



Shaft Drive Lines

January 2014



www.bmwclubact.org.au



What's On

- 8-9 February BMWTCNSW 37th Karuah River Rally, Dungog NSW
- 15-16 February Club Overnight Ride to Jervis Bay, ACT
- 21-23 February 2014 Australian World Superbike Championship, Phillip Island, VIC
- 29 March Club AGM & Rolfe BMW Motorrad Showroom, Phillip



SHAFT DRIVE LINES VOLUME 34, JANUARY 2014

2013-14 COMMITTEE

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Cover Photo. Photo: Ed Hollis R1200GS pauses on the track to Flea Creek, Brindabella NP in the ACT. G. Smee

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://bwmccact.org.au>. Alternatively, you can contact the President directly at president@bwmccact.org.au.

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

Web Site: Check the Club's website <http://bwmccact.org.au> 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/actbwmcc/>
- ACTGravel surfers: <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

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

The webpage <http://bwmccact.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://bwmccact.org.au>.

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@bwmccact.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.



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

PRESIDENT'S BANTER

Hi fellow members,

Happy New Year, I hope you all had an enjoyable time with parties, lots to eat and catching up with family and friends and rested and ready for a busy biking 2014.

I know several members have already been out on trips and day rides to make the most of the holiday break. Several of us joined Garry Smee on a day ride through the mountains to Eden for lunch on the 11th of January. In my opinion, this trip included some of the best biking roads in the country, for a full story of our southeastern jaunt; see Garry's ride report in this issue.

The Club Committee has already met to plan the next few months activities and I can tell you that there will be plenty of events and rides to get you out on your new or older BMW. The next get-together is the Alternate Breakfast in Goulburn on 2nd February with a variety of routes to and from the breakfast. We will also continue with the combined general meeting, breakfast and day ride; the next one will be at the Cotter Dam picnic area on Sunday 16th February with the usual bacon & egg rolls and coffee. Please check out the What's On Calendar for details of all the Club's activities.

The AGM is only a couple of months away and as always there will be a few committee members standing down or seeking other positions. So the call is out for club members to put their hand(s) up to help out with the administration of our merry band. If you are considering volunteering, have a chat to either myself or one of the existing committee about what is involved, you might be surprised how easy it is and also how rewarding it can be.

Lastly, please renew your membership to be able to vote at the AGM. Membership reminders will be emailed to everyone and your renewal can be done online or bring your subscription to the next event.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Mike Pavlich

Stephen Sims

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

CLUB MEETINGS

Club meetings for 2013 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. 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.

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CANBERRA – EDEN – CANBERRA RIDE, SATURDAY 11 JAN 14

Garry Smee, R1200ST

Martin Robertson (R1200R), Bill Brown (R1200RT), Andrew Snelling (R1200GSA), Colin Dickson (R1200RT) and Dean Marshall (R1150RS) and I kicked off the 2014 Club riding season with a trip to Eden via the Monaro Highway and Imlay Roads before returning via Candelo and Brown Mountain. Ian Hahn (K1200LT) joined us to Cooma before taking the alternate Snowy Mountain loop.

Meeting at the Hume servo, we were all keen and got away on time for the run down the Monaro to Nimmitabel, saying farewell to Ian at Cooma who decided to take the option B (inland) loop if the forecast rain had eventuated.

Our run down the highway was made in good time before regrouping at Nimmitabel; I quite enjoy this ride and today's more so with light traffic. The temperature was starting to warm up, so we made for Bombala and the Imlay Road. NSW RMS or Bega Council were also making the most of the fine weather and logging revenue to improve the Imlay Road. Today, last week's works and remanent loose gravel was, as we closed on the coast, replaced by Saturday's morning works – best described as spraying tar and covering the lot with 50mm of gravel before knocking off for the day. The top section of road kept one on their toes as you dodged heaped gravel on the riding line and lower re-dressed sections would have kept the gravel surfer's happy; if only of short duration.



