

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



CELEBRATING

25

YEARS

June 2006



Member of the International Council of BMW Clubs

**COMMITTEE MEMBERS
for 2006-7****President:**

John McKinnon - R1150 RT
(02) 6291 9438
president@actbmwmcc.org.au

Vice President :

Martin Little - R1100R
0438 451210
vicepres@actbmwmcc.org.au

Secretary:

Steve Hay - F650GS
(02) 6288 9151
secretary@actbmwmcc.org.au

Treasurer:

Graeme Moffatt - R80
0417 557 756
treasurer@actbmwmcc.org.au

Editor:

Roger Paull - R1150GS
(02) 6255 8045
editor@actbmwmcc.org.au

Ride Coordinator

Mal Elliott - K100RT
0410 491 948
rides@actbmwmcc.org.au

Social Secretary:

Sheryle Moon - Vespa 250 IE
0419 708675
social@actbmwmcc.org.au

Merchandising Officer

Pam Paull
(02) 6255 8045
merchandise@actbmwmcc.org.au

Public Officer:

Fiona Oliver - Suzuki SV 650
0409 424 516

Webmaster:

Olaf Moon - R1150RT
0410 220602
web@actbmwmcc.org.au

Membership Secretary:

Ian Hahn - K1200LT
(02) - 6288 8126 A/h
members@actbmwmcc.org.au

Clubs Australia Delegate:

Martin Gilbert - K1200LT
(02) 6296 5758
delegate@actbmwmcc.org.au

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo -Australian Club, 78 Franklin Street, Forrest.
Next Meeting: Monday 22 May 2006

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, Marymead and Koomarri.

Web Site: <http://www.actbmwmcc.org.au> Check the web site for updates of rides and social events and keep in touch by joining our Yahoo groups.

ACTGravelsurfing-subscribe@yahoogroups.com

<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

actbmwmcc-subscribe@yahoogroups.com

<http://autos.groups.yahoo.com/group/actbmwmcc/>

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 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:

Ex-President, Peter Stanfield, at a refueling stop on the recent BMW Motorrad TourenSport Safari. Unfortunately, we understand that Peter is in hospital at this time. We all wish him a speedy recovery.

(Photo: Olaf Moon)

THE PRESIDENTIAL HOOHAH

John McKinnon

Is it really a month since the last newsletter? If it is, then we must be getting shortchanged on the length of the months or something; or is it just a sign of advancing years. You know, when you were 5 years old, a year was a long time; it was 20% of your life. For me, it's a lot less than that now. There should be a law against it. Something in the Trade Practices Act or the forthcoming ACT Budget maybe??

I had a very pleasant ride a weekend or so back. We went up to the Central Coast for a wedding, and on the way back stayed in Sydney with old friends and club members Neil and Nina Turner. While the ladies went into town shopping, Neil and I took his new and old bikes up the old Pacific Highway to Somersby and back. Neil's old bike is a 16 valve K100RS and it was a pleasure to ride. I'd almost forgotten how well those K engines respond to the throttle. The old highway is maintained in excellent condition, well signposted with lots of 60 and 70kmh speed signs just in case you're too busy watching the road and miss a few. A pit stop on the way north at Pie in the Sky with its amazing views was just the ticket. The road is heavily used by motorcyclists, probably being the best ride close to Sydney and just far enough there and back to fill in an afternoon. I'll certainly put it on the list of must do rides.

Project bathroom is nearly finished, and I am looking forward to doing some longer runs. I hope that this great weather we are having can hang about for a while. There is nothing quite riding on days when the weather gods are on your side.

Martin Gilbert, our Clubs Australia rep returned from the AGM in Melbourne with news about BMW's new bike due out shortly, and as National Vice President Motorcycles. This is a well deserved appointment, as Martin with his wealth of knowledge and experience in Club matters will do a fine job. Congratulations, Martin!

Thanks to Mick Owen for putting on a well attended breakfast for the Club. It was good to see so many members supporting his effort.

Until next time, safe riding

John

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Welcome to our new members

- » Gaye & Tony D'Arcy R 1100S
- » Sarah & David Spoljaric R 1150GS
- » Kylie & Ben Nunan R 850R



Mark Bottomley and Ross Hayward - both contributors

May 2006

Mon	Tue	Wed	Thu	Fri	Sat	Sun
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June 2006

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August 2006

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Our next General Meeting is on Monday 22 May 2006, at the Italo-Australian Club, 78 Franklin Street Forrest at 7.45pm. 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.

14 Mothers Day ride and lunch - Batemans Bay

20/21 Overnight ride to Bathurst

See details opposite

22 General Meeting, Italo-Australian Club, 7.45pm

4 Alternative Sunday Breakfast - Bushranger Hotel, Collector

7 Chomp & Chat - Ardeche Restaurant, Civic

15 Committee meeting

17/18 Christmas in Winter at Beechworth

26 General Meeting, Italo-Australian Club, 7.45pm

2 Alternate Sunday Breakfast at Peter Crisp Gallery, Bookham. (open fire!)

5 Chomp & Chat at Brierly Street Pizzeria, 25 Brierly Street, Weston.

13 Committee meeting

22/23 Day (or optionally weekend) ride to Cowra

24 General Meeting Italo-Australian Club, 7.45pm

2 Chomp and Chat -tba

6 Alternate Sunday breakfast - tba

13 Clyde - Bermagui - Brown Mountain loop

17 Committee meeting

28 General meeting Italo-Australian Club, 7.45pm

... and don't forget ----

Our weekly get-togethers for a ride to Bungendore and Sunday morning breakfast - or just coffee at
café 2621

20/21 May - Overnight ride to Bathurst

Ride Coordinator Mal Elliott is planning a weekend ride to Bathurst with the tentative route of: Canberra - Yass - Boorowa - Frogmore - Wyangla - Carcoar - Blaney - Bathurst. (Mount Panorama - it is a 60 kph road for us normal road users.) Home via Orange - Cargo - Cowra - Boorowa - Home. Comments, advice, recommendations on this route will be greatly appreciated.

Accommodation: Country Lodge Motor Inn - 145 William Street (which is the main shopping street, not the highway) Ph 02 6331 4888 - owner Kevin - mention ACT BMW MCC - quoted \$88 per twin or double. The Bathurst Leagues Club is around the corner. Make your own bookings; pair with someone for the twin rooms. This may need a bit of coordination for single riders so contact me if you are looking for a room mate. Kevin said there is room to park the bikes off street and out of sight, and it is a hot mix surface which certainly will not give under the weight of a bike at this time of year.

All Saints Ball is on that night so there might be a late demand on the rooms.

Depart - Hall Layby at 9.00am on Saturday 20 May. All enquiries to Mal.

