence from the **Spanish Australian Club** (in Canberra) on the Sunday morning at **9.30am**. These riders will then ride to the Collector Showground to meet up with the overnight riders for a ride around the original TT course.

The ride over the original TT course on the Sunday is approximately 33 miles around. This ride will start from the Collector Showground at **11.30am**, and follow the original TT course along the Federal Hwy to the junction of the Hume Hwy, then turn left up the Hume to the township of Breadalbane. The original course then takes another left turn in the main street of Breadalbane onto the Collector road back to Collector. The ride will have backup vehicles and will finish back at the Collector Showground for a sausage sizzle style lunch. This will mark the end of the club ride.

Note: Morisset points will apply to the Sunday ride only

TOURING CROATIA BY MOTORCYCLE



From the *Editor's* mailbox. Planning a motorcycle tour through southern Europe? Then have a look at *Clutch Moto Tours*, based in Split Croatia that offers guided and self-directed motorcycle tours. <http://www.clutchmototours.com/en/Main>

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ABOUT: You will visit Adriatic islands, ride the best mountain roads in Europe, and explore world heritage sites and ancient cities...

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COUNTRIES: Slovenia, Croatia, Bosnia, Serbia, Macedonia, Kosovo and Montenegro

DAYS: 21 days / 20 nights / 19 riding days

TOUR RUNS: May - October

TOTAL DISTANCE: 4200 km

ABOUT: It used to be one country, we called it Yugoslavia. Ride from the Adriatic Sea to the untouched countryside of seven countries...

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Croatian Coastal Adventure

COUNTRIES: Croatia, Bosnia

DAYS: 9 days / 8 nights / 7 riding days

TOUR RUNS: April - October

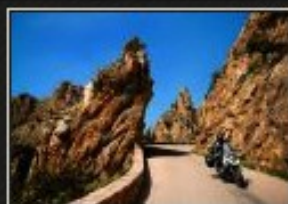
TOTAL DISTANCE: 1300 km (810 miles)

ABOUT: Azure blue warm seas, local wineries with scrumptious cuisine, medieval towers rising above centuries old towns, winding...

from 1980 EUR

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[BOOK NOW](#)



Tuscany Sardinia Corsica

COUNTRIES: Italy, France

DAYS: 16 days / 15 nights / 14 riding days

TOUR RUNS: April - October

TOTAL DISTANCE: 2800 km (1740 miles)

ABOUT: "The organization, diversity of scenery, incredible food and Europe's best roads combined to make this the best 16 days ..."

from 3420 EUR

Garry Smee, R1200ST

With Sue and Dave Morgan returning from the WSBK's at Phillip Island via western Victoria and southern NSW and retired Club President Martin at a loose end and me having a planned RDO made enough of a reason to visit Lake Cargelligo the planned locale of the *BMW Clubs Australia Motorrad Rally 2014*, albeit from different directions.

Dave and Sue were camped at the caravan park and had briefed the caretakers, whilst I met with local Chris from the Visitor Centre and local reporter for the paper who gave me some additional contacts for rides in the area and possible caterers. In the heat of the afternoon Dave, Martin and I tested out the pub before being joined by Sue for dinner. The food was reasonable pub fare that included a separate extensive parmigiana menu. We rounded out the evening back at the campground, sampling some well-travelled wine before turning in. Our return to Canberra next day was made in good time on lightly trafficked roads. Have you booked your October long weekend or leave yet for the *Motorrad Rally 2014*?



Garry (R1200ST), Sue (R1200R), Martin (R1200R) and Dave (R1200GS) at Deadman's Point Lake Cargelligo.
(Right) What did you want with your Parmigiana?



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TANK BAG REVIVAL

David Morgan, R1200GS

I guess bike riders fall into two camps where tank bags are concerned. You like them, or you don't. I'm in the former camp. So, after some five years of constant use on just about any ride of any significant length, I was finding it increasingly difficult to see the map through the weathered, "yellowed" map cover. As I don't have a bike GPS - and I do intend to get one at some future time - I still like the map on hand. So, when the old map cover started to tear in a couple of places it was finally time to get it sorted.