The group paused at the bottom end of Imlay Road before riding into Eden for lunch. Uncharacteristically, Martin, Dean and the ghost rider were camera shy. Garry Smee

The second pause of the day on the Imlay/Princes Highway allowed us to compare notes, before the heat drove us to the wharf in Eden for fish'n'chips. There were no shortage of visitors to Eden and we were now passing a number of other bike riders also out for the day, evidenced by little gear or being sport bikes.

With lunch out of the way and refuelled, we head for Candelo via Mogilla road to Bemboka and a largely car free run up Brown Mountain. The weather whist still hot had started to cloud over, with a few drops of rain, and thoughts of “maybe I should have worn the other jacket; the waterproof one”.

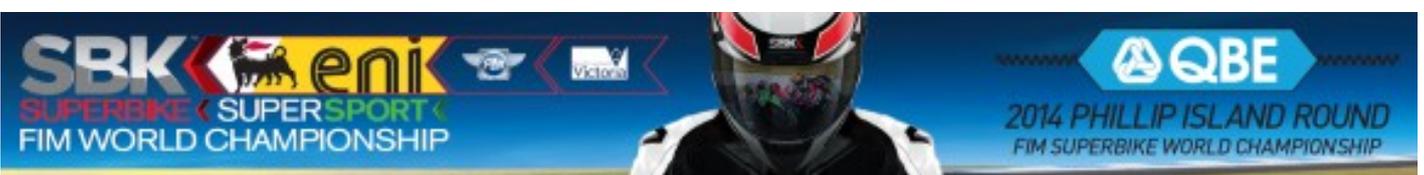
The rain drops were soon behind us and the meet in Cooma tuned into a pause for Martin at Nimmitabel who had stopped to take a few action photo’s.



A brace of R1200RT's, Colin Dickson leads Bill Brown into Nimmitabel.

This final break gave us the opportunity to reflect on a great day’s ride, largely free of traffic and without incident. Farewells were made before the run back up the Monaro with riders leaving at their respective roundabouts.

WORLD SUPERBIKES 21-23 FEBRUARY 2014, PHILLIP ISLAND



Want to go? Then you can buy your tickets online here: <https://tickets.worldsbk.com.au>

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.

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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 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 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.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)

THE MONTHLY FARKLE

BMW 12V Logo Cree LED Ghost Shadow Door Lights

Just the thing to mark your bike's parking spot, tent door or bar area; two x 5 Watt CREE LED projectors.

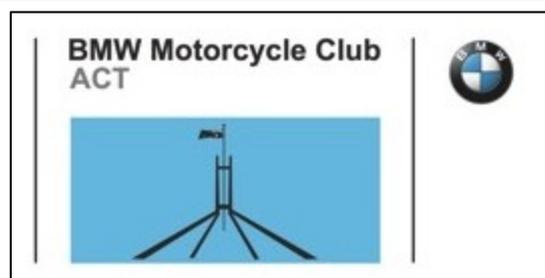
- Comes in a Gift box
- Complete with 31mm hole saw
- Just connect the 2 wires to your interior light
- Comes with basic Installation Instructions
- Price £18.35 (~A\$34) + postage

Look for these on ebay [here](#).



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.



Garry Smee, R1200ST, F800GS, R100GSPD & today DR650 Part Shopper



Recently whilst looking up some aftermarket suspension options, I clicked by the Öhlins website and found this handy self-help chart on checking and measuring your motorcycles Sag and Ride Height; with the possible intention that you then buy one of their quality products. Not quite to late in my case, as 2 out of 3 Beemers are Öhlins shod, but the F800GS' is still holding up...at the moment.

I also found Öhlins company magazine, Performance, made for good reading. You can find it here:

<http://www.ohlins.com/About-the-company/Media-Centre/Company-magazine/>

Check Sag and Ride Height

Spring Preload - Free Sag - Ride Height

Spring preload is a crucial part of setting your motorcycle since it affects the height of the motorcycle and the fork angle. Measure your free sag and ride height, follow these steps



This procedure should be performed on a flat surface.