22 May - General Meeting

7.45 pm at the Italo- Australian Club, Forrest.

4 June - Alternate Sunday Breakfast

One of our favourite winter breakfast spots - the Bushranger Hotel at Collector. Meet at Shell Servo Watson at 8.15am for a 9.00am arrival.

7 June - Chomp & Chat

A touch of France at the Ardeche Restaurant in Civic. Normal time of 6.30pm. RSVP to Sheryle Moon (social@actbmwmcc.org.au or 0419 708675) by 2 June.

17/18 June in beautiful Beechworth.

Dinner bookings close on 31 May for our annual 'Christmas in Winter' dinner with the Victorian BMW Motor Cycle Club. *See page 6 for full details*

26 June - General Meeting

7.45 pm at the Italo- Australian Club, Forrest.

2 July - Alternate Sunday Breakfast

Peter Crisp Gallery, Bookham.

5 July - Chomp & Chat

Brierly Street Pizzeria, 25 Brierly Street, Weston at 6.30pm

22/23 July - Cowra

Proposed as either an easy day ride (about two and a half hours each way) or a weekender for those who want a bit more time to wander about and take in the sights of Cowra and district.

13 August - Coastal loop

Bit cold 'round these parts - so a good time to head to the coast, even if it's just for the day. About 550 km, down to Batemans Bay, along the coast for lunch in Bermagui and then up Brown Mountain - weather permitting.

26/26 August - Our own 'Ironbutt' ride

Olaf Moon was so inspired by his Gold Coast to Canberra ride in one day (1300+ km), he wants to do it again. Simple idea, ride as far as you can, then back home the next day. Contact Olaf with your suggestions for a destination, maybe somewhere out west?

17 September - MotoGP

Who's planning on going to the GP and looking for company on the way?

23/4 September - 'Not the Bermagui' weekend ride

Traditionally our Club's weekend for Bermagui, but somewhere different this year? Same direction, perhaps further down the coast?

15 October - German Autofest

We join with other German marque auto clubs for a lakeside display. Also our Club's annual concours event.

21/22 October - Geehi Rally

Our annual Kozciusko rally. Occasionally a little bit of rain, but a great ride, terrific scenery and camping area. Plan for it this year!

10-12 November - The Snowy Ride**25/26 November Walhalla, Vic.**

(aka 'Martin G's Birthday Ride) Lovely little old mining town, in the ranges northwest of Sale. A longish ride, but easy to access via good roads.

1 December - Our Christmas Dinner

Venue and the date to be confirmed.

9 December MRA - Toy Run and Our Picnic

Having just won the Canberra Motorcycle Trophy for Best Club Attendance at this year's MRA Blanket Run, we want a repeat performance for the toy run. (We know those old Ulysses guys and girls can't hack the cold weather, but in December they'll put up more of a fight, so come along and make sure we hang on to the trophy).

Current plan is for us to go on to our Christmas picnic lunch immediately after the Toy Run. Venue to be decided, but probably no more than 30 minutes from the city.

February/March 2007 - Anyone interested in Tassie?

THE VICE FILE

Martin Little

Over the last few months, I have been riding without my usual pillion. Viv, my wife had a knee operation recently hence no riding for her. On Easter Sunday she suggested we go for a short ride to "test her knee". Being the dutiful husband I agreed immediately and we headed off for a 5 minute spin around the block. Prior to departing I hadn't bothered to adjust the suspension, you know... only around the block, she'll be right! Being a typical sunny autumn day in Canberra we ventured further afield and wound up going up to Honey Suckle Creek. We had great time, in Viv's words "swooping through the corners", but boy was I regretting not adjusting that suspension. To me the swooping through corners was more wallowing & pogo-ing, I was not comfortable at all, and if I had made a little effort before we left it would have been so much more fun. It was great to have Viv back as pillion, but next time I will adjust that suspension. Come to think of it electronic suspension adjustment would be a handy thing to have on a bike after all.....moral of the story? Take the time to set up my bike right before I ride.

And speaking of being comfortable while riding, let me tell you about a couple of things I have done to make my riding more comfortable. Firstly I took to using a tinted visor on my helmet over summer; wow what a difference this made for me on those typical sunny days we get. Secondly I have taken to using moulded earplugs, with the first use being a 9-hour ride back from Philip Island. Simply put, they were great, they were so comfortable compared to normal over the counter earplugs I have used previously, they worked for me and are now an essential part of my riding kit.

I also had the pleasure of riding in the recent club Sunday ride that took in three mountains in Canberra. Aably lead by our Ride Coordinator, we started off at Rolfe's, then up to the top of Black Mountain, followed by Mt Ainslie and capped off by

Mt Pleasant. (Sounds like a nursery rhyme!) You could call it a Misty Mountain ride as it was grey autumn weather with cool temperatures, misty with low clouds, but the views were spectacular and what better way to spend Sunday morning than riding & talking bikes followed by breakfast at Mick Owen's.

Last but not least I finally saw that movie, "The World's Fastest Indian" what a great movie, but more on that in the next issue.

Hope to see you out there. Get on your bike and ride.

(Kiwi) Martin



Late news: Martin accepting on our behalf the Canberra Motorcycle Centre's trophy for best Club attendance at the recent MRA Blanket in aid of The Smith Family

From Vic Garland

"Hi there to all those well wishers who rang up and/or sent their commiserations during my 2 weeks or so in the John Hunter Hospital. I was overwhelmed by the number of calls, cards and flora displays that arrived, and can't express enough my appreciation for your collective expressions of concern. The bike community is an incredible bunch. My GSPD is a write off, I now have a somewhat modified R80 GS, on which I toured Tassie for most of March 2006, with a few friends. Now motorcycling again I expect to be joining the local fun again, and going wherever it takes me. So many thanks again to all, ACT BMW Club/Gravel surfers, Mad Bikers, ACTMRA and in particular the individuals, mostly within those groups, who contacted me in one form or another. Thanks again, your expressed concerns greatly appreciated. Vic Garland"

Fellow club member Vic suffered some serious injuries last year. It's great to see him back on the road again.

'Christmas in Winter' dinner

Saturday 17 June at The Old Priory,
Beechworth

BOOKINGS CLOSE 31 MAY

Our annual get together with our Victorian colleagues.

Dinner: We've chosen a three course meal for \$30 per person with drinks available from the bar (no BYO). Please contact Pam Paull on 6255 8045 or email merchandise@actbmwmcc.org.au and advise if you have any special dietary needs (vegetarian, dairy free etc) when booking.

Accommodation: Ensuite accommodation at The Old Priory is now booked out but rooms with shared bathrooms are still available. You can try the Carriage Motor Inn (2 blocks away), or check out www.beechworth.com for information on Beechworth and more accommodation options. **Please book your own accommodation direct.**

BUT WAIT, THERE'S MORE!

