

BMW Club

# Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



October 2005



Member of the International Council of BMW Clubs



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## 'Shaft Drive Lines' – October 2005 – Volume 25 No.9

### Meetings:

When: 7.45 pm, fourth Monday of each month

Where: Italo -Australian Club, 78 Franklin Street, Forrest.

Next Meeting: Monday 26 September 2005 (*Downstairs, in the Seminar room*)

### Membership:

Membership fee is \$40 per year. A small joining fee applies to new members and includes your membership badge. A membership form appears in the back pages of this magazine, or you can obtain one by writing to :

The Membership Secretary  
ACTBMWMCC  
PO Box 1042 WODEN ACT 2606

Please advise the Membership Secretary of changes to your contact details.

### Activities:

Club runs and social events are detailed in the *What's On* page in this magazine. The Club endeavours to have at least one organized run per month. Suggestions for runs and activities are welcome to the Ride Coordinator or the Social Secretary.

Every effort is made to make the information on the *What's On* page accurate but changes to meeting times and places etc can occur between publication dates. Members will be reminded of rides, activities and general information by email. If your email address has been changed or your box is full, we can't contact you, so advise the Ride Coordinator of changes to your contact details. The most up-to-date information will be posted on our website <http://www.actbmwmcc.org.au>

Participants in Club activities are advised and reminded that they do so at their own risk and are fully responsible for their own riding. Please obey the law at all times and ride with your safety and the safety of others in mind.

### Charity Support:

This club proudly supports the Cardio-Thoracic Unit of The Canberra Hospital.

Web Site: <http://www.actbmwmcc.org.au>

Check the web site for updates of rides and social events.

### About 'Shaft Drive Lines':

Relevant Contributions to this Club Journal are most welcome, and should be directed to the Committee at any general meeting, or posted to:

The Editor, Shaft Drive Lines  
ACTBMWMCC  
PO Box 1042  
WODEN ACT 2606

or email to [editor@actbmwmcc.org.au](mailto:editor@actbmwmcc.org.au) The deadline 10 days is before the next meeting. All disks & photos etc. will be returned upon request. Articles and photos sent as attachments are preferred in Word or JPEG formats respectively. Please keep photos separate and do not embed them in your document.

### Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc.

Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

### Privacy of Club Member Information

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a declared policy as regards *Privacy* and *Spam*.

**Details of the Club's policy were in the May 2005 newsletter.**

Any members who have queries should contact the Club President in the first instance, or alternatively, raise these issues at the Club's monthly meeting.

### This month's cover:

Upsidedown Greg wheeling his 1100GS up for the photographic session after winning his class (best Telelever) at the recent NSW Club's '25th Anniversary of the GS' Rally.

*(Those who receive the pdf version of this issue will appreciate that the front cover is intended as a special tribute to Greg and his bike.)*

# The Presidential Hookah



Another week of on and off weather. On the bike, off the bike, Wet weather gear on, wet weather gear off. So unpredictable! I'm planning to go to Tumarumba on Tuesday 20 September for the next meeting of the Snowy Region Motorcycle Safety Group (SRMSG) and I would dearly love to know what the weather in going to be up to.

The SRMSG has been doing some excellent work in the Snowy area, improving safety for motorcyclists and conducting awareness campaigns. It is the sort of safety initiative which goes on unnoticed in the background, but contributes a huge amount to our enjoyment and safety. Improved signage, road maintenance and motorcycle awareness are significant outcomes of the work of the group, which benefit all of us.

Congratulations are in order to Howdie Farrar on his election to President of the BMW car club. Howdie and Ruthie with the Autofest Committee have been putting in a big effort to organise the German Autofest Day on Sep 25, and have done a sterling job. This is our Club concours day and all the details are in this edition of the magazine. See you there.

The price of petrol set me thinking about fuel efficiency as distinct from economy. If you consider the amount of fuel needed to move a tonne of metal around, (eg my Holden Rodeo at 1.8 tonnes uses 12.5 Litres per 100km which equates to 6.9 l/tonne, whereas my R1150RT at 280kg, uses 5.6litres per 100km or around 20 l/tonne), you pay a high premium for the performance characteristics of a motorcycle. In my car club days of long ago, this was how we calculated our economy runs in ton miles per gallon, mainly to stop the guys in the Minis winning every time. It probably says a lot about the big strides which have been taken in the auto industry to improve the performance and efficiency of the average engine.

I looked at my tyres the other day, and while they probably had another ride or two left in them, I opted to replace them. I don't believe in wringing the last km out of the most important safety feature on the bike. As long as it sticks to the road when I need it, I'm not too fussed about mileage. I have been running Metzeler Z4s, and have installed the latest offering from this company, the new Roadtec Z6. It's funny how you get used to particular tyres and become comfortable with their handling and braking characteristics, and I have been thoroughly pleased with the Z4 but now I'm looking forward to the Tuesday run to see how the new ones perform.

Enough of my ramblings for now; enjoy the sterling work of our editor and contributors to this edition. See you on the road.

John

Our Webmaster, and regular 'Shaft Drive Lines' contributor, Olaf Moon, is deadly serious about this year's TJ's Touring Competition

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## Welcome to our new members:

- » **Gregg Johnstone**
- » **Vic Garland**
- » **Romano Gaspardis**
- » **John Turnbull**



## Room Change:

The September 25 general meeting will be held **downstairs** in the Seminar room at the Italo-Australian Club.



## What's On - Rides, Events & Meetings

**Next General Meeting is on Monday 26 September 2005, at the Italo-Australian Club, 78 Franklin Street Forrest at 7.45pm. (*Downstairs, in the Seminar room.*)**

**(Remember that unless you're a financial member of the Italo-Australian Club, you should sign the "Group Sign In Sheet" at reception when attending meetings.)**

### September 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	

- 25 German Autofest & Club Concours
- 26 General Meeting, Italo-Australia Club, Forrest 7.45 pm in the downstairs seminar room.

### October 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- 2 Alternative Sunday Breakfast, Grapevine Café, Braidwood
- 5 Chomp & Chat - Piyaros Thai, Shop 1, 14 Lonsdale Street, Braddon. BYO. 6.30pm
- 8 Day ride to Berry
- 13 Committee meeting
- 22/23 Kosciuzsko Rally, Geehi Hut
- 24 General Meeting, Italo-Australia Club, Forrest 7.45 pm

### November 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

- 2 Chomp & Chat - to be advised
- 5/11 BMW Safari Rally for GS
- 6 Alternative Sunday Breakfast, Captains Flat 10am
- 12/13 Weekend ride
- 17 Committee meeting
- 28 General Meeting, Italo-Australia Club, Forrest 7.45 pm. This is the last general meeting for the year.

### december 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10

- 4 Christmas Picnic, Corin Forest from 10.30am
- 9 Christmas Dinner & Presentation Night, Hudsons in the Gardens, Australian National Botanic Gardens
- 10 MRA Christmas Toy Run



# More What's On

## 25 September - German Autofest and Club Concours

We'd really love to see lots of members supporting the Autofest and of course, entering in our Club's Concours. More details with this newsletter. **A pre-concours breakfast will be at My Café in Manuka at 8 am.**

## 26 September - General Meeting

7.45 pm Italo-Australia Club, Forrest. There will be a guest speaker talking about his recent bike tour of Canada. Note the meeting will be in the downstairs seminar room.

## 2 October - Sunday Alternative Breakfast - Grapevine Café, Braidwood

We enjoyed a good breakfast here last year so we're off to the Grapevine Café again. It's on the right hand side as you ride into town from Canberra.

## 5 October - Chomp & Chat, Piyaros Thai, Shop 1, 14 Lonsdale St, Braddon

Our President is a regular customer and recommends it highly. BYO beer and wine. Normal 6.30pm start. RSVP to Pam on 6255 8045 or email social@actbmwmcc.org.au by 1 October.

## 8 October - Day ride

The weather should be getting warmer so it's off to Bundanoon, Robertson, Jamberoo, Kiama, Berry (lunch) and home via Kangaroo Valley. Leaving at 8am from Red Rooster, Queanbeyan and 8.30 am from the Bungendore roundabout.

## 22/3 October - Kosciuszko Rally

The club's annual weekend in the mountains at Geehi Hut. Details in this newsletter at page 8.

## 2 November - Chomp & Chat

To be advised.

## 5/11 November - BMW Safari for GS

There is now a waiting list for places on this year's GS safari. See the BMW Safari website for up to date details.

## 6 November - Alternative Sunday Breakfast/Brunch, The Outsider, Captains Flat

One of our favourite Sunday places. The meals are huge and more of a brunch than breakfast so we've booked in for 9.30 am. We have to give the restaurant final numbers beforehand, so please rsvp to Pam on 6255 8045 or email social@actbmwmcc.org.au by 29 October 2005.

## 12/13 November - Weekend ride

Pencil this date in your diary while Mal the Ride Coordinator is scratching his head with his pencil deciding where to go. (Possibly on the Vic side of the Snowies?)

## 28 November - General Meeting

7.45 pm Italo-Australia Club, Forrest. This is the last general meeting for the year.

## 4 December - Christmas Picnic Lunch, Corin Forest

There won't be an alternative Sunday breakfast in December as the Club's Christmas picnic will be on the first Sunday in December. It will be a traditional picnic with games — start practising your helmet throwing now! The venue is Corin Forest Mountain Recreation, Corin Road, off Tidbinbilla Road. More details in the next newsletter.

