

Shaft Drive Lines

September 2014

www.bmwccact.org.au

BMW Motorcycle Club
ACT



BMW Clubs
Australia
Motorrad Rally 2014



Lake Cargelligo, NSW

4 – 5 October 2014

11 – 12 October 2014

What's On

28 September	BMWCCACT Monthly General Meeting
4-5 October	BMW Clubs Australia Motorrad National Rally 2014, Lake Cargelligo
11-12 October	2014 Kosciuszko Rally, Geehi Hut, <u>YOUR</u> Club Rally
The major raffle prize is a BMW System 6 EVO Helmet	
17–19 October	2014 Australian MotoGP, Phillip Island
28 October	BMWCCACT Monthly General Meeting
24-25 October	Moto Guzzi Owners Club Victoria 2014 <i>Spaghetti Rally</i>
1-2 November	Tumut Valley Riders - 2014 <i>Trout Rally</i> , 3 Mile Dam (near Mt Selwyn)



SHAFT DRIVE LINES VOLUME 34, SEPTEMBER 2014

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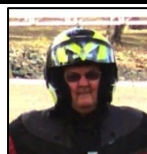
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Cover Photo: Club representation at 2014 Shannons German Auto Day. Terry Cunningham.

ABOUT THE CLUB

Membership: You can apply to join the BMW MCCA Inc. online from the Club's website <http://bmwmccact.org.au>. Members can update their personal details by logging on to the Club webpage.

Meetings: Club meetings are on the fourth Sunday each month at different locations across the ACT; currently Parks with BBQ's and following a cooked breakfast from 0830. The location and details are posted to the websites *What's On* and email reminders sent to members beforehand.

Activities: The Club's *What's On* web page 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 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 do not get through.

You can also join our Yahoo group ACTGravelsurfers: <https://groups.yahoo.com/neo/groups/ACTGravelsurfing/>

Charity Support: Profits from the Club's *Kosciuszko Rally*, held each October, are donated to 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 our magazine 'Shaft Drive Lines'. Emailed content is preferred 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 or compress their size to less than 200 dpi.

BMW MCCA INC. RISK STATEMENT

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 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 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.

BMW Clubs
Australia



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,

Spring has come and rally season is upon us, our NSW cousins have recently held their *Far Cairn Rally* in the centre on the state and now it's our turn with the *National Rally* at Lake Cargelligo closely followed by our annual *Kosciuszko Rally* at Geehi. And for something with an Italian focus, the Vic Moto Guzzi Club's *Spaghetti Rally* at Edi Victoria and lastly the NSW Ducati Owners *Thunder Rally* at Nundle NSW.

Somewhere in between all these rallies, several members will take in the Moto GP races as well. I hope to see a good turnout at both BMW Rallies, especially as your Club is hosting both of these events and I can guarantee that you will have a great time catching up with old friends and make some new ones.

I had cause to look at the motorcycle sales data for the first half of this year, courtesy of the Federal Chamber of Automotive Industries; their report reveals flat sales over all sectors with a slight increase in road-registered numbers. This 2.2% increase compares with 2.1% fall in Australian Car sales. The only year-on-year increases in the car sector were SUVs and People Movers so be on the lookout for more distracted Mums when riding around town. Getting back to the road-bike world, Honda is the biggest seller with 20% market share, closely followed by Harley Davidson with 18% market share, then the other Japanese makes, BMW sold 1411 bikes for a 7% market share followed by Triumph, Ducati and KTM and then everyone else with only 9% of the market. Based on market trends, the European manufacturers are all producing bikes that find a ready market, especially for larger-capacity machines with HD absolutely dominating the big-bike sector. You have to ask, where are all these Harleys, you never see them out on the back-roads or at country café's?