After a couple of phone calls to local motor trimmers, Phil at "Steve's Car & Boat Upholstery", 16 Isa Street, Fyshwick, said to bring the bag around in the morning and he'd see if he could do anything about it. So, the next morning with the bag in front of him, Phil had a good look and said to leave it with him as he thought he do something about it. A call later in the day around 2 PM, from "Steve's" and the job was done.

So on calling in on the way home from work, and handing over \$60 I now had tank bag with a new map cover, neatly stitched in to replace the old one.



JERVIS BAY DAY RIDE, 15 FEBRUARY 2014

By Garry Smee, R1200ST

Arriving at our appointed departure point 10 minutes early, I was left wondering if I had the wrong time or even date by an absence of enthusiastic members set for a ride to the coast. Shortly after 0830 Ride Coordinator Dave (R1200GS) arrived having been delayed by the neighbour and discussion on bikes. Deciding that we were the only two on what the weather gods had deemed to be a wet weekend we agreed on a change of route to JB and travel via Tarago, Goulburn, Marulan, Bundanoon, Kangaroo Valley, Nowra with Dave returning via the M92 and Nerriga, whilst I would stop over with friends at Sanctuary Point and return the same way on Sunday; a trip of some 420km. Or for those who like Google Maps click here <http://goo.gl/maps/GrDai>.

What started as a light shower, didn't get much more on our run up to Goulburn before easing to the odd shower from there to Bundanoon and coffee break. Our run down to Kangaroo Valley was under nothing more than grey skies before stopping at Hampden Bridge for our culture & heritage fix before being beckoned by the *Friendly Inn* or KV Pub for lunch. This road is getting more and more traffic which unfortunately is wrecking a great sports bike road, so we rode on to Nowra before a final stop and coffee at that most reliable of providores and Presidents favourite Macca's. Dave and I said our farewells at the servo, before parting company, Dave a ride up the M92 in rain to home and me, a pleasant evening with friends overlooking St Georges Basin. Not to be outdone, I had a ride home in heavy rain until Nerriga and Oallen Ford's continuing road works before the weather broke to cloud and trouble free ride home. This is a great ride, even if it rains and well worth the trip.



Ride Coordinator Dave and Editor Garry visit Hamden Bridge, Kangaroo Valley

Watch the movie

You can see a short film about the bridge
and hear the folk song here
www.hampdenbridgeheritage.com.au

Or you can scan the QR code
with your Smartphone, using
a free QR reader.



Post your picture

Tell us why you think Hampden Bridge is
special to you and post your picture here
www.hampdenbridge.com.au

[https://www.youtube.com/watch?v=TDco_2C61c8&feature=player_em
bedded](https://www.youtube.com/watch?v=TDco_2C61c8&feature=player_embedded)

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Garry Smee

I have had my Gaerne road boots for a number of years now and found them to be excellent and waterproof. However like all things, the time had come for some routine maintenance, in this case some new rubber to the soles.

Having done the rounds of the shopping mall shoe shops without luck or 'sorry mate I/we don't do motorcycle boots', I took them to David in Fyshwick. I knew of David's shop as he is in the same block of units as Rob Lovett's (BMWTCNSW & KRR) wife Gail sci-fi bookshop.

The result was a top job at reasonable price so well worth a visit if your boots are in need of new rubber. Dave also does leather jacket and zipper repairs.

Dave is a fellow bike rider (racer), another reason, if you need one, to support this local business.

BMW GROUP CLASSIC: NEW LOCATION WITH HISTORIC ROOTS.

BMW Corporate Press Release

BMW AG acquires plot and buildings from Knorr-Bremse AG in the Milbertshofen district of Munich – Original BMW production site returns to company ownership.

You can read the full press release on the Club website [here](#).

LIT MOTORS C-1, ELECTRIC BIKE

Martin Robertson

It looks like a huge kidney bean on wheels, it is a zero emissions plug-in electric its inventors claim is capable of over 100 mph and a 200-mile range; it is also a self-balancing, computer-controlled robotic vehicle that combines technologies in a way never seen before.