## 9 December - Christmas Dinner & Presentation Night

Everyone had a great time and great food last year, so we're returning to Hudsons in the Gardens, Australian National Botanic Gardens for our Christmas Dinner and Presentation Night. More information later in this newsletter.

## 10 December - MRA Toy Run

Yes, it is the morning after our Christmas dinner, but that's no excuse not to turn up to support a very worthy cause.

## Going my way?



We often hear of someone planning a longish ride, so if you'd like a riding companion for a trip please contact the Editor so it can be included in the newsletter and on the website.

## Ladies Spring Ride

Fiona Oliver is organising a ladies ride day in Spring. It'll be either a mid-week ride for lunch or a weekend brunch ride or both if there's enough interest.



So if you fancy a ride at your own pace without feeling pressured to keep up with the men, why not come along? P and L plate riders are especially welcome.

Send Fiona an email (merchandise@actbmwmcc.org.au) and let her know your preference for a mid week or weekend ride or both.

# The Vice Report

Leena finally decided it was time to put her foot down; in fact both of them flat on the ground. I was on a mission. The F650 CS had the low seat sculpted but still the ground was at best the ball of the foot away for Leena. I did some research and found that Koubalink in the States had just the thing for the F650 and a number of other bikes. They sell links which they claimed would lower a bike by 2.25 cms to about 3 cms, although being American that is about 1 to 1½ inches. See photo. The links go on the bottom of the dog bone (the bottom end of the rear spring and the connection to the swing arm.) The instructions were quite reasonable except for the conversion from imperial to metric and the bit about just put the bike on a milk crate. Whilst my able assistant and I were contemplating this task and trying to work out with the side stand support making the sump unlikely to balance on a crate that we were to be spared this challenge, we found to our amazement that the drive belt had been attacked by a stone of the blue metal variety. See photo. The stone had penetrated the belt very close to the edge and was firmly lodged. Clearly in need of being replaced we adjourned for a latte to consider our options.

I should mention that the links were \$80US which included postage. The order arrived 1 week after I placed the order and I was then able to make payment through Paypal. Not a bad service. We faced the stone with mixed feelings as we now did not need to worry about getting the bike onto the milk crate. Turns out that the belt was about \$350, so what I thought was going to be a \$100 job ended up being \$600 plus. Removing a swing arm and replacing the belt was just a bit more than I was prepared to tackle.

The result is effective and now Leena can get her feet flat on the ground and doesn't need to worry about the belt splitting. I am not sure I would have found the stone had it not been for this task.

Onto things GS: I was part of the group from the Club which attended the 25<sup>th</sup> GS Anniversary rally and thoroughly enjoyed the event. I need a lot more experience off road and am looking forward to the next GS Rally. The camp site was great and the full moon (by accident I understand) made for a very pleasant camp out. Still can't get over the 'Rat' bike being the best tele-lever. I think the judge should be swabbed.



The links for the F650CS as received from the States

I have finally succumbed and submitted a couple of photos for the TJ's competition. Getting town signs provides more of an adventure than I had realized. We passed a number which were just too close to the edge of the road with little space for a bike. However, I must have one of the shortest names, the Village of Lue. No doubt Ian Hahn on his adventures 'round Australia is hoping to get a least one new tyre to replace the ones he will wear out. There are monthly prizes but you need to enter to win.



The links in place. The belt (new) can be seen in part behind the links.



The stone in the belt. About the size of a small pea.

So many roads and so little time.  
Ride Safe  
Colin Ward

# Our Club's Concours—2005

## It's show off time! - Sunday 25 September

The 2005 Club Concours will be held on Sunday 25 September in conjunction with the German Autofest at Rond Terraces (the southern end of ANZAC Parade on the northern foreshore of Lake Burley Griffin). Judging starts at 11.00 am so you've enough time to give your pride and joy a final dust, wash and polish.

Categories are:

1	Cruiser	5	Off road/dual purpose
2	Tourer	6	"Rat" bike
3	Sports	7	R Series Classic (pre 1970)
4	Roadster	8	R Series Post Classic (post 1970).

**As always, totally impartial judging! And a chance to show off in front of those other German marque owners.**

Food and drinks will be available. The German Ambassador will present a prize to the best display (cars or bikes) and there's also a People's Choice award for the best bike.

We will be meeting for breakfast at My Café, Manuka at 8am. Proceeds from the German Autofest go to the Eden—Monaro Cancer Support Group.



## MRA News

**Editors Note:** Club members also on the MRA's email distribution list will have previously seen these messages. However, they are relevant to all of us and worth repeating. Space doesn't always allow inclusion of full details, so for further information on any particular item, please contact either Peter or Robyn Major.

### 'Calling all Male Motorcyclists, White Ribbon Day 25th of November 2005

This event is one of the many steps we can take in the process of eliminating violence against women and also making a positive contribution in the reduction in domestic violence in current and future generations, WRD is an event all Motorcyclists should support.

As such the MRA ACT calls upon all motorcycling clubs and individuals to promote the cause, wear the White Ribbon on the 25th and promote the International Day for the Elimination of Violence against Women (IDEVAW).

Attached\* is an invitation to become an ambassador for WRD 2005, so take up the challenge and make a difference for the World. Ride Safe, Pete Editor MRA ACT Inc 02 6207 0073'

(\*Contact Peter for a copy of the invitation mentioned)

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Riding Again After a Break of Some Years? Why not restore that confidence and hone those skills ?

Stay Upright has a course designed just for you.- **Mature Age Skills Training for Experienced Riders (MASTERS)**

Developed by MRA ACT and Stay Upright and subsidised by the NRMA-ACT Road Safety Trust, the course involves no testing and no need to perform. Pillions are welcome.

A Course is scheduled for 20 November 2005 Places are limited and cost \$115 for an evening theory session followed by a full practical day. Don't Miss Out-Phone Stay Upright Now. For more details and to reserve a place

Phone: 02 6241 3963

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The MRA organised an 80kph learner limit Awareness Ride Sunday 18 September at Cooma

'What is it all about?\*

Following the NSW and ACT governments independently gaining legal advice, ACT learners are now stuck with the differential speed limits for learners operating in NSW ie ride across the border into NSW and out of the protection of our landlocked ACT, learners have to ride (drive) no more than 80kph regardless of sign posted speeds. ...

MRA ACT is deeply concerned about the increased threat this represents for our learners, especially motorcycle learner riders, and the reduction to road safety. As a nation we are supposed to be increasing road safety measures.

We will be tackling the overarching issue of differential speed limits at a national level and will be raising this at the next meeting with the Federal Australian Transport Safety Bureau Motorcycle Safety Consultative Council...'

(\*Ed: This is a much abbreviated explanation of an important ongoing issue of which we should be all aware. )

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'...To raise the awareness of Rider Safety, Girls on The Move (GoT-M) have developed with Stay Upright a training course specifically for the female rider.

There are no dates as the dates will be determined by numbers and demand.

If you have any questions please contact Stay Upright directly:

PO BOX 480 MITCHELL ACT 2911 Email: act@stayupright.com.au Web: www.stayupright.com.au

Course Booking Line - Ph/Fax 6241 3963 (9am - 5pm, Mon to Fri)'

# Upcoming Rallies

- **The BMW Owners Club of South Australia's 2005 biennial rally**—Friday 7 Oct to Sunday 9 Oct 2005, at Spear Creek, just west of the Flinders Ranges near Port Augusta, SA.
- **The 30th anniversary of the first Worlds End Rally held in 1975.** This gathering will be at the original site in Warren Gorge, approximately 20km north of Quorn in South Australia's scenic Flinders Ranges, on October 1st & 2nd.

Further details on the above two rallies were published in previous issues of 'Shaft Drive Lines'. (The Editor and Club Secretary have copies of entry forms if you wish to attend.)



## ACT BMW MCC's Kosciuszko Rally 22 and 23 October

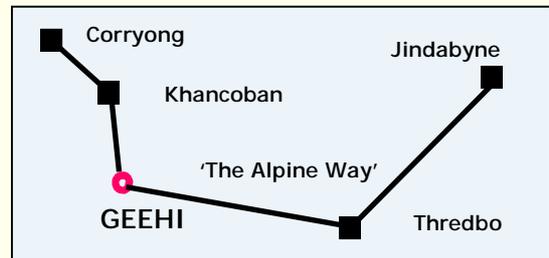
in the Snowy Mountains at  
Geehi Hut campsite

— Between Thredbo and Khancoban (signs will be out on the Alpine Way)

The ACTBMWCC's annual rally and a fun weekend for everyone.

This year it's BYO everything—camping gear, food, drinks, but firewood will be available. Trophies in many categories, e.g. youngest, oldest, distance, etc., raffles, good times assured. Entry fee is \$15 per person payable on arrival.

Check our website for up-to-date details <http://www.actbmwmcc.org.au>



Couple of photos from the 2004 Rally. Very scenic location and lots of fun. Come along this year!