Lastly, welcome back to several members who had lost touch with the club earlier this year but answered my call to re-join. I hope to see you at a breakfast or a ride soon.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Ross Ashton

Terry & Janine Cunningham

Michael Hough

Jeff & Mandy Rolfe

Chris Nichols

Lachlan Robb

Phil & Jenny Spence

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

CONTENTS

About the Club	2
BMW MCCA ACT Inc. Risk Statement	2
President's Banter	3
Welcome to Our New Members	3
Contents	3
What's On	4
Club Identification	4
Club 2014 Ride & Social Calendar	4
Improving Member Riding Skills	4
BMW Clubs Australia Motorrad Rally 2014	5
Club Spot	5
Club Meeting & BBQ 1 st Burn	6
Canberra Motorbike Free Parking	7
Motorcycle lane filtering to start in ACT in February 2015	7
Beemer Farkles	8
Motorrad Rally 2014 Recon Ride to Lake Cargelligo 13-14 Sep 14	9
45 th Anniversary Apollo Rally	11

WHAT'S ON

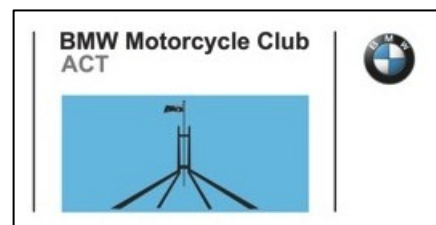
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to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

The Clubs webpage <http://bmwmccact.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 are held on the fourth Sunday at different locations. A BBQ breakfast from 0830 or lunch from 1200 (selected winter months) 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	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to Club members. If you are planning 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 Ride Coordinator (rides@bmwmccact.org.au)
Social events	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to members. If you are coming along or want to host a social event then email the 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)

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.



CLUB 2014 RIDE & SOCIAL CALENDAR



Do you want the Club to ride somewhere or do something in particular during 2014?

Then send your ride event or idea to rides@bmwmccact.org.au or Social event or idea to social@bmwmccact.org.au.

IMPROVING MEMBER RIDING SKILLS

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 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 45% of the course cost and maximum \$100. 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.

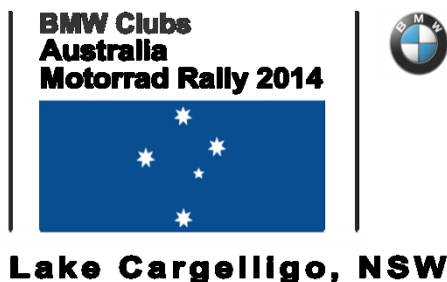
- [BMW Australia Off Road Rider Training](#), various locations,
- [Stay Upright ACT](#) @ Sutton,
- [Academy of Off Road Riding](#) @ Nelligen
- [Top Rider Motorcycle Rider Training](#) @ Marulan, (occasionally in Canberra, check the web).
- [California Superbike School \(Australia\)](#), various race track locations.

In anticipation of the massed enthusiasm, for 2014 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 BMW MCCA ACT Inc. Yes, we will check.
- You must book, pay and attend a course with one of the rider training organisations listed above.
- You, having successfully completed your course send a copy of your course completion certificate to the Treasurer@bmwmccact.org.au with your contact email and bank details, and
- The Treasurer, having validated your details will then reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2014 to February 2015 AGM.

BMW CLUBS AUSTRALIA MOTORRAD RALLY 2014



Lake Cargelligo, NSW

The Club is hosting the inaugural BMW Clubs Australia Motorrad Rally over the weekend 4-5 October 2014 in Lake Cargelligo.

The rally is open to BMW Clubs Australia member motorcycle clubs and riders.

The format is relaxed and will include local rides on Saturday afternoon, a casual dinner and guest speaker on Saturday night, group breakfast and photo on Sunday morning before riders head for home.

Lake Cargelligo is located in the south west of NSW and riding distance from Adelaide, Melbourne, Sydney and Brisbane and a

little bit further for our West Australian cousins.

You read more on Lake Cargelligo and accommodation options [here](#), and register on the Club webpage [What's On](#). Will you be there?

Planning a ride? Then the Club's *Kosciuszko Rally* is the following weekend; then *Australian MotoGP* at Phillip Island and finally the Moto Guzzi Owners Club Victoria *Spaghetti Rally* at Edi to round out the month.

CLUB SPOT



The Club has purchased a SPOT personal (or group) GPS tracker for financial Club member's limited use.

You will need to provide the response mobile phone number or email address that SPOT uses to communicate too. The Club will not be monitoring the SPOT or responding to any request for assistance.