1. Put the motorcycle on a workstand so that both wheels are off the ground and the suspension is unloaded.
2. Mark, for example with a piece of tape, a point immediately above the rear wheel axle.
3. Measure the distance from the marked point to a fixed point, for example the wheel axle (R1).
4. Measure the distance from the bottom of the upper triple clamp to a fixed point, for example the front wheel axle (F1).
5. Put the motorcycle on the ground so that the front and the rear suspensions are slightly compressed. Repeat the measuring procedures (R2 and F2).
6. Sit on the motorcycle in normal riding position, properly outfitted in your riding gear. Repeat the measuring procedure (R3 and F3).

Recommended Measures

If no other recommendations are given in the Mounting Instructions follow the measures below:

MC Road and Track

Free sag (R1-R2), (F1-F2)

Rear 5-15 mm
Front 20-30 mm

Ride height (R1-R3), (F1-F3)

Rear 25-35 mm
Front 30-40 mm

Adjust Spring Preload

If your measures differ significantly from the recommendations in the Mounting Instructions or the table to the left, adjust the spring preload.

If the ride height still differs from the recommendations, you may need to change to softer/harder spring. Please contact an Öhlins dealer for advice.



The BMW R1200 GS Mechatronics by Öhlins is the first EC actuated aftermarket shock absorber system.

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!



Ed Hollis (R1200GS) inspired by his recent BMW Enduro experience took the Editor (F800GS) on his new found training loop in Brindabella NP; Uriarra village then (via) Two Sticks & Brindabella Roads, down Gentle Annie track to Flea Creek before returning by Webb Ridge & Scotchies Flat Fire Trails to Doctors Flat & Mountain Creek roads to home. A loop of some 120km with the occasional challenging descent and ride out.

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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,

Well Christmas and New Year are out of the way and for me back to work freeing up the weekend for riding. I managed to get some good rides in over Christmas, dirt, sand and bitumen. Having recently completed the *BMW Safari Enduro*, my neighbour Ed has taken to adventure riding his R1200GS and training loops in the Brindabella's in anticipation of more adventures. This included the ~3km descent from Brindabella road into Flea Creek via the [Gentle Annie Track](#); a name that can only reflect the speed as you complete the steep descent over berms, sand, washouts and rocks. Fortunately, there was no traffic coming up the hill! Our ride out was via the northerly Webb Ridge Road fire trail, a challenge of loose rocks overlaying a hard surface returning via Doctors Flat and Uriarra. Door to door about 130km and 4 hours.

This reinforced my off-road skills learnt at the *Academy of Off Road Riding* (well recommended) and Cape York ride to the 2012 OCR (Off Centre Rally). This year's OCR is at Drysdale Station in the Kimberley WA.

Summer makes for good riding (along with autumn, winter and spring) so if you're out riding, why share a picture or even an article with the Club and members. There are no Pulitzer prizes, so why not give it a go.

Towards the end of last year, the Club stopped printing *Shaft Drive Lines*, a significant cost to and drain on Club finances. President Martin has fielded a few inquiries and once explained everyone seems happy enough, so the next step is to reformat SDL to an online format. If you have other ideas let one of us know.

That's my fill,

Garry Smee,

Editor@bmwmccact.org.au

BMW Clubs Australia Delegate

PS: The R100GSPD has been reassembled and completed its first 40km test ride ☺

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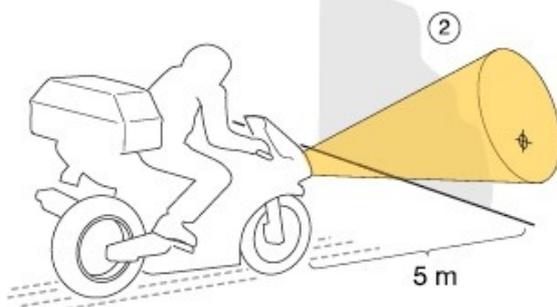
Adjust Headlight Angle

When riding with a passenger or changing the load, the spring preload must be adjusted for proper function and vehicle balance.