**Club members with internet access are reminded that for up-to-date Club information on events, general discussions, etc. they can join one or both of our yahoo groups, as follows:**

[ACTGravelsurfing-subscribe@yahoogroups.com](mailto:ACTGravelsurfing-subscribe@yahoogroups.com)  
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

[actbmwmcc-subscribe@yahoogroups.com](mailto:actbmwmcc-subscribe@yahoogroups.com)  
<http://autos.groups.yahoo.com/group/actbmwmcc/>

The ACT BMW Motorcycle Club invites all members to the  
**CHRISTMAS DINNER AND PRESENTATION NIGHT**

**Friday 9th December 2005 from 7.00pm**  
**The Australian National Botanic Gardens Restaurant,**  
**Clunies Ross Street, Acton**

**Cost: \$55 per person for a three course buffet dinner and drinks (beer,  
wine, soft drinks, no spirits)**

**Dress: Smart casual with a LOUD Shirt**

**HOT FINGER FOOD**

Zucchini and Halloumi Fritters  
Aubergine and Pinenut Pizzette  
Mini Beef Mignons with Basil Bearnaise  
Sweet Potato Empinadas  
Petit Lamb and Rosemary Pies

**BUFFET MAIN COURSE**

Hot Hudson's Roast Sirloin of Beef  
Platters of Freshly Roasted Chicken  
Sundried Tomato and Ricotta Tortellini with Tomato and Basil Sauce  
Tossed Mesclun Salad  
Indonesian Rice Salad  
Bean and Mushroom Salad with Curry Mayo  
Hot Buttered Chats with Dill  
Petit Dinner Rolls

**DESSERT**

Cheese and Fresh Fruit Platters  
Lemon and Lime Tart  
Flourless Chocolate Hazelnut Torte

**COFFEE & TEA**

Freshly percolated Lavazza Coffee and Twinings and Herbal Teas

**DRINKS**

Red and White Bottle Wine, Champagne, Light and Heavy Beer, Orange juice and Mineral Water

RSVP to [social@actbmwmcc.org.au](mailto:social@actbmwmcc.org.au) or phone Pam Paull on 6255 8045.

Full payment by cheque to the Treasurer, ACTBMWCC, PO Box 1042 Woden  
ACT 2606 (with completed tear off slip below) or pay cash at the meetings or  
breakfast. Full payment MUST be made by Monday 28/11/05.

Numbers are limited so book early to avoid disappointment.

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**I / we will be attending.**

**Name** \_\_\_\_\_ **(please print)**

**Number attending** \_\_\_\_\_

**Payment @ \$55 per person** \_\_\_\_\_ **(no refunds)**



October 2005

## Welcome ACTBMWMCC members to Spring!

Firstly, due to my absence during the recent ACTBMWMCC meeting at Rolfe Classic BMW Motorrad, I offer a big thank you for coming to the meet at the showroom. Greg & John tell me the numbers were strong and it was great to see a lot of faces again. Your support for us doesn't pass unnoticed, especially from the perspective we do wish to continue our strong support for the ACTBMWMCC. No doubt another meet could be in the future, to which I'll do my best not to disappear on annual leave for that one!

It's been great to see so many riders visit the showroom recently, braving the cold windy and sometimes wet weather to check out new models and riderwear. Winter is normally a quiet time for ACT Motorcycle dealers however plenty of riders have been preparing for the Spring months ahead ordering new bikes now.

As always, our new K series machines have been earning a lot of attention. With recent press write ups praising the R's performance and handling, it's no wonder we're talking about that bike more than others. The R1200RT too has been earning a lot of praise with interested parties telling us how the new look has soon grown on them. John & I love talking bikes so come and ask us to run over a new machine with you.

We have a number of demos for sale that I have maybe mentioned in the past that are worth twisting our arm about if you're in the market:

- **R1200ST** – this Piemont Red and Dark Graphite machine is a bike aimed at those who want a tourer that has a sporty edge. We've added ABS (partial intergral), panniers, alarm, luggage rack, chrome exhaust and white indicator lenses to make this a wanted machine. Plenty of rego and only low kms will allow the astute buyer feel like they've earned a bargain. You'll be surprised after a test ride about how good this bike actually is.
- **R1200RT** – Dark Graphite machine with alarm, chrome exhaust, on board computer, heated seats, large top case, white indicator lenses. This bike just may not be around much longer with some visitors lately keen on negotiating a price on it. It's had it's first service and is ready to ride away – just bring the cheque or better still, finance through BMW Finance!
- **R1100S** – our 2005 model, includes wide rear wheel, upgraded amp output, black engine, white indicator lenses and very, very low kms. Looks fantastic in Pacific Blue and also includes ABS.
- **R1200GS** – could be for sale by the time you read this, maybe not as it won't last long! Alloy wheels with Rock Red paint, black side covers and black dual seat. We also added engine bars, top case and panniers. It's prepped for Navigator II (wiring and bracket) so add that and ride away. With the interest in this model still strong, don't count on this one being around too much longer.
- **R850R** – this 'SE' model in blue looks great for a traditional BMW naked, includes ABS, sports screen, luggage rack, panniers and cylinder guards. Easy riding for those who like it simple without missing out on the useful options. Only 1500kms, first service already done.
- **K1200LT FL** – our Ocean Blue demo is fully optioned! Simple touring with electric centre stand, central locking & alarm, safety from the luggage rack with LED stop lamp, Navigator II prep, double power sockets, taller screen, comfort seats and large pillion footrests. Very low kms. It's big but rides very easily and is fantastic to push up behind sports bikes on while in lounge room comfort!

Apart from the two wheel variety above, our Parts & Accessories have a number of items in riderwear and add-ons for sale and largely reduced prices. Sizes and styles are limited, however those who drop by might just find a something that suits (pardon the pun).

I look forward to seeing you soon.

Safe riding and best regards,

**Rob Jones and the team of Rolfe Classic BMW Motorrad**

Rolfe Motor Corporation  
No1 Pty Ltd  
A.C.N. 008 629 436

2 Botany St  
Phillip ACT 2606

Telephone  
(02) 6208 4111

Facsimile  
(02) 6208 4112

Service Telephone  
(02) 6208 4144

Service Facsimile  
(02) 6208 4123

Parts Telephone  
(02) 6208 4155

Parts Facsimile  
(02) 6208 4123

Dealer Principal  
Brian Joseph

Upsidedown Greg reports on the -

# GS 25th Anniversary Rally



...at Cundle Flat Farm



Friday the 19<sup>th</sup> of August saw 11 gravel surfers leave Sutton at around 8.30am. Like Jason and the Argonauts we were in search of the Golden Fleece. Our version was not the golden ovine covering of Greek mythology but a premise for the purveying of alcoholic beverages located in Scone, which would be our overnight stop before heading to Gloucester on the Saturday. Scone is a town in the Hunter Valley named after a baked food item popular at CWA meetings and is also the main ingredient (along with jam and cream) of Devonshire teas.

A brief stop at Crookwell to regroup revealed that some of the riders had obviously been on too many club rides because there was a call for a coffee infusion. This was ignored. Whilst standard club rides might tend to be focused on cafes, gravel surfing rides usually involve riding and after just 100kms a coffee was out of the question. We continued to Taralga where we again regrouped. The persistent latte drinkers again called for coffee and were again ignored.

Our first break was at Oberon where we refuelled man and machine. A traditional country takeaway provided coffee, a hamburger or half a chook if you so desired.

Shortly after Oberon we split into two groups with Roger and Colin taking the tar to Rylstone and the rest of us heading into Kirkconnel State Forest.

We soon reached Sunny Corner, which wasn't sunny – and probably never has been. The weather in this part of NSW is always cold and miserable. The nearby Kirkconnel correctives services facility might only be minimum security but I reckon the clients are doing hard time just the same.

After Sunny Corner the road narrowed and wound its way out of the forest into private property. It was here that Vic (R100GSPD) decided to park his bike in the middle of the Turon River for a short time. The road approaching the river is reasonably steep and as you round a sharp downhill corner you are presented with the river crossing straight in front of you. You naturally focus on the river and don't see that there is an alternative low bridge crossing about 50 metres to the left. Vic eventually saw the bridge but decided to take on the water anyway but was let down by some wet electrics. The site of Vic sitting on his bike in the middle of the river certainly focused the minds of others on the bridge crossing and we all took that option to the other side and proceeded to take photos of Vic in the water. Only Barry was brave enough to venture in to the cold water to push Vic out. →

We were soon on our way and reached the highway at Capertee without further incident before heading into Rylstone where we met Roger and Colin. After a short break we moved off again towards Bylong and more dirt, with Roger and Colin heading to Mudgee.

The road to Bylong is a tar surface as it winds its way into a valley and then turns to flat open smooth clay. This section of road is like a highway in the dry, but it would be a very suspect in the wet.

From Bylong we headed towards Mudgee before taking the Merriwa turn off. This road runs through the edge of the Goulburn River National Park and includes some nice sandy patches covering about 5 kms during the first part of the National Park.

Riding in sand is as much a mental thing as it is a physical or riding skill thing.

When you first hit the sand your front wheel starts to wobble as the sand grabs at the tyre trying to turn it from its path. The immediate reaction is to roll off the throttle as your brain tells you that a crash is imminent, and crashing at low speed is better than at high speed. As you slow down weight transfers to the front wheel causing it to dig into the sand even more and to wobble/weave more severely. If the sand is just a short patch you might reach the other side and solid ground. If the sand is over a longer distance you continue slowing and increase wobbling until you fall off.

The trick of course is to keep the power on and sit back slightly to keep the weight off the front wheel as much as possible, feel comfortable with the handle bars bucking around and steer with your weight through your feet and body. It sounds easy and it is once you get the hang of it, but it takes time.