The C-1 is an enclosed, 800-pound, 9.3-foot long electric motorcycle with room for a driver and a passenger, seated tandem. Not only does it have class-leading EV performance (bested only by a \$66,000 Tesla model S), Lit says it will be as safe as a small car, and it will balance itself with unique computer-controlled gyroscopes. Production will begin by the end of 2014 and price will be about \$24,000. You may have noticed that BMW has also used and may use again the C-1 name, but Lit notes the moniker is temporary – as the production date nears it will get a new name.

Need more information? Then look here:

- www.youtube.com/watch?v=eo7RTWmMoMY
- <http://www.motorcycle-usa.com/99172/Motorcycle-Photo-Gallery-Photo/Lit-Motors-C-1-and-Kubo-First-Look.aspx>

A BRINDABELLA BMW SAFARI

Garry Smee, F800GS (additional pictures by Jane Smee)

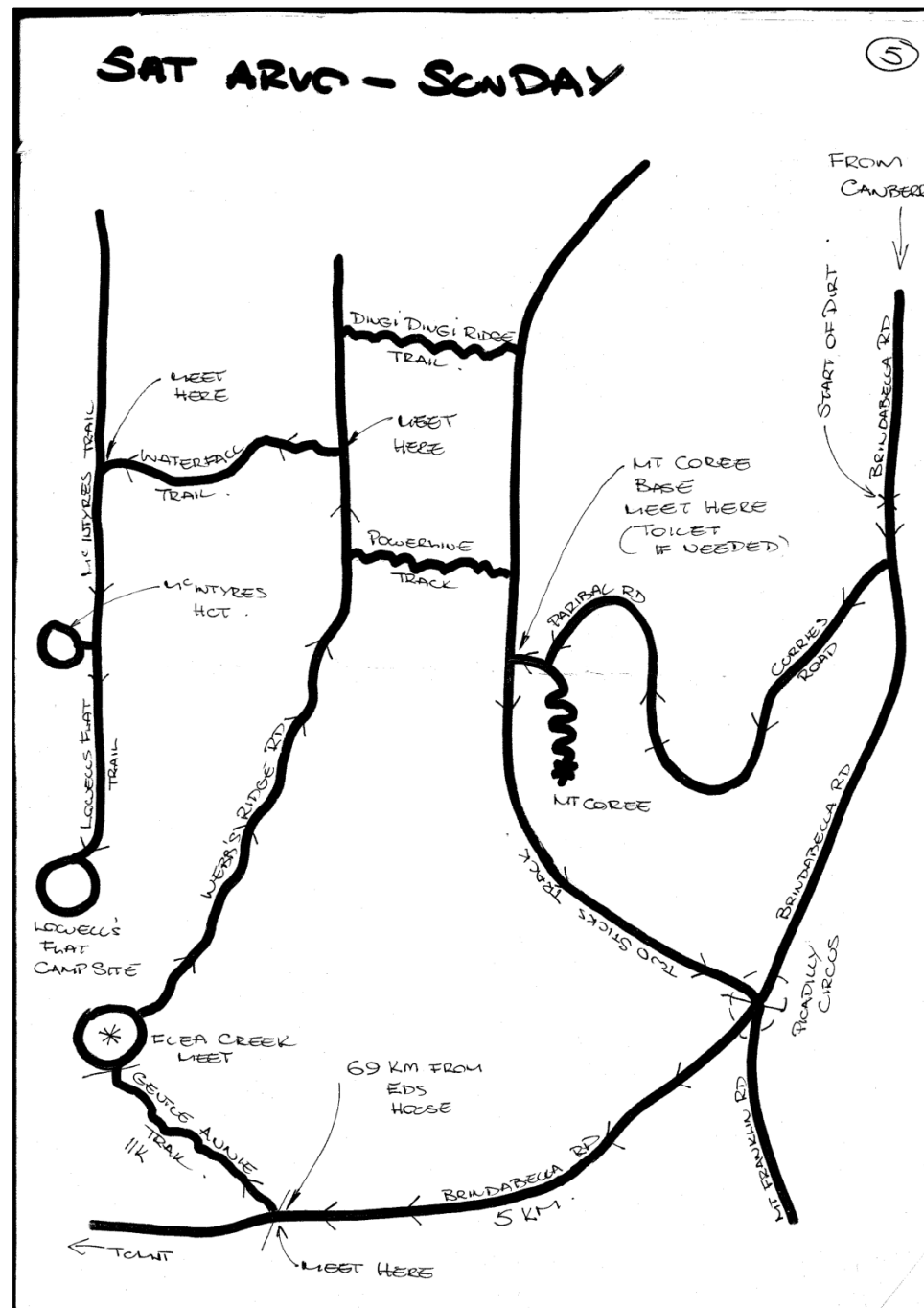
Safari Ed, aka my neighbour, and convert to technical riding his R1200GS post *BMW Safari Enduro* invited Rob 'Motohansa' Dunstan (R1200GS wasserboxer), brother in-law Rob (F800GS), son Mitchell (DR650SE) and me to join him on a weekend moto.