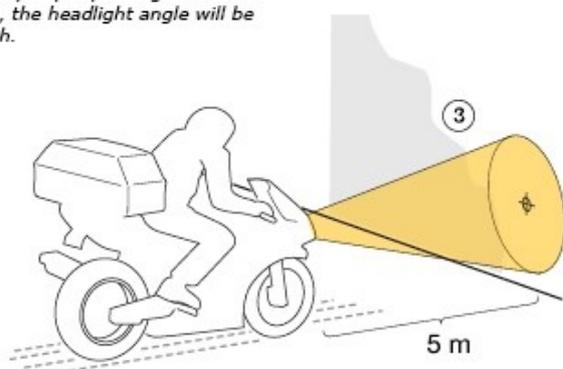


1. First, check the headlight angle by placing the vehicle about 5 m from a wall, with the rider in normal riding position.

Now, turn on the headlight. Mark the centre of the light on the wall with a piece of tape.



2. When you have a passenger or when you put packing on the vehicle, the headlight angle will be too high.



3. Adjust the spring preload until the headlight angle is the same as before but with the passenger or extra load on the bike.

The tech-tip document on the left comes from the *Öhlins* website <http://www.ohlins.com> as does the following space filling trivia.

Introduction

Öhlins Racing has been an integrated part of the motorsport industry for more than 30 years and our focus has always been on service and support, all the way from the MotoGP circuits to the local national racing events in over 50 distributing countries.

Our philosophy has always been to supply the aftermarket, OEM partners and teams with high-end racing technology and we are all dedicated to exceed our customer's expectations throughout the world.

The Öhlins way

Our passion for innovations and state-of-the-art technology motivates us to search for the next generation of advanced suspension technology.

Our dedicated and professional staff cooperates with some of the most prestigious racing teams in the world to find the optimal racing performance and in the end this knowledge finds its way to the aftermarket shock absorbers, front forks and steering dampers on the street.

Our aftermarket customers ride on factory racing technology with just small or even now modifications. Our goal is to offer the same level of service and support throughout our organisation, no matter if it is a racing team or a passionate enthusiast rider in search of a better functioning suspension unit on his bike, car, ATV or snowmobile.

To be a respected and preferred brand in the high-end segment within our business areas is a motto and every employee strives to make this come true.

To be in the fore front of advanced suspension technology makes us work even harder to find the next chapter of suspension technology.

Öhlins Racing is just about to turn the page yet again and it is time to make the world go electronic on suspension.

Hurry as this offer closes on the March 2014 AGM.

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@bwmccact.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.academyoffroadriding.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@bwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMWCCACT 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@bwmccact.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.

CLUB RIDE 2014 CALENDAR



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

Then here is your chance; Dave Morgan the Club's Ride Coordinator is working on the 2014 calendar now.

Send your suggestions to Dave at Rides@BMWCCACT.org.au now.

PRESIDENTS OF THE BMWCCACT

The Club AGM and Committee elections are held in March each year.

Peter Robleski	March 1981	February 1982
Chris Fulker	March 1982	February 1984
Werner Strotmann	March 1985	January 1986
Mike Houston	February 1986	October 1987
Ian Hahn	December 1987	February 1989
Chris Fulker	March 1989	February 1995
Frank Millwood	March 1995	February 1996
Ron Andrews	March 1996	February 1998
Jim Reid	March 1998	February 2000
Greg Barber	March 2000	February 2002
Ron Andrews	March 2002	February 2003
Peter Stanfield	March 2003	February 2005
John McKinnon	March 2005	February 2007
Martin Little	March 2007	February 2009
Bob Coleman	March 2009	February 2010
Mark Edwards	March 2010	February 2012
Martin Robertson	March 2012	Present