On this occasion Dale didn't quite have the hang of it and gently dropped his R1150GS Adventure. Just as well there were a couple of witnesses to help him back on his feet. But unfortunately no cameras.

Back on the tar at Merriwa we headed to Scone with a few of us taking it very easy due to low fuel level. At least three of us admitted to coasting down some of the hills with the clutch in just to get a few extra kms out of the tank.

We rolled into the car park of the Golden Fleece right on 5.40pm – just as I had predicted prior to the rally. We soon checked in and then headed for the bar and a well earned refreshment. Chris McCardle (R80GSPD) from Melbourne and Greg Aldis (Honda Africa Twin) from Sydney soon joined us. Andrew (F650GS) distinguished himself by falling asleep over dinner – it had been a long day.

Around 9.00pm Seamus (R80GS on steroids) arrived after his late start due to mechanical problems. He had left Canberra at 3.00pm and covered the 600kms in even time. Not a bad effort considering half his ride had been in darkness.

Saturday morning greeted us with wet weather. The tar contingent swelled in size as Dave and Martin joined Colin and Roger for the run through Singleton to Gloucester.

The rest of us opted for a wet run across Barrington Tops National Park. We were joined by Ray Birchell from Wagga on his Triumph Tiger and sidecar. From Scone we headed to Moonan Flat and then up into the National Park. The rain returned as we passed through the Dingo Fence and we faced fog, cold conditions and a wet road for the next 30 odd kilometres. Fortunately the road is pretty much hard packed gravel with only the occasional patch of softer stuff so we passed without any problems. The sun reappeared as we headed into the valley and we rode into Gloucester in bright sunshine. Also in Gloucester from Canberra were club members Ron (R1150GS Adventure) and Tim (R100GSPD).



The ride along the driveway into the farm was a superb gravel road that wound its way around the hills providing great views into the valley and surrounding hillsides. The camp site was a good sized flat well grassed area next to the Manning River.

We set up camp and wandered around checking out the 100 or so bikes in attendance. Around 3.00pm the bike show started and I lined up my trusty GS next to a number of shiny new bikes.

There were four categories being judged.

The monolever category was won by Ray Peake from Queensland who had spent \$21000 on parts alone when restoring his R100G/S;

The paralever category was won by some guy with a very tidy R100GSPD Classic;

The F650 category was won by a guy who rode his bike across Russia at the same time as Ewan McGregor and Charely Boorman did in their DVD "The long way round" except this guy did it without camera crew or two support vehicles, and no doubt without as much theatrics.

Telelever category was won by some guy with a busted up R1100GS who goes by the name "upsidedown greg". Andy Crook from Motohansa stated that the other bikes in this category were too new and boring and that at least my bike looked like it had been used.

After a spit roast dinner and a few ales most people retired relatively early. Differing priorities on Sunday morning saw our group split up a bit for the run home. Most headed to Singleton and then followed the Putty

Road to Windsor before heading around the back of Sydney to Narellan and down the Hume to home. Jeff (R80GS/PD) detoured off the Putty to Kurrajong and then home via Oberon, whilst Barry just reversed our outward route as did Seamus.

All up I think we had around 12 club members and 2 other BM riders from the ACT attending the rally. A good turn up and I'm sure everyone had a good time.

Greg



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## COMMUTER'S COMMENT

or  
'Stuff wot I have seen'

Thanks to  
Murray Parker

We often share our "near miss" stories when we get together at gatherings like rallies and breakfasts. Events such as trucks on the wrong side of the road, cars pulling out right in front of us and kangaroos jumping across our path etc. This is a good thing really, because it pays to learn from the mistakes of others, as we don't live long enough to make them all ourselves! But most of these stories centre on day trips and longer tours. What is often forgotten is that quite a few of us actually use our bikes to commute to work during the week and the things we see on a daily basis are enough to curl your hair. So after a recent encounter with a young girl on a roundabout (engine number VKN394837, tyres scrubbed on inside edge, radiator needs topping up), I thought I'd share some of the adventures of my daily "Adelaide Ave Grand Prix!"

My route takes me from Oxley (yep, I'm a Reb!) to Barton and back again via Erindale Dve, Yamba Dve and Adelaide Ave. Commuting on a bike is good value as it's cheaper than running a car, there are quite a few free motorcycle-only parking areas in Canberra and now the authorities have allowed bikes to use the bus lanes, which is absolutely the best, especially when the traffic is banked up to buggery and doing 40kph! The thing about commuting that makes it vastly different to weekend riding though, is the fact that the majority of drivers are so involved in their own daily drudgery, that they are just not aware (nor do they care) about anyone else, let alone a motorcyclist. And this is where it can get interesting.

I was once told that Canberrans are the worst drivers because they consist of the country's worst all conglomerated here, and I think I'd have to agree. Due to the emphasis on Government related employment, most of them start and finish work at about the same time. So the congestion on the roads is more influenced by office hours than in other cities. You don't have to be too far outside the "peak hour" timings to see this for yourself. Additionally, our drivers only want to spend the 17.53mins it takes to commute (they've timed it!), regardless of the prevailing conditions and woe betide anyone who gets in their way. We have a really good road system here, but under these circumstances it can't cope with the volume of traffic.

So to the things that I see Canberra drivers doing daily:

Tailgating – they will not leave a space (the supposed "3 second rule") for anyone, lest that person gains one car-space and arrives before them. If one appears, they fill it quick and defend it.

Brake Lighting – they only look as far as the tail lights in front of them and go skidding all over the place should the traffic bank up suddenly. Especially interesting to watch approaching a crest!

Lane Jumping – without looking or indicating, they will come across in double quick time so they won't get caught behind "that bus" that stops in the same place at the same time everyday.....?

Blocking – travelling at the same speed as the car/s next to them. I don't know if there is a specific law against this, but it is just plain inconsiderate. It's interesting to watch the cars behind jostling for position waiting for a chance to get past, which is a sure sign that Lane Jumping is imminent!

Fogging – commencing the journey even though the car windows are completely fogged and/or iced up. Don't worry, the car knows the way!

Deesing – drivers who insist on travelling 10kph below the speed limit, no matter what the limit is, despite the fact that everyone around them is trying to get by because they're doing the limit. (Deesing is derived from the French word "Dix" for the number 10, pronounced "dees", so "deesing") (I just made deesing up, it's not a real word) (could be if enough people use it?). Usually combined with Blocking just to make it worse.

Juggling – coffee in one hand, mobile in the other, doing the make-up or fixing the tie with the third, lighting the fag with the fourth and all usually while doing one or all of the above other events!

They really hate it too when you go by their traffic jam in the bus lane. Of course, they think you are speeding. But when they are doing 40, a bike going by at 80 will look mighty fast.

So, what to learn from all of this? If anything, heed the intuition and the hair standing up on the back of your neck about the driver that you just KNOW is about to do something that could be detrimental to your no claim bonus. Recent articles in bike mags on the subject indicate that there is not much point being in "the right" when you are sprawled across the intersection!

I have only once experienced a considerate driver while commuting and that was recently in the heavy downpour during the morning leg. It was raining pick handles and the guy in the ute behind me gave me heaps of clearance and was in no rush to get by. The road was really slippery so I was taking it easy, and this bloke just stayed behind me all the way acting like a blocker to other cars. I really appreciated his help and gave him an acknowledging wave when he turned off. I'll bet he was a motorcyclist!

Keep safe.

Muzz

PS. No, I didn't go down on the roundabout, but it was bloody close thing (did I mention the mobile phone?)



## Upsidedown Greg ponders on ...

# What is concentration? - and does it matter?

Some time ago at breakfast at Bungendore Mal Elliot put a question to the group "How do you concentrate on long trips?" My flippant response was "Go faster" The conversation then turned to methods that other people use to help them to concentrate, which ranged from CD players and music to the UHF radios for communication between bikes and intercom for communication with pillions. Or to actually to turning off these devices to avoid communication with other riders/pillions. We never actually got around to answering Mal's question.

Whilst I may have given a flippant response at the time, Mal's question got me thinking about how riders do concentrate and even if they concentrate at all. I am sure you have all been on a ride at sometime and seen a rider do something which would indicate that they weren't concentrating properly or at least not concentrating on riding.

I believe that those riders who think that music helps them concentrate are kidding themselves. Especially when many of them say they find music particularly necessary on long trips or on straight roads and highways. Perhaps they are using the music because they are not concentrating on what they are doing and are getting bored. The music is used to entertain them, and actually distracts them and hinders concentration.

Whilst I can only speculate on how other riders concentrate I have given some thought to how I concentrate and how I maintain concentration on long rides. My comments that are provided here are my opinion on what works for me. It may not work for you. It is not a recommendation on what you should do and is only presented for information. However, I hope that my comments will get you thinking about your own level of concentration.

Let's start by looking at the definition of concentrate. Summarising some words from several dictionaries we

get: "*to focus one's powers, efforts, or attention. The direction of attention to a single object*". In our case the single object being riding a motorcycle.

Herein lies part of the problem. Riding a motorcycle means many different things to many people. For some people motorcycling is a ride to the local café and being seen by as many people as possible, for others it's an around the world trip. For most of us it is something in between.

For our purposes let's narrow it down to riding a motorcycle for touring purposes whether that be 500 or 1000kms a day.

I believe that there are several facets to concentration. There are things we do on the bike to concentrate, and then there are things we can do off the bike that will help us concentrate whilst we are on the bike. This is what works for me:

### 1. Focus on riding the bike.

Whilst this might sound obvious it can take some work. Some of the things I do to keep my mind on the job.