The Club member borrowing the SPOT is required to leave a refundable cash security deposit of \$50 and also responsible for providing the 4 AAA batteries (if/as required).

The SPOT comes with instructions on its use and preformatted messages.

You can read more about SPOT [here](#).

Contact Garry Smee rides@bmwmccact.org.au before you're next 'off grid' ride and let someone know where you are.

CLUB MEETING & BBQ 1ST BURN

Garry Smee

With President Martin packing for his impending (and in train as you read this) autumn tour of north-east continental USA and completing his shopping list for a side trip to MaxBMW, I was entrusted with the latte generator and BBQ for it's inaugural first burn at Uriarra Crossing. Having packed the quad-Prado with breakfast accruements and Club paraphernalia I left home with what should have been ample time to make the designated meeting spot.

That is until I turned into Wright @ Weston and started passing an increasing number of BMW motorcycles riding in the opposite direction; the cause was soon identified as road closures in support of a triathlon of the two wheeled variety – don't they have their own 'park' for that.

Having enjoyed my tour though this new suburb and inspection of new, partially completed and yet to start houses, I made for the Cotter and back roads to Uriarra Village and on to Uriarra Crossing in convoy of an increasing number of bikes.

I eventually made it to site and willing, no doubt hungry, members quickly assembled the BBQ, deployed the generator and set about cooking the standard fare of egg 'n' bacon sandwiches to be washed down on this occasion with black coffee. A 'black' mark on my organisational skills having brought two lots of milk, leaving both at home.



With member hunger pains sated, VP Dave rallied the masses and commenced Sunday prayers with sermons shared by the VP, Treasurer Bob, Ride Coordinator (me) and member's Q&A's.

To the satisfaction of all, the VP released us in goodly time to pack up and make our respective way home – again by the circuitous but nonetheless picturesque Uriarra and Cotter roads.

To my mind the BBQ has proven a success and frees the Club to explore other venues for the popular monthly breakfast meetings – so why not come along this spring to your club's next monthly meeting.

PS: the BBQ will be on hand at your Club's Kosciuszko Rally at Geehi and would appreciate some member assistance in supporting the proposed open Sunday rally breakfast.



Canberra Motorbike Parking

Dear Motorbike Club Editors

My name is Kate Armstrong. I developed and maintain the Canberra Motorbike Parking website - <http://www.canberramotorbikeparking.net/>. This website identifies and maps 172 motorbike parking sites across Canberra. The site is based around a Google map of locations with links to information about each parking site. The website is completely non-commercial and does not have any commercial links or advertisements. It was set up purely as a service to the riding community and I pay for its upkeep myself.

I contacted you in 2012 about informing your readers about this website – thank you for your various newsletter articles and web links. The traffic to the site increased substantially and it now receives over 400 unique visitors and 11,000 hits per month.

I am getting in touch again as I understand that there has been something of a rush of new riders due to the imminent introduction of pay parking in the Parliamentary Triangle and I thought it would be valuable to remind or inform your readers about the website which I have recently updated with all the new parking.

If you would be willing to publicise this resource on your website/newsletter/email bulletin/Facebook page etc.

Please be in touch if you require anything further.

Thank you and regards, Kate Armstrong.



MOTORCYCLE LANE FILTERING TO START IN ACT IN FEBRUARY 2015

Fleta-Page, Canberra Times

The ACT will trial motorcycle lane filtering from February next year, allowing riders to move between stationary or slow moving vehicles in the same lane. The two-year trial of the filtering will start on February 1, 2015.

"One of the benefits of lane filtering is it allows motorcyclists to move quickly and safely away from congested areas of traffic. This provides motorcyclists with an opportunity to have the front position in a lane – away from other traffic," said Attorney General Simon Corbell.

"Lane filtering is not the same as lane splitting which is done at higher speeds and increases the unpredictability of motorcyclist movements for other road users."

Lane filtering was legalised in New South Wales two months ago after a trial in Sydney showed it's a relatively low risk riding activity for motorcyclists in low speed traffic situations.

There motorcyclists are restricted to a 30km/h speed limit when engaging in lane filtering and are also prohibited from lane filtering next to a kerb or within a school zone.