Online Motorcycles in Albury will be providing bikes for test rides on the Sunday morning. If you are going to the Dinner and would like to take advantage of this special offer, please contact Ben on (02) 6021 8888 and book a ride so that you don't miss out. It will also give Online some idea of how many riders they have to cater for and they will start earlier on the Sunday if need be.

Editor's Note: In the interest of members and particularly gravel surfers - or even would-be gravel surfers - I have reproduced in full from BMW Motorrad Australia's website the following article:



'No limits

When you look at the road ahead don't think that where the sealed surface ends is where your riding stops... it is only the beginning. Discover a new world when you cross that line – an off-road world that beckons every rider to "come and play". Now, there is no limit to where you ride. Perhaps you've never ridden off-road before. Well, here's the ideal opportunity. The BMW Motorrad off-road school based in central Victoria is the perfect place to try or perfect your off-road riding skills in a controlled environment. All courses are conducted by BMW Motorrad's Authorised Training Partner, Stay Upright Pty Ltd, which employs some of Australia's best instructors including Paris Dakar rider Simon Pavey.

The BMW Motorrad Introduction to Off-Road Skills Course has been specifically designed for riders of all levels. No matter whether you have had no off-road experience or have been dirt riding for years the outcome is that everyone will learn something.

The course takes place at the spectacular Melbourne 4x4 Training and Proving Ground nestled in the beautiful natural Werribee Gorge. The site comprises of 80 acres of man-made and natural terrain, along with a further 16,000 acres of bush tracks that consist of a large variety of surfaces. By the end of the course you will be surprised at what you are capable of.

Participants are taught riding on BMW F650 GS or F650 GS Dakar motorcycles, both of which cater for tall or short riders.

During the two-day course, participants are taught the fundamental techniques of off-road riding and will progress to a level they never before thought achievable.

Some of the skills are:

- how to lift, balance and manoeuvre a motorcycle in awkward situations
- slow-speed manoeuvring and control
- balance control on a motorcycle
- throttle and clutch control
- improving braking ability
- ascending and descending hills safely and confidently

Calendar/ Availability

The BMW Motorrad Enduro Park Skills Courses are a fun and exciting way to learn about off-road riding. To help plan your adventure, here is the latest information on the availability of the BMW Motorrad Introduction to Off-Road Skills Course, as of 6th March 2006.

Dates

28th - 29th July
 30th - 31st July
 1st - 2nd August
 4th - 5th August
 6th - 7th August
 8th - 9th August

Availability

Available
 Available
 Available
 Available
 Available
 Available

Bikes

BMW F 650 GS Dakar
 BMW F 650 GS Dakar
 BMW F 650 GS Dakar
 BMW F 650 GS Dakar
 BMW F 650 GS Dakar
 BMW F 650 GS Dakar

There is a limit of 15 participants per two-day course.

A limited number of BMW F650 GS are available with a lower seat height for these events. These bikes are booked on a first come, first served basis.

Cost: \$850 inc. GST per two-day course including lunch both days.

NB. Course fees do not include flights, accommodation or transfers.

If you have any questions on the BMW Motorrad Introduction to Off-Road Skills Course, please call (02) 9679 1578 or email office@stayupright.com.au.

Alternatively you may register your expression of interest by completing the booking form on this website.



Editor's Note: For those of us eagerly awaiting the release of the new F800 series bikes, BMW Motorrad's website has a current news item that is of particular interest. As well as a good photo of the pretty colour it highlights another rather different aspect of the bike's performance.

(Photo and text from http://www.bmw-motorrad.com/com/redirects/start_news_en.html)

'Chris Pfeiffer wins at the EMSC on his BMW F 800 S

Chris Pfeiffer won outright on his BMW F 800 S at the first event of the European Motorcycle Stuntriding Championships 2006. At the world-famous TT Circuit in Assen (NL) he thus continued on course for success. At the beginning of the season he had already won the Stuntwars competition in Florida (USA).

In front of several thousands of enthusiastic spectators, Pfeiffer demonstrated why he is one of the best motorcyclists in the world. Rider and machine became a single entity: with the most incredible tricks, jumps and free-handed wheelie circles, Pfeiffer truly bedazzled his audience.

Pfeiffer was challenged by motorcyclists from all over Europe. But the imaginative and extremely bold performance of the talented German was simply unbeatable. Both in the qualifying and the final he made skilful use of all the possibilities offered by the grounds on a 2-cylinder F 800 S and achieved an impressive 469 of 500 possible points, putting Humberto Ribeiro, World Stuntriding Champion 2004, in second place and the Hungarian Angyal Zoltan in third.



Grossansicht

Chris Pfeiffer is very happy about his second big victory this year: "The BMW F 800 S is so easy to control in all situations. It also has an excellent sound and attracts a lot of attention - both among the spectators and the other stunt riders. This year I have a very full calendar, including the Erzberg Rodeo in May. It's great to have done so well so early in the year."



??? Smooth out your ride ???

We've got you covered.



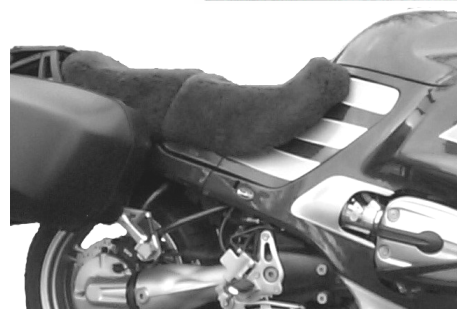
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My K1100RS after 8 years is making way for a R1200GS, 4000 km & 4 months old.

After two weeks and 90 kms around Canberra suburbs I'm looking forward to my first "long trip". In this case it's the Friday trip home east along the Kings Highway to Broulee.

Leaving Queanbeyan an hour earlier than usual at 4pm I planned to be home just after dark. Up the climbing lane east of Queanbeyan and the traffic is very light a change from that an hour later. The higher riding position is noted as I overtake a 4x4 troopy and it's eye to eye with the driver. The lack of traffic allows me to listen to the bike's sounds, feel how it reacts to the different road surfaces and responds to throttle and brake. By Bungendore I'm starting to roll along at an uninterrupted clip but need to rein every now and then as at this time of the day contributions to the Policeman's Ball are still being solicited. Passing the 50 sign into town I check the panniers are still attached. After a runaway pannier on one of my early trips on the K11RS I developed a habit of regular mirror or stretch back and feel pannier checks. If the worst did happen it reduces the length of road to be searched. I hold the speed to 50 through town and drop back to 4th gear to keep the engine spinning smoothly just above 2000rpm. This is different to the turbine smoothness of the 4-cylinder K motor, which lets you trickle below 2000rpm in top and still pull away without 'snatching'.