- Focus on being smooth through every corner. Not just one or two corners but every one. I try to get the speed right, get the line right, power on at the right time, and then line up for the next corner.
- Look for overtaking opportunities. I think about overtaking opportunities well before I approach slower cars. When an opportunity comes I take it immediately. Getting stuck behind slower vehicles will make your mind wander.
- Look for hazards. On straight roads it can get boring but I look out for side roads, changes in road surface, animals that might be beside the road and any other hazards, including police cars. I actively scan my mirrors, every few seconds.

### 2. Take a break.

We can't expect to concentrate 100% of the time. If I find my mind continually wandering or if I feel tired I will just stop. A fifteen minute siesta under a shady tree can make a huge difference. Even five minutes can help.

### 3. Don't eat too much.

Filling up with food at morning tea, lunch or afternoon tea can make me sleepy. I now tend to eat very little during the day whilst riding, and then mainly only fruit, some nuts or the occasional chocolate bar.

### 4. Drinks lots of water.

Drinking lots of water preferably with some sort of electrolyte mixture added will ensure that any fluids that are lost are replaced and it also provides that bit extra energy that I might need to make up due to low food intake.

### 5. Sleep and fitness

Any long ride can get tiring and if you get tired you will not be able to concentrate. I try to combat that with plenty of sleep over the few days leading up to a big ride.

I have also found that being fit makes a big difference to concentration levels towards the end of a long ride. So get out there and do some exercise.

### 6.Meditation

Here we go. Too many knocks to the head and he's really gone off with the fairies. But don't knock it till you've tried. Any sort of meditation will teach you techniques to focus your mind. Check it out.

### 7.Don't ride in a group.

I know this might be controversial as many people enjoy riding with other motorcyclists. However I find it easier to concentrate and stay fresh when riding by myself. There are a number of reasons for this.

- I travel at my own speed, and am not distracted by the behaviour of other riders around me.
- I can stop whenever I like for a rest.
- I can stop for as long or as short a time as I like.

With group riding these things can be difficult to achieve. Every rider is different and has different preferences when it comes to travelling speed, riding time between stops and time taken at stops.

If you are riding in the middle of a group of bikes there is a fair chance that the rider in front of you will be travelling at a different speed to what you want to travel at. That may be too fast or too slow for you. Either one may cause you to lose concentration on what you are doing as you transfer your attention to the rider ahead.

If you get tired on a group ride there is a perceived pressure to keep riding and stay with the group. You also have to stop for a period of time defined by the group, when you may want to start riding earlier or rest for a longer period of time.

I am not saying don't ride with other people. Just be aware that you need to manage your riding. On group rides find out where the group is going and where their intended stopping points will be. You can then arrange to meet them there if need be. A simple thing like taking a map with you will help with this. I am continually amazed at the number of riders who will turn up for a group ride to a destination they have never been to before without even the most basic map, leaving them totally reliant on others to get to their destination. They have to stay with the group whether they want to or not.

### 8. Ride your bike

I find that the more often I ride my bike the better I concentrate. Frequent riding allows you to become more familiar with the basics and allows you to concentrate more on riding.

I have also noticed that it can take a while on each ride to get totally focused on the job at hand. On a long trip the first few kilometres might be spent going over in my mind all the things I have packed and trying to work out what I have left behind. Then I start thinking about how riding is so much better than working, and of course at this stage all those problems at work start floating through my head. Sometimes it can take 100-150kms before I have cleared the head of all that rubbish and become totally focused on just riding. If you are on a club ride you will probably have to stop for morning tea well before this happens and the concentration goes out the window and you have to start all over again half an hour later.

### What does it all mean?

There are many things to distract us whilst we are on the bike. Other riders, scenery, wildlife, cars, pedestrians, and personal physical aspects like tiredness. Our job is to put those things out of our minds and focus on coping with the situations in front of us. Many of these things we can control ourselves. As with any skill this will take practice. So get out there, ride your bike, focus on your riding and enjoy yourself.

### Upsidedown Greg



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# TJ's Tyres Touring Competition

## ... a message from the Judge

Four entrants have kept the Judge very busy looking at their photos for TJ's Touring Town Scrabble Competition.

Some reminders about the rules:

- The photo of you, your bike and Hal outside TJ's is the only photo you **must** be in. This is the qualifying photo and is worth 20 points. You don't have to be in the photo with the signboard giving a town's name and your bike.
- The photo must be of the signboard giving the town's name and your bike. Photos of your bike in front of the Footrot Flats Public School or the Footrot Flats Fish & Chip shop won't score any points.
- Distance signs such as Yass 50km, Gundagai 200 km, Melbourne 650 km don't count, it must be the sign at the entrance to the town.

Full details were in the August 2005 newsletter and are on the club's website.

And if you've got lots of photos (i.e. more than 5) please put them onto a disc rather than send them electronically (your judge doesn't have broadband). If you are emailing your photos, it would be a big help if you could reduce the resolution of the image.

Send your entries to [tjscompetition@yahoo.com.au](mailto:tjscompetition@yahoo.com.au) or post to TJ's Competition, ACT BMW MCC, PO Box 1042, WODEN ACT 2606

Entries close on 28 February 2006.

Congratulations to Ian Hahn who's won the September award for the most points scored in the month.



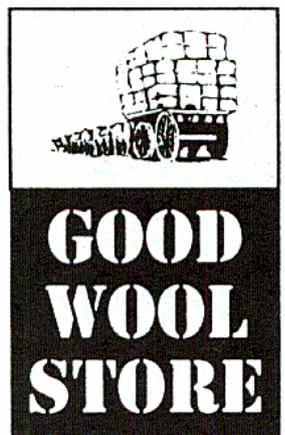
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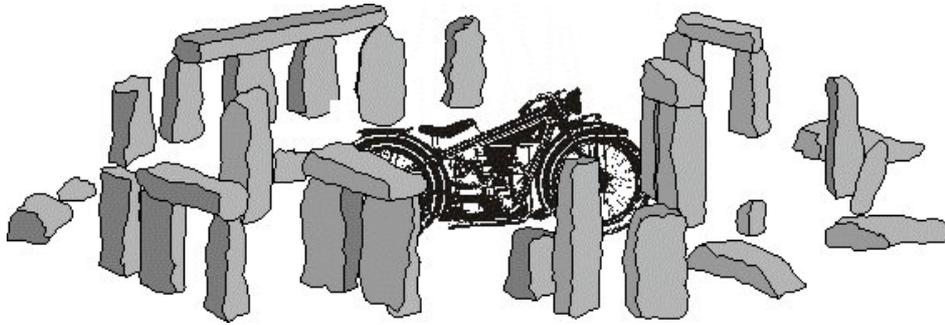
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## A SHORT HISTORY ON THE BEGINNING OF THE FAMOUS BMW COMPANY

I am not an expert on history, as I detested it at school. What I am going to attempt over the coming months in the club newsletters is to give you a potted history of the company. The information I have gleaned from the numerous books and much surfing on the net.

I will attempt to cover all the motorcycles produced for sale by BMW.

While not well known the company has produced various sorts of engines for a variety of different uses.

On 7 March 1916, Rapp Motorenwerke GmbH (Rapp Motor Works) and Gustav Otto Flugmaschinenfabrik (Gustav Otto flying / flight engine factory) combined to form BFW (Bayerische Flugzeugwerke), which was soon, renamed Bayerische Motoren Werke AG. (BMW AG. Bayerische Motoren Werke - Bavarian Motor Works).

After the First World War the Treaty of Versailles required the company to destroy all aircraft engines and the spare parts and dies. It is not well known that BMW produced all sorts of products through these bad times. Some of these products were pots, pans, ploughs, air brakes for trains, bicycles, aluminium fittings for houses.

Around 1920 a small motorcycle was produced using a 150 ccm two-stroke engine.

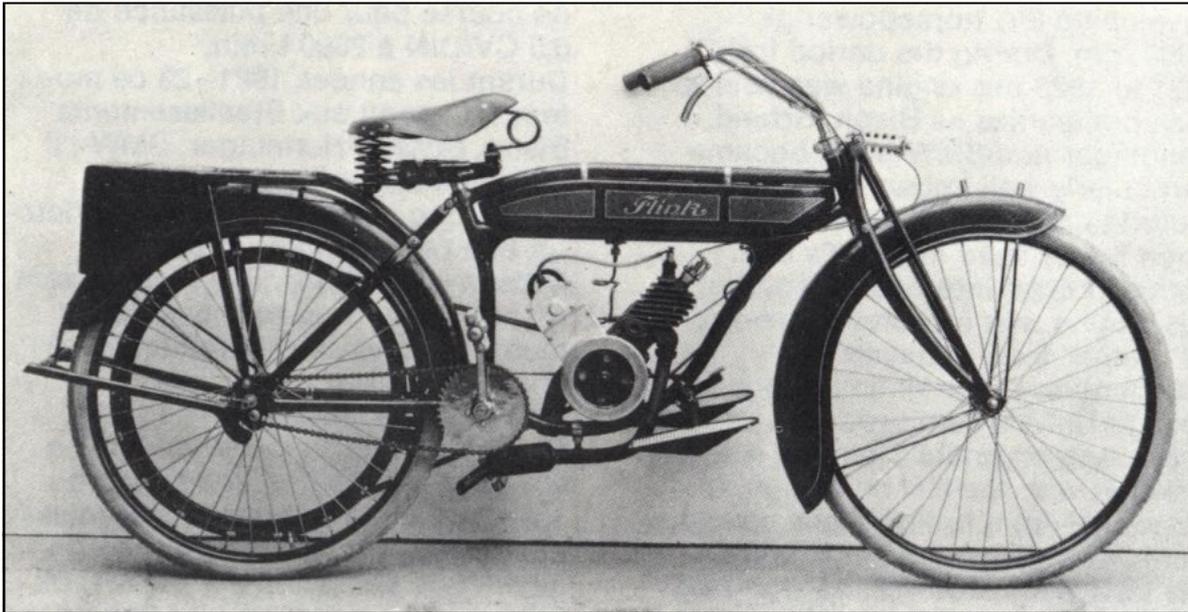
This engine was not produced by BMW. The dates quoted in all the books differ somewhat and the correlation between this first motorcycle and the second one is somewhat vague. (See first data sheet).