The ACT trial will have the same conditions, with filtering also prohibited in bicycle and breakdown lanes, past heavy vehicles and buses, and restricted to fully licensed motorcyclists.

"This trial will cover the whole of the ACT and will include a number of conditions aimed at making the practice safe for motorcyclists and all other road users," Mr Corbell said.

"I am aware that some motorists feel annoyed when they see motorcyclists filtering through traffic, however, given the low risk nature of this trial, there is a need for all road users to demonstrate understanding and compromise in order to achieve the desired 'share the road' culture."

The trial comes after a Legislative Assembly report following an inquiry into vulnerable road users included a recommendation a trial of motorcycle lane filtering be conducted by March 2015.

[Commenting after the trial was first mooted in July](#), Motorcycle Riders Association of the ACT president Steve Robson supported the idea and commended the 30km/h restriction, believing it to be vital for the safety of motorcyclists and other road users.

"The last thing we want is for a motorcyclist to endanger themselves or anyone else as a result of exceeding speed limits and moving too quickly between traffic," he said.

Maurice Blackburn law firm has been advocating for lane filtering legislation, and has been behind an online campaign and video for the laws.

It cites a 2009 European study on motorcycle accidents showing lane filtering is safer for riders.

Maurice Blackburn principal, Walter Hawkins, said the ACT trial would reduce confusion for riders and others in the ACT, who regularly crossed borders into NSW.

Read more: <http://www.canberratimes.com.au/act-news/motorcycle-lane-filtering-to-start-in-act-in-february-2015-20140829-109xoj.html#ixzz3C0MngPkV>

BEEMER FARKLES¹

[Bestool Kanon - Clutch Release Torque Screw Driver](#)

The most discerning home mechanic will need one of these, a torque screwdriver. No more stripped threads, chewed put screw heads or scratched paintwork from slipping.

Use the correct tool and torque for the job, like replacing your F800GS' windscreen (again) after testing it's less than ideal abrasive qualities on dirt. Requiring a torque of only 8cNm, this tool proved invaluable. Has your Beemer workshop got one?



¹ Fancy Accessory Really Kool and Likely Expensive
Shaft Drive Lines, September 2014 - Page 8

Garry Smee, R1200ST

As part of the Club planning for the inaugural *BMW Clubs Australia Motorrad Rally 2014* Dave (R1200GS), Andrew (R1200GSA), Simmo (R1200GSAwb) and I made a weekend trip to Lake Cargelligo to finalise preparations for the rally 'on the ground'.

Under ideal riding conditions, we all met at Hall layby for an 'on-time' start and trip to the Lake with a rider fuel stop in Temora and for Dave and me taking on fuel in West Wyalong. As you would expect the GSA riders scoffed at our 400km range. The combination of gold'n Canola and glossy green wheat, made one very appreciative of living in Australia and moreso missing the Highway Patrol giving raffle tickets in Harden or the Camera Van offering home delivery and setting up in Barmedman.

Despite my best looking, I couldn't find President Martin's 'Harden Oil' well and the best motorcycle oil you can buy outside of OPEC.



Arriving in Lake Cargelligo shortly after noon we were just in time to see all the shutters go up or down as the case may be. First stop was the accommodation and *Royal Mail Hotel*. With beds sorted, Simmo and Andrew took a lap of the town on foot and Visitor Centre to let them know of the impending rally. Whilst Dave and I stopped by the Police Station – to find no one home, three times in the end and followed up by phone on the Monday and Hospital to check on their enthusiasm for a 'gift' from the Club and Rally participants. The on-duty staff was very keen and pointed us in the direction of the *Curlew Hospital Auxiliary* and President Gayle, who I spoke with on Monday from Canberra. More news on the outcome at the rally.