LIFE MEMBERS OF THE BMWCCACT

Name	Year Inducted
Bob Rumsay	
Chris Fulker	
Ron Andrews	
Ian & Jeanette Hahn	
Frank Millwood	

FRIEND OF THE MARQUE



From the [BMW Clubs International Council](#):

"Fans and friends of the BMW marque include enthusiasts whose personal dedication goes beyond the norm. This requires membership of an accredited BMW club. We recognize their dedication as passionate ambassadors of the BMW marque with the "Friend of the Marquee" title."

Name	Year Inducted
Ron Andrews	2006

SHOULD THE CLUB BUY A SPOT3 - THE PERSONAL SATELLITE TRACKER?

Garry Smee, Editor SDL

During October, I invited Club members to vote their thoughts on whether the Club should buy a SPOT2 to use on Club runs and for hire (@ a small cost) to members on private trips.

The SPOT2 has since been replaced by the SPOT3 and whilst only ~25% of members voted there was strong support for the Club buying a SPOT personal satellite tracker. Whilst some members commented that SPOT were cheap enough to buy your own, others perhaps on the road less travelled, supported the concept of a shared unit. Yes, there are some logistical issues to be resolved, for example ensuring the secondary SMS telephone number is updated.

I will take these results to the Committee for further discussion. For those interested in reading more, or missed October's [Shaft Drive Lines article](#); then you can start here at the GPSOZ webpage http://www.gpsoz.com.au/spot/spot_gen3.htm, who are not only local but offer great product support along with other farkles.



[SPOT Connect](#)

30 Oct 2013 at Canberra ACT

Fields and options	Selected
Yes, I think SPOT is a great initiative	
New choice	22
No entry	3
No, I don't think the Club needs a SPOT	
New choice	3
No entry	22

BMW FUEL PUMP FLANGE REPAIR CLAMP

Fits the R1200GS /GSA /R /S /ST /RT > 2013 HP2 Enduro /Megamoto /SportK1200 /1300S /R /GT.

Designed to repair the infamous fuel pump flange cracking issue the clamp fits around the flange to support where the female quick connect screws into the fuel tank.

This is becoming a more common problem, as these bikes get older or incorrect servicing.

The clamp can also be installed as a preventative measure to stop the cracking and leaking problems.

This is also much cheaper than a new fuel pump unit!



Available from [Munich Motorcycles](#) for \$95 P&P or you can search for these online and other vendors.

See the [recall article](#) in this issue of *Shaft Drive Lines*.

2014 CLUB ANNUAL GENERAL MEETING & COMMITTEE ELECTION

The March Meeting and AGM is an important event on the Club calendar with all members encouraged to attend and fulfils a number of important functions to maintain our incorporated status including (1) President's report (2) presentation of the clubs financial accounts, (3) vote on any constitutional amendments (4) election of a new Committee for 2014-15.

You must be a current financial member of the Club to nominate for a committee position and vote at the AGM. Annual memberships are due on 28 February 2014. Look out for the email or paper invoice and please pay on time so you can practise your democratic rights in how the Club operates.

Want to be part of the Committee and help run the Club? No prior experience is required but enthusiasm is, as is a small commitment of time to attend the various committee meetings. The Committee positions and functions include:

- **President.** Holds the formal position representing the Club and members to BMW Clubs Australia, other BMW and motorcycle clubs and community.
- **Vice President.** Deputises for the President if away or unable to fulfil his or her duties.
- **Ride Coordinator.** Coordinates the Club's riding calendar. Members are encouraged to submit their own ideas for rides or lead a ride to their favourite destination. Club rides are posted to the website and emailed to members.
- **Secretary.** Responsible for taking and publishing the Committee, AGM and Monthly meeting Minutes; monitors the Club's post office box and responds to correspondence and other matters pertaining to the Club.
- **Treasurer.** Maintains the Club's financial accounts including membership applications and renewals, advertising and other revenues, whilst paying accounts as required. A financial balance sheet is required at the AGM and submittal to the ACT Registrar's office through the Public Officer.
- **Public Officer.** Is responsible for the maintaining the Club's incorporation with the ACT Office of Regulatory Services. For more information see here: <http://www.ors.act.gov.au/community/associations>
- **Membership Secretary.** Manages the Club memberships register and processes new and renewing membership applications. From 2013 this is on-line using the Club's new website www.bmwccact.org.au.
- **Social Secretary.** Responsible for arranging the Club Award & Christmas dinner, alternate year mid-winter Club dinner and weekend with the BMWCCVIC and infrequent social activities not necessarily motorcycle related.
- **Webmaster.** Looks after the Club's online presence www.bmwccact.org.au that requires some back of house IT skills or enthusiasm to learn.
- **Editor.** Edits and arranges online publishing of *Shaft Drive Lines*, the monthly magazine of the BMWCCACT. An opportunity to put into practice your hidden or latent journalistic talent.
- **BMW Clubs Australia Delegate.** Nominated by the President and represents the Club at BMW Clubs Australia that provides a formal link between BMW Australia and the various BMW motorcycle and car clubs in Australia. There is generally one formal meeting per annum in Melbourne.

If standing for a formal position is not for you, yet, then why not volunteer to assist in other regular club activities like the Club's *Kosciuszko Rally*, Club concourse run concurrently with *Shannons German Auto Day* or monthly breakfast and meeting. Or contact any of the Committee members to find out what is involved. You will get more from the Club by contributing to it rather than sitting on the sidelines. Why complain when you can do!

The AGM Agenda and nomination form will be included in February's *Shaft Drive Lines*. Please contact the President (President@BMWCCACT.org.au) if you have any agenda topics or questions before hand.

BMW (USA) IS RECALLING 51,000 MOTORCYCLES FOR A FUEL LEAK

By Christopher Jensen JAN. 6, 2014

(Originally published in the [New York Times](#))



The 2012 BMW K 1600 GTL. BMW of North America

Following an investigation by the National Highway Traffic Safety Administration, BMW says it is recalling almost 51,000 motorcycles because of a possible fuel leak, according to a report the automaker posted on the agency's website. Most of the recalled motorcycles are 2005-11 R and K series models.

The action comes almost 14 months after N.H.T.S.A. began investigating consumer complaints about fuel leaks. BMW said it would recall the motorcycles, although the automaker said the leaks do not pose "an unreasonable risk to motor vehicle safety."

The problem involves cracks developing in a plastic flange on the fuel pump, possibly after a maintenance procedure is performed incorrectly. In addition, BMW said, corrosive fluids could damage a seal, causing "a small leak."

At least one owner told the safety agency that the leak was not small.

"I started the motorcycle engine – a few seconds after it started, gasoline started to gush from the front of the bike onto the engine," one owner wrote to the agency. "Before I knew it, I was in a puddle of gasoline. I shut it off as soon as I realized what was happening. I mopped up the gasoline off of the floor to eliminate the fire danger."

Some other owners told the agency that, after finishing a ride, they found a pant leg soaked in gasoline.

BMW told the agency it was not aware of any accidents, injuries or fires related to the issue.

BMW's report said that the automaker received its first complaint of a leak in 2006 and several more the following year. By early 2010, the company had investigated the problem and concluded that the leaks were because of improper servicing techniques. During the first half of 2010, BMW made manufacturing changes to new models to prevent such problems.

The full list of recalled motorcycles can be seen [here](#).

From the Editor: This article came through an email subscription and only applies to BMW's sold in the USA. The BMW North America campaign notice is [here](#).



**BMW Motorcycle Club
ACT**



To:

From: BMW Motorcycle Club of the ACT Incorporated

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