In 1919 two engines were designed and one of them was a Bayern-Motor (Bavaria Engine) M41A and M4A12. Production started in 1920 and the first engines were delivered in 1921. These engines were 4 cylinder in line water cooled for use in tractors, buses, trucks, boats and various industrial applications.

The other engine was called 'Small Bayern Engine' designated M2B15. This engine was based on the English 'Douglas'. The engine was fitted into a frame fore aft similar to the 'Douglas'. (Ed: See second data sheet in the next issue).

As the data sheets are produced important historical events will be included in the 'Notes' section.

**Ian Hahn**



Model	Flink (Translation Speedy)
Production dates	1920 ? (See notes below)
Engine designation	Charles Hanfland (See notes below)
Engine type	Single cylinder two stroke
Capacity	148 ccm
Compression ratio	
Power output	Very little
Number of gears	None
Ignition	Magneto
Weight	
Fuel capacity	
Fuel consumption	
Top speed	Depends on how hard you pedal
Engine numbers	
Number built	

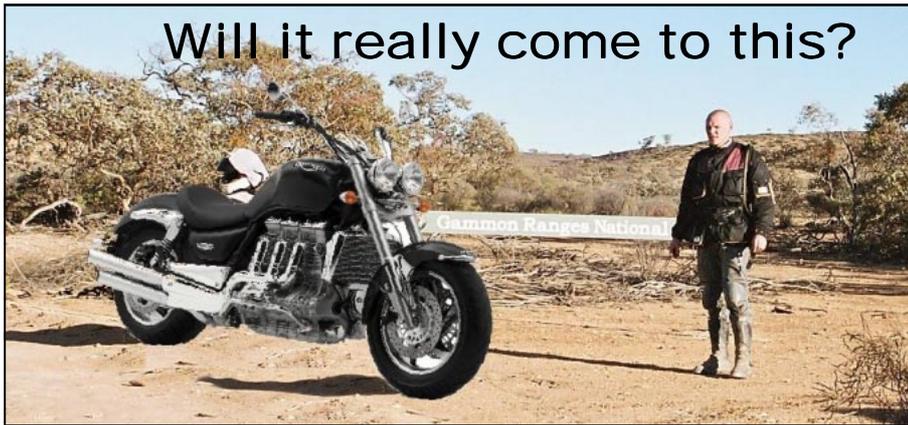
### Notes.

This 'motorcycle' is not truly a BMW. It is the first motorcycle produced by the company but it was never sold under the BMW name. There seems to be some confusion with the dates of the take over which makes the production date of 1920 seem to make it a BMW.

The motor for this motorcycle was made by Charles Hanfland of Berlin but some photographs show the BMW letters cast into the crankcase. The engine was connected to the rear wheel by the means of a belt. There was a set of crank type pedals similar to a standard bicycle with a chain to the rear wheel on the opposite side to the belt drive. There was a rear brake fitted. It consisted of a wooden block rubbing on the pulley of the belt drive.

The whole thing was started by pedalling and then when the going got tough it required pedalling to help the motor. Footboards were fitted so when pedalling was not required you could rest your weary feet on them.

We all know that Upsidedown Greg misses his late departed Kwaka 1300, but ...



**Has Greg decided that even the GS isn't cumbersome enough and/or is too slow in the scrub?**

Greg explains: In the late 1970's and early 1980's the Japanese motorcycle manufacturers were falling over themselves in an attempt to build the largest capacity motorcycle engine. The 500cc and 600cc capacity bikes of the 60's and early 70's soon gave way to larger machines and by the early 1980s the likes of Kawasaki's Z900, Honda's enigmatic six cylinder CBX1000 and Suzuki's GSX1000 were ruling the roost. The madness stopped when Kawasaki trumped them all with the ultimate muscle bike - the 300kg six cylinder, 120 bhp, shaft driven, Z1300. Sanity prevailed and the manufacturers moved their attention to developing suspension, frames and brakes to cope with these large capacity engines.

They say that those who forget history are doomed to repeat it, and in recent years the Japanese motorcycle manufacturers have again been competing for the title of the motorcycle with the largest engine. This time around these large capacity engines have been put into the supposedly laid back frames of the cruisers, and in the process they have developed a whole new category known as "power" or "super" cruisers.

The difference this time around is that they have brakes and suspension to match the engines. Honda's VTX1800 has led this class but Yamaha have been close behind with their XV1700, and Suzuki has their VZ1600. In early 2004 it looked like history was to repeat itself when Kawasaki stepped in with the huge VN2000 which should have stopped the madness. However, even as the VN2000 was hitting the showrooms a surprise ending to this little war was looming. The victor this time around brings back memories of motorcycle dominance from days gone by as British manufacturer Triumph have stepped up to the plate and unleashed the enormous Rocket III - 2300cc mega cruiser.

The British who haven't won anything since WWII look to have silenced the opposition, at least for the time being.

You may well ask why anyone would want to make, let alone ride, a 2300cc cruiser. The question really should be, "why not?"

These power cruisers have a presence that few other motorcycles have and the Rocket III is the daddy of them all.

Whilst these large capacity beasts always look the part with plenty of shiny chrome I have always wondered how they actually perform as motorcycles.

At the Ulysses AGM held in Canberra in April, Triumph had a fleet of test bikes in town and the Rocket III was a very popular ride. I didn't get a chance to ride it during the official test ride sessions but a chance meeting with Anders Mykkeltvedt the local Triumph dealer resulted in an opportunity to ride it a few days later. Anders had the official Triumph test fleet at his disposal for a couple of days

so I made the most of his offer.

The Rocket III doesn't look overly large if you approach it from the rear, as the low seat gives the impression of a small bike. But as you get closer the large tank and huge engine make you realise that this is one massive motorcycle.

Anders spent a few minutes cautioning me about the available power and the different riding technique required for the bike. I nodded and made appropriate noises but was just thinking about getting on the big thing and giving it a fist full.

The bike may look big but is well balanced and feel surprisingly light. Picking it up off the side stand is easy, and the low seat height would give confidence to even the most vertically challenged rider.

The seating position does take some getting used to. The forward controls mean that my feet were well in front of my back side. Using the gear change and brakes at that angle seemed very strange at first but I soon became used to it.

On the road the bike felt light and handled well. The first few slow turns required some concentration due to the long wheel base and the strange riding position but after a short time it all came together and I could punt it a bit harder.

The easiest way to ride the bike is to short shift to top gear and let the torque of the 2.3 litre motor lug the bike without requiring too many gear changes. Down shifting brings the 140 hp engine to life and pushes you back in the seat hanging on tightly to the wide bars. Wind resistance is a definite problem with the full effect being felt on the chest and head. Higher speeds will even make it difficult to keep your boots on the pegs, especially if you have a pair of size 12s like me.

I headed out to Sutton road and picked up speed. It cruised along nicely in top gear and a downshift really had it moving for overtaking. The suspension is not suited to average Australian country roads and Sutton road felt like a rough fire trail. My ride was cut short by road works on Sutton road. The water truck had just done a lap along the clay roads works area and I didn't like the idea of explaining any mud to Anders or worse having to wash it off. A quick U turn had me headed back to the dealership.

I have to say that I enjoyed the ride immensely. It's a well balanced bike with heaps of power, and is fun to ride - for a short time anyway. The seating position and the suspension didn't agree with my back so I wouldn't want to tour on it but others might. It certainly has presence on the road and if that's what you are after then this is your bike.

Would it replace my GS? Not bloody likely. But if that motor is ever put into a dual sport motorcycle it might be worth considering.



# MICKOWEN

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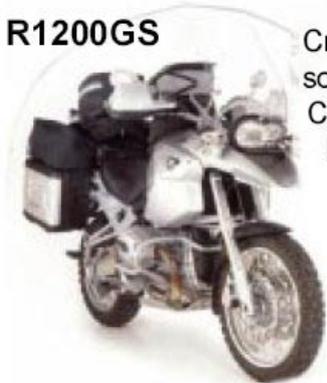
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# 'A Country Mile'

## Just how far is "a country mile"?

The thought came to me as I stood by my BMW on a corner just north of Gundaroo. The road ahead to town had a large "Detour" sign blocking the way, as the bridge was out. The side road was gravel, graded and rolled for sure, but narrow and slick.

I flicked open the top box and grabbed the map to help with decision making, only to have it disappear in a cloud of dust as a large articulated truck rolled up on the gravel.