Our final stop was the bakery for lunch and to enquire to the availability of bread rolls for the

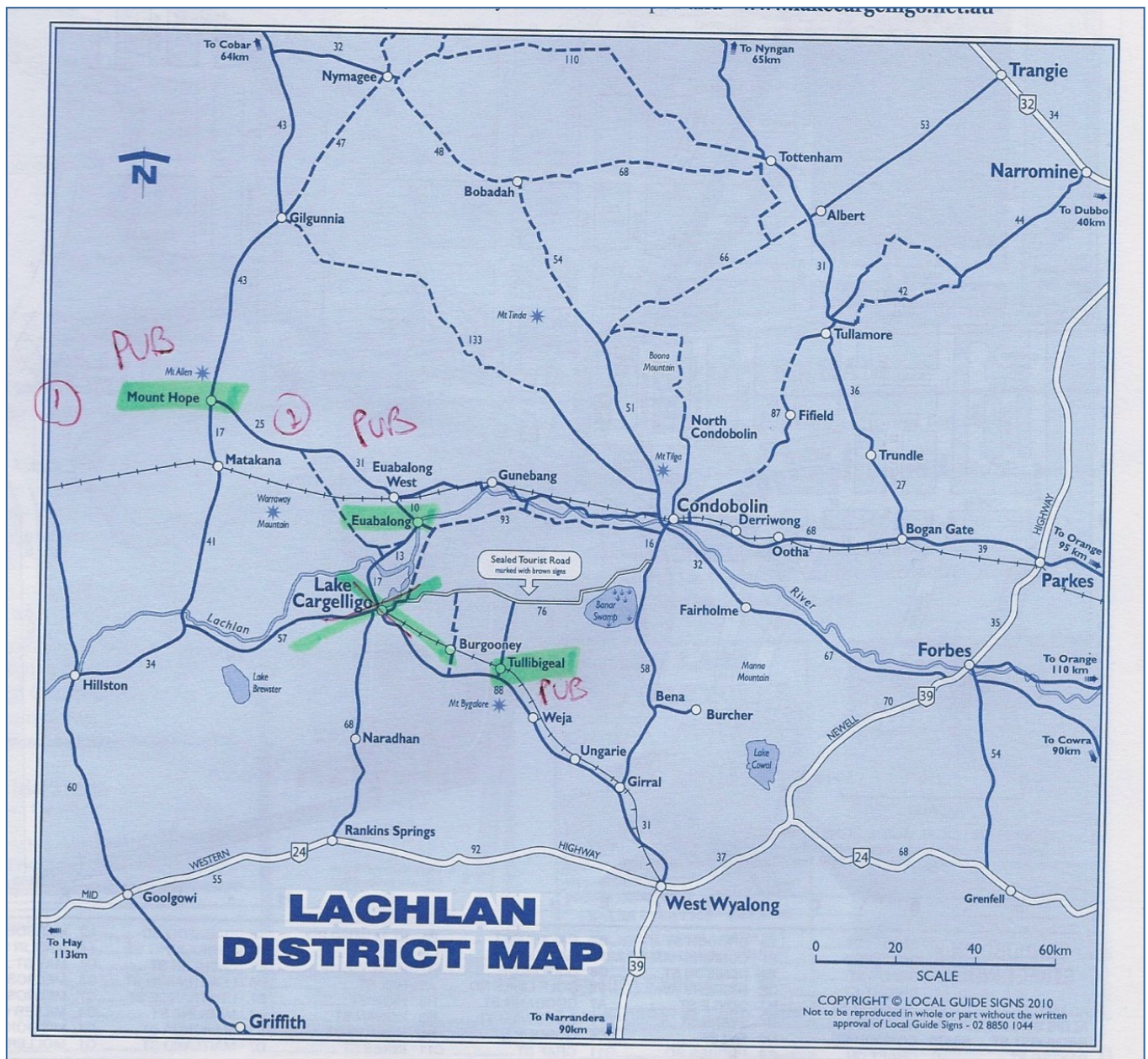
rally breakfast – no problem's there, order the week before.

With rally preparations sorted, that meant time to adjourn to the beer garden to discuss matters of most import in the lengthening afternoon shadows. At the Pub with no dinner, a vote was taken on past experience to adjourn to the Lake Cargelligo Bowling Club and Chinese golden banquet No.2.



Sunrise in Lake Cargelligo promises another great days riding.

This served two purposes, one to get fed and two, with 50+ registrants for the rally; we had outgrown the Royal Mail Hotel's function room that would have been packed at 40 persons.