Out of Bungendore and over the hills I'm settling into the upright position and wide bars - things are going fine. There is more get up and go from the motor than my sedate (read

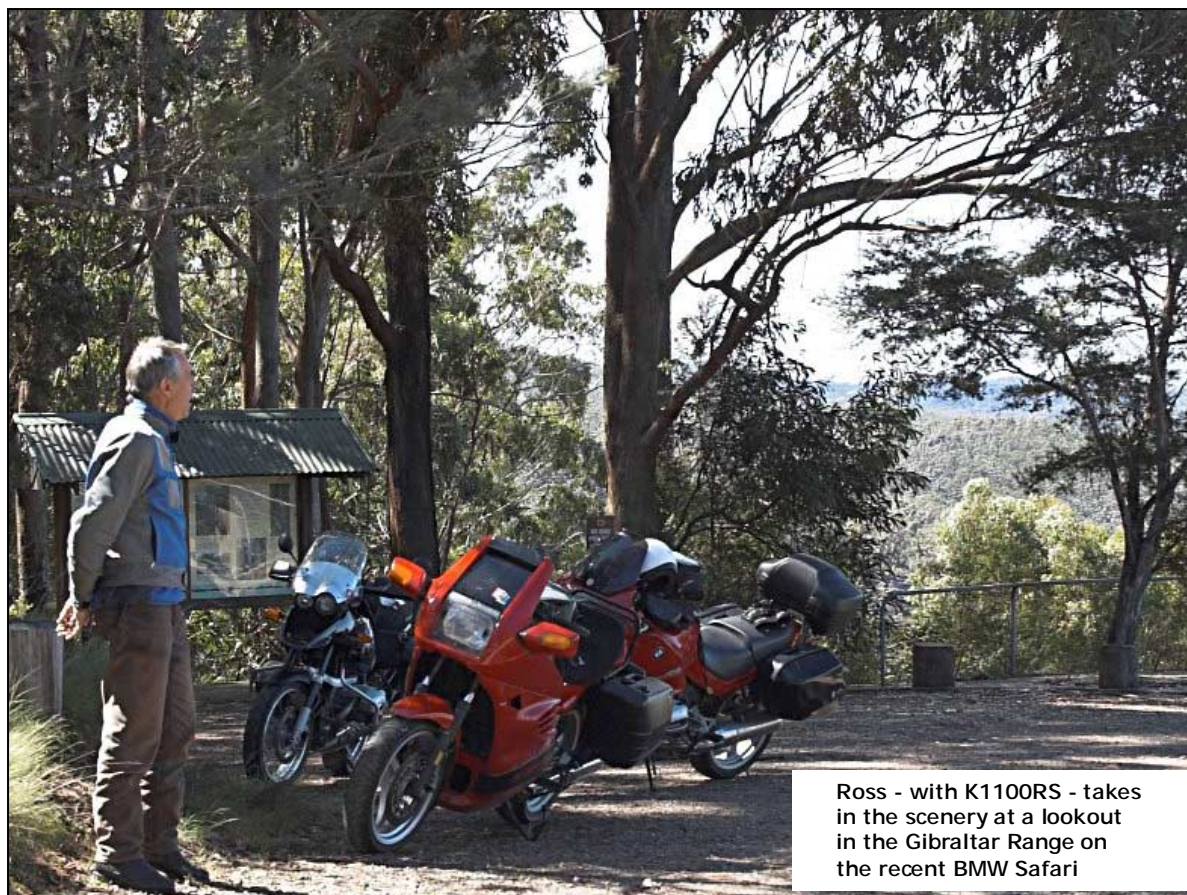
boring) riding habit desire. I soon experience a quirk of the fuel gauge that Colin Ward wrote about with his newly acquired R12GS. The gauge, resembling a pile of coins on the left side of the information screen had me

believing that this bike had the thirst of a Vespa. The pile of coins suddenly halved telling me that it is nonlinear so I'll have to note in future how many kms are traveled to this stage. The first overtaking lane east of Bungendore is approaching and in my sights is a Tarago, which is passed on the uphill before the top of the Great Dividing Range.

(An aside; Two wombats eating roots and leaves just off the Kings Highway within metres each of each other but on opposite sides of the GDR pee simultaneously. The Wombat west pee (via the Murrumbidgee & Murray Rivers) could end up in Adelaide lubricating Alexander Downer's toothbrush as he polishes his pearly whites. Downer's pee then trickling into St.Vincents Gulf. Wombat east pee (via the Shoalhaven & Sydney Water) could end up in the scotch and ice of a merchant banker lunching at Palm Beach. An after lunch surf and a furtive pee by our merchant banker and its in the South Pacific Ocean off Palm Beach. Interesting those two pees could end up half a continent apart.)

Ross has put aside his K1100RS and has joined the 1200GS movement. (Next he'll be out with the Gravel Surfers??)

He describes his first weekly commute on the GS. (A day trip for the rest of us.) His observations on wombat behaviour give us a clue of what can happen when you do this trip too often.



Ross - with K1100RS - takes in the scenery at a lookout in the Gibraltar Range on the recent BMW Safari

Meanwhile approaching the intersection with the Goulburn Rd at Doughboy I sit in behind a Mazda ute driven by a P with plans to pass at the overtaking lane on the other side of the creek at the bottom of the hill. Nearing the bottom of the hill I feel a bump through the seat on the right cheek. "What's that?" There wasn't a pothole or rut on that piece of road. Quickly looking in the mirror I see nothing until my eye sweeps across the lower half of the mirror and there is no pannier corner any more. Oh ****! Wheeling to a stop over the creek I turn and head back. Will I see an intact pannier about to go under a truck or has the damage been done and my dirty clothes and undies decorate the road? Nothing, not an undie, fragment of pannier or anything can I see. I ride back to the top of the hill & the Goulburn road still nothing, was I imagining the bump? I keep riding west, traffic is increasing eastbound. A couple of km later after the mind has gone through countless possibilities I turn eastbound again.

Stopping just past the Goulburn Road to switch from sunglasses I pick up some plastic strapping for tying – just in case... Slowly down the hill, trying not to be run down by the lemmings heading east, light fading, looking, looking, eyes straining sieving through every blade of grass until I'm at the bottom of the hill, again nothing. Once more I turn for the top of the hill. If I don't see anything this time I can see myself spending the weekend walking the Kings Highway. Turn east once more down the hill I go. About to give up and near the bottom there is the remnant of the old road spearing off to the left and there 20 metres off the bitumen is my pannier. Still intact metal face down and scratched but clamp, hooks and lock all there and working. Why it fell off was obvious when the pannier was offered up to the fittings on the bike. The mushroom-headed bolt, which the pannier locks onto, is missing. It was there when the pannier was attached but the thin locknut couldn't have been tight enough and the bolt slowly turned until it was free of the bike. When the pannier fell the bolt has hit the ground and freed itself from the pannier. As a precaution I'll be putting a Nyloc nut on the end of the bolt so it can't come free. (Has any other R12GS owner experienced this bolt coming loose?)