"Where are you headed" called the bearded road worker from the cab. "Canberra".

"Then head back this way."

"How far on the gravel?" I wavered.

"About five k's". It might as well be a Country Mile I thought. And so it turned out to be.

Of course there are times when real measures matter – like the time I was navigating my mate's yacht across Bass Strait. Then it's a life and death matter frankly. But other times it really doesn't matter too much – or does it?

A "mile" as all baby-boomers will tell you, straight from the back of an old 48 page exercise book, is actually 1760 yards, or 5280 feet or 63,360 inches, but so what? (and how the hell does that translate into metres and kilometers, and why the funny numbers – surely we are talking about 1000 yards in a mile? Nope, that would be just too easy for the English.

But then there are different types of miles. The one I'm more used to is the "nautical mile" which is actually a bit further than a "statute mile" or an "English mile". Practically, it is 800 feet further. And for those who read far too many Hornblower books, it's really about "leagues", one of which is about three sea miles. But here, there really is some logic in the measurement of a nautical mile because it's actually one minute of longitude, which is very useful for navigators. Confused now? Well, if you circled the equator you would go through 360 degrees as we all know. Each degree is broken up into 60 minutes and one of these minutes is equal to one nautical mile! Simple really! (and ok, for the real maths fiends that equates to 21,600 nautical miles around the earth).

But here is the rub. As the years have passed, we have been able to measure the circumference of the earth a little better. To be precise, the Americans were not prepared to let the English own the nautical mile, and proclaimed it to be slightly longer (of

course) at 6080.20 feet. Of course it took the French to tell them that they were all wrong and come up with the third measure of the nautical mile at 6076.11594 feet! This is now called the "international nautical mile" - pedants.

So why is this all relevant? Well if there is such a debate about such an important measurement as the nautical mile, does it really matter to we land lubbers if a land mile is a little more or a little less?

More importantly, if our BMW bikes measure everything in kilometres, who gives a stuff about miles anyway? Well some do, so here it is – one mile equals 1.609344 kilometres and 1 kilometre equals 0.6213712 miles – satisfied? You will need to know that when you go riding in the good old US of A.

Ok, so a mile is longer than a kilometre. So a country mile, to a person for whom time is not such a big issue and distance really not so important unless they are dying of thirst, or the tractor has run out of petrol, must be a bit further. To be precise;

*"A country mile is a little way further than you would like to walk on a hot day, but not so far that you couldn't walk it if you really needed to, or that you might walk to a pub if it was your first beer in a month, but definitely longer than a k or a statute mile. Sometimes it will be a few kilometres and sometimes lots, however many that might be, but always more than you would like when carrying a gerry full of petrol or a flat tyre."*

So on this day, in the dust north of Gundaroo, a country mile was 5 kilometres off the lip, but 12.1 kilometres by the gauge – just as you would expect!

But last month when McGrath bowled at the English captain, and the ball whistled past off-stump, the Poms said "there, missed by a country mile!" and then it was 2.31109856 inches measured by radar – the perfect "country mile" don't you think?

Olaf Moon



# Letters to Editor

Dear Mr Editor

I noticed a disturbing trend in the last couple of issues of Shaft Drive lines, and after the August issue I felt I could not remain silent for any longer.

The offending item involved the use of Z instead of S by President John when spelling "organising". One would expect that as a former school teacher he might have possession of a higher skill level in the English language. And we should remember that it is English or at least the Australian version of that language that we should be using in the magazine rather than the US version. Although being a BMW club perhaps we should use the German spelling of "organising" which I believe is blitzrieg or something similar. That's my weltenschaung anyway.

Upsidedown Greg



'Who said that a bike's not practical if you have a young family?

## Is this proper behaviour for an LT rider?

'Coming into Queanbeyan after Sunday breakfast a few weeks back, I entered the last downhill lefthander before the speed restriction sign just a little more enthusiastically than I should have. I knew I had touched down fairly hard - my foot was flicked off the footpeg when it folded up - but didn't realise it had actually grounded the fairing down until I got home. The pic doesn't show it, but it is worn through enough to show daylight through it. Scraping is a way of life when you ride an LT but I usually limit myself to stands and the odd footpeg.

Time to ride a little more sedately? Probably, but it won't happen anytime soon.'

Martin Gilbert



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# Minutes Of August General Meeting

**Held at Rolfe Motors, Philip.**

**Attendance:** as per attendance book.

**Apologies:** Ian Hahn, Taffy Williams, Roger Paull

**New members and Visitors:** Greg Johnstone, 1200GS, Vic Garland, John White R100RT

**Minutes of previous meeting approved:** John McKinnon and Ruthie Farrar.

**President:** Bermagui Weekend 17/18 September. Please let Pam know if you are coming to the dinner. Club Rally at Geehi Hut on 22/23 October, self catering apart from firewood, \$15 on the day. German Autofest & Club Concours 25 September; refreshments will be available. The German Ambassador will be making major presentations. All proceeds will go to the ACT Eden Monaro Cancer Group.

**Vice President:** The concours will be judged around lunchtime. We will have breakfast somewhere locally beforehand.

**Secretary:** Mail this month consists of:  
CPS Credit Union Statement  
Two new Memberships  
Various clubs magazines  
Flyers for Ferris Wheels Motorcycle Safaris, Marques in the Park on 20/11/05, BMW Owners Club of SA Spear Creek Treffen, Worlds End 30<sup>th</sup> Celebration, Motor Armor Motor Accessory Letter 10% off to members, Twin City Swap meet., \$15 from Larry Minter for Badges.  
Post box last cleared 22 August 2005.

**Treasurer:** S10 Smart Saver \$2196.96  
S70 Business Cheque \$5240.40

**Editor:** The editor is still coming back from the GS rally. Thanks for the contributions this month.

**Ride Coordinator:** Father's Day breakfast on 4 Sept. Snowy ride info in due course. Short Notice rides, let Mal know as he will distribute it to interested people. More info on the German Autofest will be distributed beforehand. Don't be embarrassed to bring non BMW bikes on club rides.

**Social Secretary:** .Bookings for Bermagui by 10 September. Chomp & Chat at StarQ Deli on 7 Sept. Two entries received for TJ's Touring competition.

**Gravel Surfers:** 12 went to Cundle Flat Farm for the GS Rally. A dirt run to Bermagui is planned.

**Clubs Australia:** Reminder for Committee members to edit the list of PESP items we have requested from BMW .

**Membership:** apology

**Webmaster:** Website is now being hosted by Netspeed who are on Transact and have very fast access. Some email addresses have bounced so advise a committee member if you've changed your email address.

**General Business: Rolfe:** Greg Newman is looking at ways to link the club with the dealer. Greg had some DVD's available on some new special models.

**Gluhwein Run:** Olaf said 25 club members attended and he took over 250 photos.

**SA Trip:** Malcolm Morris is going to SA 14 November to 2 December and wonders if any else is interested in going.

**Moto GP at Philip Island** is on the week before our rally. There is a Barry Sheen ride from Bairnsdale to the Moto GP.



## Merchandise

The Club has for sale a range of good quality clothing embroidered with the club logo at very reasonable prices. Come along to the next club meeting to see the sample range. You can also purchase or place your order (cash or cheques only) at the meeting with Fiona Oliver, our Merchandising Officer. Orders can be collected at the next meeting.

Polar fleece zip jacket (mens and womens) Black, navy or red	\$45
Polar fleece contrast sleeveless vest (unisex) Black/red, black/gold, black/grey, navy/red	\$40.50
Long sleeve denim shirt (unisex) Medium blue	\$35
Long sleeve chambray shirt (mens and womens) Light blue all cotton	\$49.50
Mens rugby top Navy with denim collar	\$42.50
Ladies rugby top Navy or red with white collar	\$30.50
Short sleeve polo shirt (unisex) Navy with contrast trim on collar	\$35
Thinsulate beanie Black or navy	\$25
Neck warmer Black or navy	\$12
Peaked cap with club logo Black or navy with contrasting trim	\$20



# Minutes Of Committee Meeting

Meeting held 15 September 2005

**Present:** John McKinnon, Pam & Roger Paull, Fiona & Peter Oliver, Martin Gilbert, Olaf Moon, Mal Elliott

**Apologies:** Colin Ward, Ian Hahn, Stephen Hay

**President (John McKinnon):** Minutes of previous meeting endorsed as a correct record.

**Vice President (Colin Ward):** Apology.

**Treasurer (Peter Oliver):** Cheque account \$5090, Smart Saver \$2196. Debits in past month \$436 for newsletter printing, stamps, merchandise. Credits \$284.

**Secretary (Steve Hay):** Apology. Mail received today included one membership application, advice from Italo-Australian Club saying that our next meeting will have to be in the downstairs seminar room, various flyers and brochures, other clubs magazines, \$15 for badges and a credit union statement.

**Web (Olaf Moon):** Has put up some new adverts and new links.

**Editor (Roger Paull):** Has plenty of material for the October newsletter. John to send him the flyer for the German Autofest for inclusion in the newsletter.

**Ride Coordinator (Mal Elliott):** Day ride planned for Sat 8 October leaving at 8am from Red Rooster, Queanbeyan and 8.30 am from the Bungendore roundabout. Route—Bundanoon, Robertson, Jamberoo, Kiama, Berry and home via Kangaroo Valley. Weekend ride on 12/13 November with route to be decided.