(L-R) Motohansa Rob, in-law Rob, Garry, Ed & Mitchell

Ed's plan comprised a Saturday morning rally passage of 232km via the [Tinderry's-Bredbo-Bobeyan](#) districts before lunch; to be followed by a 'technical rally' leg in the Brindabella's before camping the night at Lovell's Flat. The *Canberra Rally* was an added impetus.

Out 7am start was made under leaden skies, with quick time made down the Monyawno Highway to Michelago and our turn off for the dirt. Our early start paid dividends in only coming across a few 4WD's before stopping and admiring the view.





On comparing notes, whilst admiring the view, it turned out that a couple of our newly shod bikes were still sporting the 'bead seating' pressures of 45psi rather than the preferred dirt pressures of low 20's psi. These were adjusted on scene using a combination of pocket pressure gauges – a most useful tool for the aspiring adventure rider.

Tyres adjusted and view admired, we were back on the bikes for the run over to Jerangle Road and run to Bredbo for fuel. Well actually coffee, but then isn't that fuel?

Our return leg was via Shannons Flat and Bobeyan accessed by my yet untraveled Billilingra Road; apart from some large eastern greys and smaller wallabies, this road is easily travelled at pace.

Our final stop was Brayshaws Hut at the southern end of Namadgi NP for the benefit of our two Sydney Rob's. Ed's planned visit to Honeysuckle Creek was passed over in lieu of an early lunch before hitting the rally leg and Brindabella's.

Our afternoon departure was made under the increasing threat of rain that soon came to pass as we rode past Uriarra Village and into a fogging Brindabella's.

By the time the group made its first turn on to Curries Road I had lost them having stopped to do up my jacket and the now steady rain. My resolve



was starting to weaken and only helped by the increasing slip of tyres as I pressed on to the first steep clay section.

Reassuringly in the distance I saw Rob waiting for me on the second step of clay sectioned road, all I had to do was ride up...or not. On closer inspection Rob was also making heavy going of the clay and had stopped. Parking the bike I walked up to parley in what was now steady rain and help Rob ride up the hill and in-turn my bike and catch up with the other's now somewhere up the hill.

Rob had also stopped to put on the wet weather gear and assumed Ed and Rob D had made it over this section of road before the rain had started in earnest.

We jointly arrived to the view that discretion was the better than needlessly dropping bikes to 'camp in the rain', we turned and headed back to

Brindabella Road before heading up to Piccadilly Circus to wait for Ed and Rob D to emerge from Two Sticks Road.



In the fog at Piccadilly Circus, Rob checks his phone to locate Ed & Rob. Surely they wouldn't have just turned and ridden home...well yes they did.

Having waited for 30 minutes and asking the various emerging 4WDs if they had come across two BMW's to a no, I called Jane at home to advise our change in plan, Rob would go back to Curries road whilst I would wait at Piccadilly Circus until 4pm before heading back down the hill to meet Rob and next plan.