With the errant pannier lashed on with the heavy green plastic strapping the sun has gone to beddie byes as I make for Braidwood in time to find the supermarket still open and buy rope for further security but the strapping hasn't slipped at all. "Bloody cold night for motorcycling," says a local as he loads his wife's shopping into his truck. "Yes mate" but I have more on my mind than the cold at the half way home point. I'm lucky and find a large gap between the platoons of eastbound traffic as I sally forth again an hour later than planned. Still wearing my summer vented gloves I flick the handle bar heater to full but I'm surprised to find that the handle bar protectors diverts the wind and only half heat is required for comfort. The woolly seat cover adds an extra touch of comfort to an already comfortable seat. Heading into the trees and the curvy bits before the top of the Clyde Mountain the headlight high beam is throwing a good field of view. Flicking to low beam when required still leaves me feeling safe. Around a corner and I'm onto the gravel surface of Palerang Council roadworks without any misgivings. The water cart driver would be in the pub by now, thank god. Enjoying the undisturbed air, which I've had most of the way I hold well back from a line of cars to stay out of their bad air. Sign up ahead for the overtaking lane on the westside of the Clyde and I quickly catch up, into the passing lane and the big lefthand sweeper past more cars and Tattam Transport heading for the Bay.

Cruising over the summit I drop down to 4th gear and roll

down the mountain with minimum braking. Out of Government bend and suddenly a yellow triangular warning light appears on the screen. Now what else can go wrong? Trying my best to remember the rider's instruction book I skimmed through two weeks earlier I peer at the information screen which is not the easiest to read at night. I convince myself it is the low fuel warning light 60 kms to running on empty. I'll make the Bay.

I'm starting to appreciate what others have said about the handling of this GS as I tip it in and out of the twisties down the Clyde. My favourite section is coming up where local knowledge comes to the fore and the downhill flow can be maintained without braking, if you know the road. But not tonight as I follow someone who doesn't know the road and brakes heavily on every corner until he leads me onto Black Flat overtaking lane 600 metres of level, extra wide a very, very tempting spot to let rip. A couple of ACT Ducatis did so a few weeks ago only to be invited to the Policeman's Ball at the end of the straight! And yes the ticket seller is in his usual spot as my lights pick up the blue and white checks - off to the right tonight. Sometimes it's a hand held off to the left. Once past the ticket seller it's down across the Nelligen Creek bridge and a level twisty run to Nelligen. The traffic thickens as the Batemans Bay nears. Fill up with premium 19.9 litres (\$30) and its home to Broulee.

Summary.

The Cons: With visor down the airstream is steady without much buffetting and passes around the helmet smoothly. At speeds under 80kph I enjoy having the visor up but the screen throws air low enough to be caught under the visor edge and cause turbulence around the eyes. Preliminary fiddling with the screen adjustment hasn't eliminated this. I've experimented with a stiff plastic extension, which suggests that a further 130mm would be Goldilocks (just right). Maybe one of the after market screens or even the new Adventure screen will do the job. 1st Gear trickling at slow speed without 'snatching' requires a little bit of clutch slip. I'm hoping some tuning might improve this situation.

The Pros: The R1200GS is a tall bike and when stationary won't suit everybody but it feels much lighter and maneuverable when rolling. I enjoy this 'lightness' in the twisties and can now understand how some of the 12GS with two up on the recent safari were being thrown around with apparent ease. I enjoy having the breeze pass me by. The K1100RS fairing was enough to flick the cold air past my knees & the short screen sufficient protection without feeling I was behind a windjammer. So I was pleasantly surprised to find that the R1200GS had the open feeling of a naked bike but the cleverly design panels on the side of the tank diverted more air past my knees than I had expected.

The bike brakes beautifully with a two-finger pull.

Now for the nostalgia; my first BMW bike eons ago was an R60 with wider, higher 'American bars' which selling was the worst decision I ever made. (What's wrong with weetbix three times daily?) Riding that bike home from Uni. (part time) late at night with the drone of the flat twin motor was pure enjoyment, even in winter.

Well, riding the R1200GS at night later than planned reminded me of those earlier days.

Say no more!

Ross Hayward

R1200GS, R80GS, K1100RS

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Mick Owen, to celebrate the first anniversary of Mick Owen Motorcycles, and his move to new premises, very kindly put on a Sunday morning breakfast for the Club - our 'Alternative breakfast for May



30 April 2006

'Hi Members

A great turnout at Mick Owen's opening this morning. Only 13 bikes started from Rolfe's for our three peaks ride; Black Mountain - Mt Ainslie - Mt Pleasant. For those who haven't been to Mt Pleasant, in the grounds of Duntroon, you are missing a treat. The colours of autumn are kaleidoscopic. In this morning's mist it was extra special.

We arrived at Mick's to find twice as many bikes already there, devouring Mick's egg and bacon rolls, croissants and cappuccino with great enthusiasm.

All up about 40 bikes, including a couple of members who haven't ridden with us before, and a 'contraption' that had been left out in the rain for too long and had shrunk to be smaller than a Vespa.'

Mal



Thanks to Taffy and Dave Morgan for photos (Ed)

'Well the day started out feeling goooooood.

Had spent the previous day getting all psyched out and doing the packing thing.

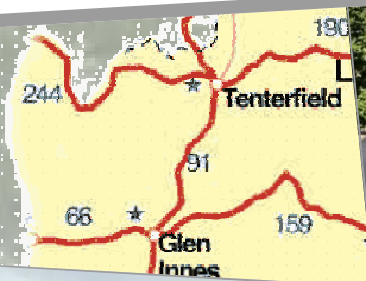
Met up with the rest of the local contingent, 13 bikes (23 in all, the rest had gone on via Mudgee the day before) at the servo just on the outskirts of town. Said geday to the poor sods who had opted out of the jaunt and were only meeting up for a mystery Sunday morning breaky ride. Did a fairly hectic ride up to the registration jump off @ Cypress Lake Resort Cessnock (lunch was a picnic bar and a bitter lemon) some 400 odd km. Find the hotel, unpack, shower, change, bus pick up and back to the rego place for the inaugural get together and feed. Most enjoyable. Welcome speech hinted at motorcycle museum @ Tamworth was worth a look at. One of the features being a K1. Bus back to the hotel for a well deserved crash.