Simmo and Andrew go to the Visitor Centre, (Q) what are the tourist highlights of Lake Cargelligo? (VC) Well, sizing up the bike rider appearance (?), these are the 3 nearest pubs and make for a nice ride. No wasting your time on fishing, bird watching or water skiing. Now that's service.

Mark the restaurant owner was keen and the Club equally so to host the Rally dinner on Saturday night; we even met a local Lachlan Shire Councillor who took an action to ensure the Apex Park BBQ's were in good order for the planned Sunday breakfast.

With a pleasant evening passed we adjourned back to the Pub and bed. Our departure was hastened with an early morning town centre power outage, so having made do with the Pubs continental breakfast of old bread, Weet Bix and coffee using the two available cups we headed for Condobolin, Forbes, Cowra, Boorowa and home.

We made the most of light traffic, good roads and cool and sunny day enjoying the scenery and riding. Passing through West Euabalong we couldn't help but notice a country DA (Development Application) in the form of a house that had burnt down and was still burning without the assistance of the RFS or apparent concern of the few locals out and about.

As we rode closer to Canberra, the slightly increasing traffic provided us the opportunity to practise our overtaking techniques before a final stop at Boorowa. Simmo had pressing work commitments so bade us farewell, leaving Dave, Andrew and I to follow on with Andrew leaving us at Yass and Dave and I returning to Jerra and south Canberra and via Sutton.



With Simmo leaving earlier, Dave leads Andrew out of Boorowa on our return from Lake Cargelligo

With great riding conditions, good company and a successful recon ride to Lake Cargelligo, the weekends ride was an outstanding success; now for the *Motorrad Rally 2014*.

45TH ANNIVERSARY APOLLO RALLY



Dave Morgan, R1200GS (with help from Garry Smees, R1200ST)

The Apollo Rally is held every five years on the weekend nearest to and in celebration of Apollo 11's landing on the moon at [Honey Suckle Creek Tracking Station](#) now campground whose antenna received the images of Neil Armstrong's descent to the surface (this antenna was relocated to and can be seen at the Canberra Deep Space Communication Complex as DSS46).

Whilst this was the height of summer in the USA, it is the middle of winter in Canberra so unsurprisingly for locals but at some shock to the interstateers, it snowed on Friday night with a healthy frost for Saturday.

Quite a few club members made it to the rally site for the afternoon, whilst brother-in-law Mark (R1150GS) came up from Melbourne and we met Garry (R1200ST) at the Conder Gold'n Arches marking the end of civilisation for those travelling south into the Namadgi wilderness. President Martin joined us for the afternoon in the car park on his R1200R on a promise to be home before sunset to attend another function.



Now let me think, was it don't ask what I can do or was it one small step, but then again it is quite high? Dave Morgan



*Hey Dave, you know how the Americans went to the moon.
Well putting up a tent cannot be that hard; can it?*

Having rested after our trip thus far, we kitted up and headed for the mountains, on bitumen vs. the Brindabella *Alpine Rally* famous mud access road. Our arrival in now mid-afternoon saw a strong showing of more than 100 although this was reported down on previous years rallies.

Whilst many made a day ride of it, there were more than enough campers prepared for a cold evening around campfires supported by the organisers provided fire wood and Ducati Owners Club ACT that were staffing the kitchen providing steak, sausage, hamburger and soup for those too pre-occupied to cook their own dinner.

The evening turned out to be star-bright providing an ideal opportunity to reflect on those long ago deeds and discuss and solve some of

the more contemporary issues of 2014 into the wee small hours.

Sunday morning broke to another fine and sunny Canberra winter's morning, albeit about -3.0°C. Garry was first to break camp and given the promise of a sunny day, made the run down the hill and testified by the large number of wallaby still grazing the road verges providing some excitement to both.

Mark and I made a more leisurely departure and Mark returning to Melbourne later that day.

All in all another great rally and weekend away in good company; hopefully the rumour of this being the last *Apollo* will be tempered by the anticipation of the 50th anniversary of Apollo 11 landing on the moon.



*Did someone say astronauts or three wise monkeys wanted?
(L-R) Martin, Garry and Dave stand ready to answer the call.*