In the steading rain and descending fog, there were a surprising number of 4WDs on the road – some for sport whilst others were reconsidering their camping plans. Shortly after I had a return call to say that Ed and Rob had just pulled into Ed's drive.

With nothing for it, I headed down the hill only stopping to see if a stopped car was all right before seeing another car had rolled over the edge of the road earlier given the apparent calm of those in attendance.

I met up with Rob and brought him up to speed with the fact our two fellow riders had abandoned us and were now at home, we headed down the hill before hitting the bitumen and home – intact.

Our regrouping at home saw Plan B activated with a bottle of red and Clipsal 500 on TV with a resolution to take in a Sunday morning ride.

Sunday rose clear and the promise of sunny skies and mid 20oC temperatures. With Rob D having to leave for Sydney, and Mitchell choosing Xbox over riding, Rob, Ed and I took a morning ride to the Lowden Park Water Wheel before returning to Bungendore for coffee.

Rob left for here and home with Ed and I taking the King's Highway back to Canberra.



Rob, Ed and Garry visit the Lowden Park Water Wheel for Sunday's ride

Whilst we didn't make it to Lovell's Flat this time, the map and roads are still there for another weekend. Set the date Ed.

BMW MOTORRAD DAYS 1-9 JULY 2014

This story started with an email to BMW Clubs Australia Delegates,

Good Day Council Delegates,

It is my privilege to share with you that for the 3rd time the BMW Clubs will have their own home at the BMW Motorrad Days. We will be hosted again in the BMW Classic tent and will have 11 stands dedicated to us – similar to last year.

We therefore invite the umbrellas to take up a stand and to promote motorcycle club lifestyle at the event from the 4-6.7.2014. Our plan is to give priority to the European and Classic/Type umbrellas and their member clubs – if possible the other umbrellas/clubs (non-EU) will be allocated a stand or be hosted a part of the International Council stand. Note that if we get too many applications – we'll need to refer to the delegates for guidance!

Please note:

- The stand needs to be manned for the full period of the event – please allow enough staff to ensure this is possible.*
- Participating umbrellas/clubs will be responsible for their own travel arrangements and the costs of it.*
- It is important to early as accommodation and motorcycles that can be rented are at a premium during this time.*

The Club Office can't assist and arrange this through their normal channels; BMW Motorrad controls all the logistics and only allocates vehicles and accommodation according to their own VIP list.

It may also be an opportunity for you to bring a group of members to the event and do a tour before or after of Munich and the surrounding area.

If your umbrella or club would be like to take part, please respond to Andrea or me by 21 March 2014.

Looking forward to see you there!

Regards,

David de Bruyn

Chair

BMW Clubs International Council

And from the Editors 'Google' search on how the Club may take up this offer found Motorrad Tours based in the England who offer this escorted tour.



BMW's annual celebration of all-things Motorrad has grown into a huge Bavarian festival, with over 45,000 guests. Stunt shows, Beer Tents, Bikes, Clubs, Accessory Suppliers, Ride Outs and a great party - Motorrad Days has it all.

BMW Tours is offering a VIP experience you cannot get anywhere else. Join up

to 100 riders for this stunning ride. We start with an early Euro Tunnel Crossing to France before a ride down to Metz. From Metz we head across the Rhine and into the Black Forest ending on the banks of the river Danube in Ulm. From here to Munich for a unique, invite-only BMW Welt visit and a chance to join the exclusive Motorrad Days pre-party.

At the Motorrad Days festival, we will be based in another 4-star hotel, a short walk for the festival site offering the freedom to enjoy the party atmosphere. Alternatively you can join us on a range of ride outs to stunning Alpine passes, including the legendary Stelvio Pass and many others.

Our final rides back take us through the Vosges Mountains and to Reims in the heart of the Champagne region as we head home.

Prices in GB £	Riding Your Own Motorcycle	F700 GS or F800 GT Hire Bike	R1200GS or R1200RT Hire Bike
Solo Rider in a Shared Room	£1,095	£1,995	£2,195
Solo Rider in a Single Room	£1,595	£2,495	£2,695
Rider and Passenger in a Shared Room	£1,995	£2,895	£3,095

If this sounds like you or you are planning an England or European vacation then why not start your planning here <http://www.motorrad-tours.com>.