I have to both thank and apologise to Mark Bottomley, who agreed to me reproducing his excellent Safari report - which he originally posted on the forum at

<http://bmwspporttouring.com>

I couldn't include all of Mark's photos of scenes along the road - which you should see online to fully appreciate - and I've added a few extras, taken by other Safariites

(Thanks to Olaf and Alison) Ed.



Mark's original ride tale is at:

<http://bmwspporttouring.com/ubbthreads/showflat.php?Cat=0&Number=671697&page=0&fpart=1&vc=1&PHPSESSID>

Day 1

'Off as soon as possible but was not the first. Up to Singleton then over to Gloucester and Dungog where I pulled over to check the map. No sooner as done so when I was accosted by a crotchety old fellow saying he was just reading the latest journal from the states BMW motorcycle touring club and proceeded to inform me that he was actually in the process of restoring a K1 himself!! Nice little chatter ensued and I was off.'



'...Thunderbolts Way takes its name from a well known bushranger from the early 1860's. A really nice twisty bit and the lookout at the top spectacular.'

Pulled up in Tamworth - our overnight stop and the home of Aussie Country & Western - and viewed the museum (MV Augusta, never ridden, worth \$160G AUD



Day 2

'Left early the next day and breakfasted in Walcha @ the Thunderbolt Café. A fair contingent did the same thing and ended up with 20 odd at a time passing thru and taking a break.

The next 130 odd Km took us down the Oxley Hwy to Wauchope through the Cottan-bimbang National Park. (and that mouthful is just the start of it) I had never travelled so fast over such a twisty terrain as I did that day (60 odd Km of 3rd & 4th gear work). I kept reminding myself and practicing such things as the MYRP and looking ahead for the exit as I had gleaned from the exalted pages of the BMW Sport Touring forum. Suffice it to say that when I had a chance to sit back and take stock of things, I noticed a bit less virgin rubber on the side of the tyres than usual. At one stage towards the end I hooked up with a K12LT and was informed later that he had scraped his footpegs trying to keep up! (His measly excuse was that he was used to a K12S but what the hey). The only downside to the whole afternoon was that we heard later that a K12S had gone down behind us. No serious damage to rider thankfully but man and machine were checked out in hospital. (what do you do for a busted paralever??)

Up the Pacific Hwy over the Cooranbong Range and Barraganyatti Creek to Coffs Harbour for the next couple of days'



Day 3

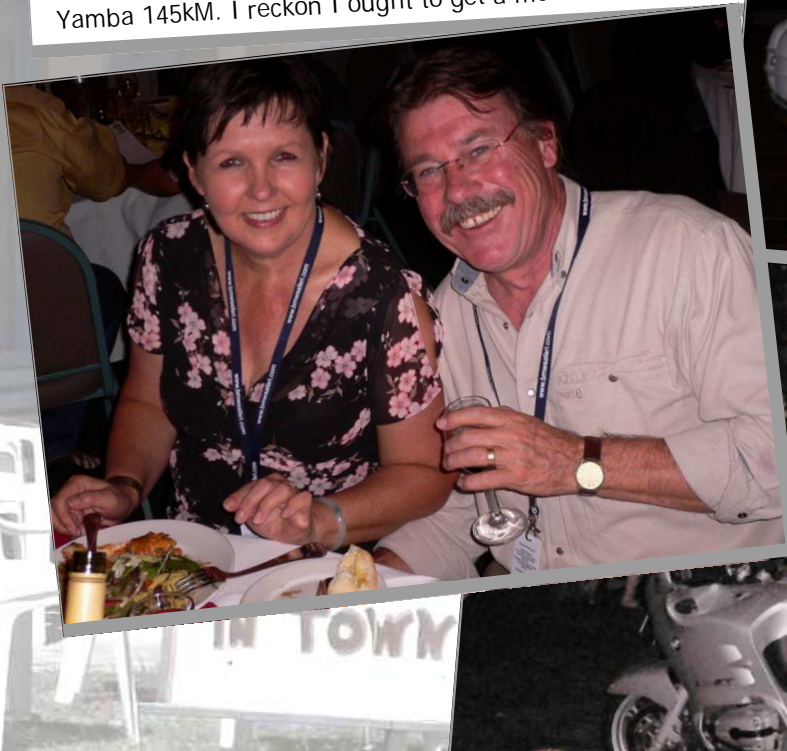
'A short loop day today as we headed back down the Pacific Hwy to turn west out to Dorrigo and Woolambi. Breaky in Dorrigo at Juan's Café. An ex-pat Argentinean motorcycle nut who had invited us all over for breaky and/or lunch. Blocked off half the street parking for us and when told how many he could expect to turn up, looked a bit pale and reckoned he didn't have enough food!! There was a Virago parked out front in pride of place. Story goes that some weirdo drove this thing up the footpath, in through his front door, parked it up the back, got off and handed Juan the keys saying "It's all yours, mate"

Once again the twisties were handled with aplomb and confidence. You wouldn't have known it looking at me but inside there was a grin from ear to ear.



Day 4

'Today is a ride day. With the weather being as muggy as it has been of late I opted to leave first light for what was to be a 585Km run for me. Out to Grafton for breaky and fuel then on up to Glenn Innes via the Gwydir Hwy. Had previously done this stretch in the opposite direction but was still enjoyable. Pretty windy (as in wind not twisty) at the top with leaves and branches all over the road so took it easy. Long stretches of slab through Tenterfield (lunch) and over and down the range to Casino. Fuel up and on to Ballina via the back roads through Alstonville. The arranged stop was here today but I had opted to run down to stay at my brother's place in Yamba (29°26'16.48"S, 153°21'43.21"E), a further 90 odd km away. Straight line distance Coffs to Yamba 145km. I reckon I ought to get a medal!'



Day 5

'Back up to Ballina to pick up the days route map. The organisers are very picky and won't pre-release them although if you had downloaded the Mapsource data this would have been a moot point. Out west through Lismore, Kyogle and turn right just before Woodenbong.

Stop for a few shots of the crew working the corners.

Pull up in Rathdowney for a stretch as did others.

Continue on through Boonah, Beaudesert, Wonglebung, Benobble and Canungra. Unfortunately some low cloud and smoke haze doesn't do justice to the vista.