**Social Secretary (Pam Paull):** Alternative breakfast Sunday 2 October at the Grapevine Café, Braidwood. Chomp & Chat 5 October at Piyaros Thai Restaurant, Braddon. Chomp & Chat 2 November either Turkish or Italian. Alternative breakfast/brunch 6 November at the Outsider Restaurant Captains Flat (10am). Suggested that instead of an alternative breakfast on 4 December we hold the Club's Christmas picnic lunch that day and have picnic games. Olaf suggested Corin Forest Resort—Pam to check if we can book an area. Agreed—say 10.30am start. Christmas Dinner on 9 December will be advertised in October newsletter. Committee agreed not to have a DJ. Bermagui 17 September—13 people have rsvp'd for dinner.

**Merchandise (Fiona Oliver):** The regular supplier has had trouble getting supplies of some articles so there are a few items on back order. Fiona may look at alternative suppliers. 25th anniversary items—Fiona presented a paper with 4 items for consideration: Swiss Army Card Lite—anniversary year item only. OK with Committee but suggested she order for maximum of 50% of memberships. Mini maglite torch—OK with Committee but ordering as above and engraving on the torch not the box. Stainless Steel travel mug—not supported. Committee suggested ceramic mug instead as a regular merchandise item. Club Port—need to confirm if supplier will do 5 to 6 dozen.

Also need to ensure it is good quality port. Fiona will follow up on all the above.

**Public Officer (Fiona Oliver):** The Club's books were given to the proposed auditor about 2 months ago but the audit hasn't been done yet. As the Club has now missed the deadline for submission and incurred a late fee, Fiona suggested she retrieve the books and get her business accountant to do the audit. Cost may be \$200. Agreed.

**Clubs Australia (Martin Gilbert):** John McKinnon will deputise at the teleconference on the future of the Nationals. Martin has suggested the \$3500 given to the club hosting the Nationals in the past should go towards subsidising BMW club members going to the Safari by say 10% of the entrance fee. Committee agreed with this suggestion. He has received Principle Event Support Program goods from BMW including gloves, T shirts, tyre kits, pens, luggage tags, caps, bike badge, brochures. There will also be a BMW rainsuit and 2 pairs of braces and a Sportintegral helmet. The helmet will be the major prize at the Geehi Rally with the winner choosing the size and colour.

**Membership:** As Ian Hahn is away, Peter Oliver is caretaking this role. New membership applications received from Greg Johnstone, Vic Garland, Romano Gaspardis, John Turnbull. The Committee accepted these applications. Peter said the application form must be amended to make postal address mandatory.

**General business: Autofest & Concours 25 September.** John wants this heavily promoted within the club—will also be general publicity including photo of Roger & bike in the Chronicle. Vehicles are not allowed to have "for sale" signs. Volunteers required for the gate roster. Roger Paull & Colin Ward will judge the bike Concours - same categories as 2004. Breakfast at 8am at My Café in Manuka. John to ask Rolfe if they can supply a display bike.

**Geehi Rally** - badges ordered; site booked; need someone to put signs on road, take blocksplitter etc. John to arrange delivery of firewood the day before and advise local police; John has advised magazines, other clubs of the event; trophies to be organised.

**TJ's Competition** - Olaf queried the Judge's decision not to publish entrants' names and score. Pam said that people may be put off entering if they saw someone has a lot of points as the idea is to encourage as many entrants as possible. Also, even if someone has scored lots of points they won't win if they don't have the qualifying photo. Agreed Pam will publish the number of entrants.

**Next general meeting** - special guest (a friend of Peter Stanfield) will talk about his recent bike tour of Canada and show a video.

**Email addresses** - as emails to some members have bounced, a sticker to be put on their newsletters asking them to advise correct email. John will phone E-newsletter recipients.

**Snowy Mountains Safety Committee**—John & Roger will attend the meeting on 20/9/05.

**Next meeting 13 October 2005—venue t.b.a.**

## For Sale

**BMW R100GS 1989** model in very good original condition, WP rear shock. Full service history. Good tyres. ACT rego. **\$5500**. Contact **Geoff on 62832187 (w) or 63846328 (h)**

**R1100RT 1996**. 68,000 km. Immaculate cond. Full service and maintenance history. New speedo, battery and front wheel bearings. Full touring panniers, jet-hot headers, bike cover and manual. Tyres OK, rego 9/2005. **\$12,000 negotiable. Gerald 62540146**

**Standard windscreen to suit R1100RT**. Used but in Excellent condition. RRP \$624. Sell for **\$200 plus postage**. MORISSET, NSW, contact **Leigh on 0401 485595 or email leigh.gannon@swiftdsl.com.au**

**BMW R1100S** - full Remus exhaust system, new in box - cost \$1500, sell **\$850**. Phone **Steve on 0413 884259**

**K1100RS 1993**. Red with panniers and genuine BMW tank bag. As new rear Metzeler. NSW rego until 27/1/06. 125,000 well maintained kilometres - barely run in! The exhaust system was replaced with a near new system from a wreck and is in excellent condition with no cracking of the headers. Some minor cosmetic scratches on lower fairing and chrome muffler cover due to slow speed slide on a muddy road last year - much to the amusement of my mates. Reluctant sale - the cash will go to the restoration of a 1963 R60/2. **\$5,500**. Contact **Ian (02) 9913 9361 or e-mail ianralph@optusnet.com.au**



## Wanted

**R80GS or R80ST**, in good condition. Please contact **Graeme Moffatt on 0417 557 756**

Does anyone have an **exhaust system for a 1985 K100RS** that makes the bike actually sound like a 1000cc. Hopefully a decent after market brand ie Staintune. Email **david\_usher@iprimus.com.au**

## For Sale Second Month

**R1150 GS Adventure** 45,000km. Very good cond. Little dirt work. Priced to sell **\$16 000 ono**. Call **Chris on 0414 245014**

**R100 BMW 1982** Immaculate Restoration. 120 kms since completion. Plenty of chrome and stainless steel. Full Staintune exhaust, stainless brake lines, and plenty more. Includes the original tool kit, handbooks, first aid kit and tyre pump. Guaranteed to bring back memories to a past tourer! All it needs is a loving owner. This really needs to be seen to believe, it is better than new. Registered (UOF 75). Was in storage for many years, had only done 115,000 original km's before restored. **\$13,300** For more info or pictures please phone: **David & Helen Bullough on (02) 6947 6436**. Will deliver in the Canberra district.

**BMW R1100S Ventura Luggage Rack and Aero-Spada IV Bag**. 12 months old in near-new condition. Was \$310 new. Will sell for \$200 o.n.o. E-mail Graeme at [graeme.c@webone.com.au](mailto:graeme.c@webone.com.au) or ring on (02) 6286 2151 (Home).

Adverts are run for 2 months, so please let the Editor know if you've sold or bought after your advert first appears.

Ads also appear on the club website.

**BMW K100 RS 16 valve ABS 1990**. Superb condition - pearl (metallic) white. Full BMW panniers set; heated grips. Rego till Dec 22 2005. Recently serviced (new plugs, filters and lubricants etc), plus new tyres, discs (front and rear), pads. 91,000 miles (the bike is a personal import from the UK - again all papers available). All service and repair receipts available over the lifetime of the bike. **\$6900**. Contact: **Mark on 0422 940916 or mark.taylor@mq.edu.au**

## Wanted second month

**Pannier frames to suit a 1983 R65**. phone Richard on 02 6295 1679 (h) or 0427 283 908. Email to [richardandsally@netpseed.com.au](mailto:richardandsally@netpseed.com.au).

# ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



## APPLICATION FOR MEMBERSHIP

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ \_\_\_\_\_  
(Fee from the General meeting in October each year is \$20.00 +JF)  
**OR**
2. **NEW Joint / Family Membership \$40.00 plus \$7.00 Joining Fee** \$ \_\_\_\_\_  
(Fee from the General meeting in October each year is \$20.00 +JF)  
(Please don't send any CASH BY MAIL) **TOTAL \$** \_\_\_\_\_

Please fill out ALL PARTICULARS below so that we can record your membership details. Please print.

<b>Last Name</b> _____	<b>First Name</b> _____	
Home Ph _____	Work Ph. _____	Mobile Ph. _____
Postal Address _____ _____		
E-Mail Address _____		
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)		

### Partner / Joint / Family Details

<b>Last Name</b> _____	<b>First Name</b> _____	
Home Ph _____	Work Ph. _____	Mobile Ph. _____

Do you wish your monthly magazine in paper format **OR** electronic format (e-mail)

Motorcycle 1 Make _____	Model _____	Year _____
Motorcycle 2 Make _____	Model _____	Year _____
Motorcycle 3 Make _____	Model _____	Year _____
Motorcycle 4 Make _____	Model _____	Year _____

The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

**Participants in Club activities are advised that they do so at their own risk. You are required to obey the law at all times and ride with your safety and the safety of others in mind.**

**I / We agree to comply with the rules of the ACT BMW Motorcycle Club according to its Constitution.**

Signature 1

Signature 2

Date

### Membership Secretary only

Application considered by the Committee on / / and accepted or declined

Receipt # \_\_\_\_\_ Membership # \_\_\_\_\_

Mailing List \_\_\_\_\_ Badge \_\_\_\_\_ Sticker \_\_\_\_\_ Membership Card \_\_\_\_\_ Date \_\_\_\_\_



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