FATALITY REPORT SPARKS PUSH TO REDUCE RIDER RISKS

John-Paul Moloney, ACT Editor for [The Canberra Times](#) (18 March 2014).
Photo: Simone De Peak



Motorbike riders are 20 times more likely to die on Canberra roads than car occupants.

A report into motorcycle deaths and injuries in the ACT has recommended more be done to make guard rails and roadside signs safer for riders, as well as improvements to helmets and better safety education for riders.

An NRMA-ACT Road Safety Trust-commissioned report analysed coronial data over a 10-year period that found motorbike riders were 20 times more likely to die on Canberra roads than car occupants.

The figures showed 35 motorcyclists died between 2001 and 2010, 94 per cent of them men.

The report was issued just hours after the death of a 25-year-old male motorcyclist in Manuka, who police believe lost control of a stolen motorbike and hit a traffic light pole.

Overall, about 1200 motorcyclists presented to the Canberra Hospital with injuries in the 10-year period, with an unknown number taken to other hospitals or medical clinics.

Report co-author Mike Bambach, of the University of NSW, said motorbike fatality growth was in line with the increased uptake of two-wheeled transport and likely to continue.

"Participation is constantly going up as more people are taking on biking, especially as fuel prices go up and congestion becomes an issue in the bigger cities," he said. "There's no reason to think that trend will slow."

The report made recommendations including education and enforcement campaigns targeting risky riding as well as programs targeted at two danger groups, riders aged 16-25 and those aged over 45.

It also recommended improvements to roadside infrastructure, given more than half of fatal crashes in the ACT occurred when the victims struck a fixed object.

Dr Bambach said safety barriers designed to stop riders sliding under and hitting the rigid support poles were not common in Australia.

"There's not a lot of research on the barriers ... clearly they would provide a benefit but they're expensive," Dr Bambach said.

While police investigations are continuing into Monday's crash, the victim's visor was dislodged and lying on the road afterwards, suggesting potential head injuries. According to the NRMA report, helmets were worn in 89 per cent of fatal crashes in the ACT yet 60 per cent of victims suffered serious head injuries.

Dr Bambach said the figures indicated that while helmets worn in Australia were generally of a high standard, they could be improved.

NRMA-ACT Road Safety Trust chairman Don Aitkin said the [Reducing Motorcycle Trauma in the ACT](#) report confirmed "it's a dangerous world" for motorcyclists.

"If you're young, you're relying on your reflexes," he said. "If you're old, you're discovering your reflexes are not as good as they once were."

Professor Aitkin said the trust supported the report's findings and particular emphasis would be put on education for riders.

"If there was a silver bullet in road safety we'd have discovered it ages ago but there isn't," Professor Aitkin said. "All you can do is say 'I'm going point A to point B and I'm going to do it as safely and with as much consideration for everyone else as I can'."

He said the trust supported the Dorothy Sales Cottages for people with acquired brain injury, some of whom were motorcycle accident victims. The trust also supported a mature-aged riders course, which was run by the Motorcycle Riders Association of the ACT.

Read more: <http://www.canberratimes.com.au/act-news/fatality-report-sparks-push-to-reduce-rider-risks-20140317-34yff.html#ixzz2wGsOSyWr>

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CLUB MEMBER RIDING PHOTO OF THE MONTH










Having difficulty in putting fingers to the keyboard or finding the words to accompany your riding picture? Well then this is the section just for you. Send your picture to the Editor@bmwmccact.org.au along with your name and a caption. If that is too hard, then your picture will go in without credit!

Take Mitchell Smee (DR650SE), Rolfe's BMW apprentice auto and bike mechanic, wear your BMW Rallye jacket and boots, mix with rain and say 'what were the magic words again' and wait for your wasserboxer to appear...



Mitchell 'let's go already' waiting for the grey heads to organise themselves and Safari Ed's Brindabella Enduro. Jane Smee.

2013-14 COMMITTEE

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