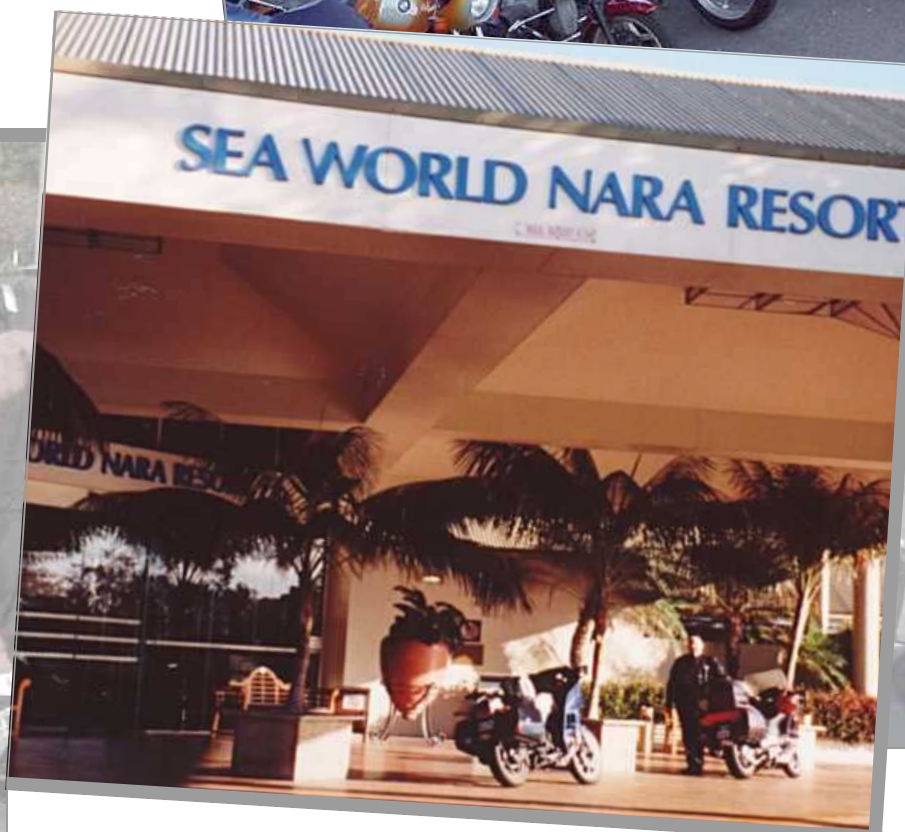
Then down the range via Beechmount to hit civilization and the incumbent traffic in Nerang before pulling up at our final stop at Seaworld Nara Resort to enjoy a few well deserved beers around the pool.'

As Mark explains, on Day 4, he didn't overnight in Ballina, so can't be held responsible for the 'bikes in pub' - above. Martin Gilbert organised an ACT get-together for a great pub meal - and just a few drinks - but he has no responsibility for the bikes either. I'll leave it someone else to explain how bikes ended up in the dining area?

Day 5

Opted not to do the short (155km) run today. A southern loop back out through Nerang, Chillingham, Tyalgum, Eungella, Murwillumbah, Tallebudgera then home. (I had to do some domestic stuff 'cos the cases were beginning to get on the nose). Did go on an early morning tour organised especially for us at Seaworld's Shark Bay. Very impressive.

A most enjoyable farewell dinner ensued with some of the prizes going to such people as an elderly US couple for the longest distance to get here, and a WA (OZ) couple for perseverance 'cos their K12LT with trailer sh1t itself in Melbourne and the organisers arranged a replacement bike for the



On a technical note I was able to help out a couple with a particular dilemma on the way out next morning. I had just checked out and was heading back to the bike when I noticed a bloke with a worried look on his face obviously trying to get away on his R1150RT. Turned out that he was leaking fuel. With a bit of humdrum and encouragement from myself and the Tyres for Bikes bloke that had followed us on the trip we found that the fuel supply quick connect had busted. A bit of bush mechanics ensued with the TFB bloke stripping out the connector and bypassing it with a piece of tube cut from his tyre balancing gear. What kicks me is that I should have suggested the swap of the disconnect unit from the breather line but my excuse was the excesses from the night before. Made a BIG mental note to carry a replacement unit in future. (Neither the owner nor the TFB guy had ever stripped the tupperware so felt obliged to hang around till completion even though I had arranged to meet the family at the local airport for an elongated holiday)

A whole mess of fun and the best thing about it is that I get to do the good bits all over again on the return journey. Wauchope, Walcha, Tamworth, Singleton, Putty, Lithgow (33°29'24.00"S, 150° 8'24.00"E), Oberon (33° 42'3.83"S, 149°51'35.98"E), Black Springs, Taralga, Goulburn (34°45'23.18"S, 149°42'56.90"E), Bungendore (35°15'28.27"S, 149°26'25.88"E) and home (35°26'52.42"S, 149° 7'41.88"E) . 4700 odd km and a big grin later I was back in civilisation already planning to get away more in future.



Pre-dinner drinks for the loud crowd and scenes from the final night dinner at Seaworld

(Plus Olaf's photo of Richard and Neville - who turned up everywhere)

The Editor also has photos that show how friendly Club members can be - but they're not really suitable to print - at least not now.

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By Martin Gilbert, ACTBMWMCC delegate

Every year, delegates from each of the 14 BMW clubs in Australia gather in Melbourne for our annual conference. The conference consists of two meetings, one of the delegates themselves to discuss club matters, and another with the management of BMW Group Australia. I attended this conference on behalf of ACTBMWMCC in my capacity as your delegate to BMW Clubs Australia.

Before I report on the outcomes of these two meetings, a quick reminder of what BMW Clubs Australia (BMWCA) is:

BMWCA is the national association of BMW Car and Motorcycle Clubs from around Australia, bringing together BMW enthusiasts from all walks of life under the umbrella of our shared interest in the marque. At its most basic, BMWCA is you. I am delegated to represent your interests at BMWCA meetings and, along with my fellow delegates from other clubs and 3 office holders, we represent your interests with BMW Group Australia. We also have an International Delegate who represents Australian club members with the International Council of BMW Clubs and through them to BMW AG in Germany.

The delegates' meeting ran for over five hours, so I'm going to spare you most of it. The aim of the meeting is to help clubs to help themselves. We can all learn from each other in what works for our members, ways to grow our clubs and ways to improve the value you get for your membership dollar. Some clubs are doing very well, others struggle. We all have some things in common though, including the annual fight to get new blood on our committees, coming up with new activities to keep our members interested and involved, and making the best of our resources whatever they may be. Some dot points to cover the main discussions:

- If your club is flush with funds, consider investing some of those funds in your magazines and websites. They are your major communication points with existing and potential members. Consider raising the presentation standard of the magazine and adding features like chat forums to club websites to stimulate participation.
- Consider membership deals, including extended membership at reduced rates and membership deals for purchasers of new motorcycles in conjunction with your dealer. Make it easier for members to pay their membership fees by investing in electronic commerce facilities.
- Look for opportunities to market the club via joint ventures with your dealer. We want more members, they want to sell more bikes and introduce potential buyers to the enjoyment to be had from BMW ownership. If we do it right, it's win-win.
- Many clubs are finding the cost of hosting their websites prohibitive. I've been charged with investigating alternatives and reporting back.
- The Nationals will continue in their current format under the auspices of the car clubs. The motorcycle clubs have agreed to run the BMW Motorrad National Club Day starting from next year. Each club will run an event on the same day to promote their club, and have fun. We will encourage dealers to become involved and BMW Group Australia have agreed to support the concept.
- Make use of the information provided by our International delegate – the BMW club movement has factory backing via BMW Mobile Tradition, and all of the resources on their website and in their magazines are available to clubs to reproduce provided acknowledgement is given. The International Council office also wants a copy of our club magazine, and may reproduce articles from it for a worldwide audience.
- Finally, we held an election of BMWCA office holders as this was due. The National Chairman's position was contested by Nigel Smith (current vice-chairman for motorcycles) and Ian Ramsay (president of the BMW Touring Club NSW). Nigel won the ballot and was elected Chairman.
- The two National Vice-Chairman positions were then elected – Ian Solomon of the BMW Car Club Qld was re-elected to the Vice-Chairman Cars position and yours very truly was elected as Vice Chairman Motorcycles. I appreciate the support of my fellow delegates and look forward to my two years in the job.

- The delegates meeting also took the opportunity to review our operating guidelines and put some checks and balances in place to make our procedures more transparent.

The meeting with BMW Group Australia took place at their headquarters in Mulgrave. As is their wont, a tasty car and motorcycle were on display in the foyer for us to dribble over before the meeting started. For we motorcyclists there was a new as-yet-unreleased R1200S of which more later. For the car folk, a beautiful M6 coupe kept their attention.

Our host for the day was Alexander Corne, PR and Corporate Communications Manager for BMW Group Australia. Alexander took the group through the more car-oriented news and answered questions from the delegates. Alexander then introduced Mac McMath, the Manager of BMW Motorrad Australia. Mac took us through the motorcycle sales figures for last year, which was a big one in terms of new models. Points of interest:

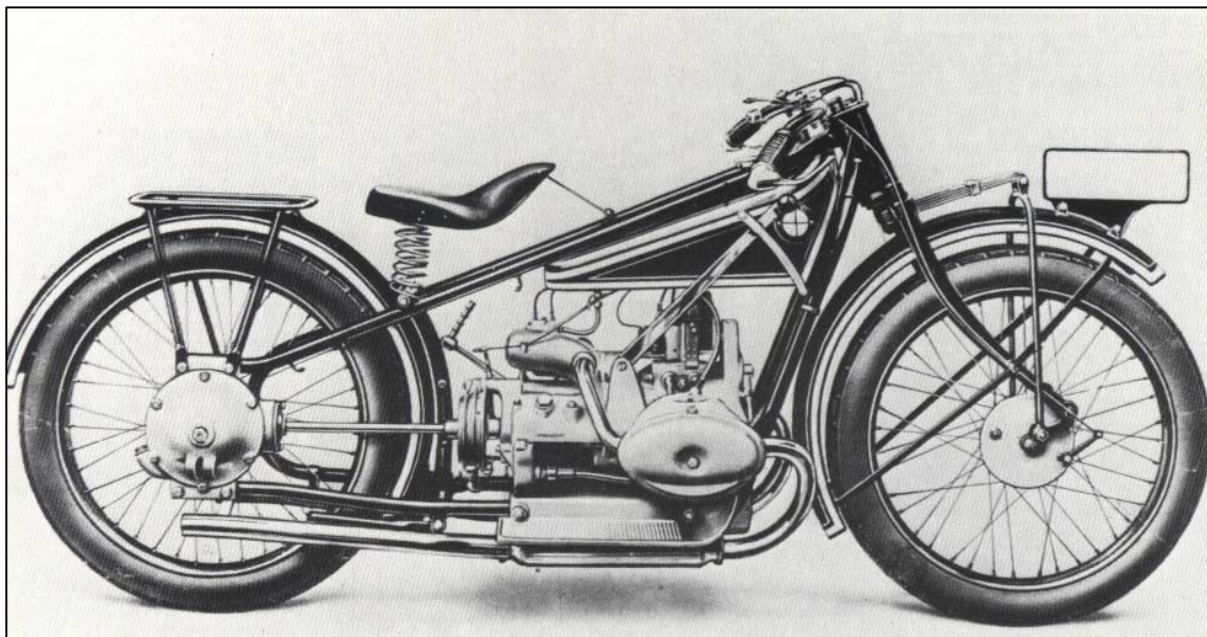
- Just over 1500 new BMW motorcycles were sold in Australia in 2005.
- The top seller was the R1200GS, followed by the K1200S, R1200RT, F650GS Dakar and F650GS. Bear in mind that the K1200 models arrived late and would have sold even more if available for the whole year.
- For all that, Australia only represents about 1.6% of BMW's global market.
- While numbers of bikes sold went up, BMW's share of the Australian motorcycle market did not keep pace with the growth of that market. BMW operates at the premium end of the market and in that part of the market they're doing just fine. Bikes coming into the country are forward-sold for the next three months so they're happy with that.
- Marketing strategies are becoming better targeted at the Australian market, with models being imported which are more suited to our conditions and an emphasis on having not just the bike but the accessories to go with it as soon as a new model is launched.
- The new model blitz continues, with the R1200GS Adventure dealer launch happening at the same time as our meeting. The new K1200GT is about to be launched and the new F800S and ST models will land later this year. The R1200S is also about to be launched and another new R model will be launched later this year. No model designations were forthcoming but not too hard to work out if you think about it.
- Speaking of the R1200S, BMW are taking on the Ducati market with this model and have the specs to do it – 122bhp, 200kg ready to roll, switchable ABS (first time on a BMW road bike), non-servo brakes and optional Ohlins suspension at both ends for only \$1000 extra. What a deal.
- And speaking of deals, if you are lucky enough to have an R1200GS HP2 you can buy street wheels for it for only \$1400 a set, including tyres and brakes. Instant super-motorrad for a song.
- Other things in the pipeline include a new Enduro helmet due later this year, and traction control for the K1200GT as of August production.
- From the rumour mill, I have to tell you that BMW won't be going into the big scooter market but there was a certain caginess when it came to the subject of a BMW "superbike"..... Neither confirm nor deny.
- You can expect the new models to keep coming in 2007, with the F800GS and a new LT in the works. You can expect another, road bike-based HP model too.
- BMW are in the midst of an enormous recall program to modify the brakes on the CANBUS equipped models with servo brakes. This is slowing delivery of some models as technicians have to perform the recalls on bikes in the warehouse before they can be delivered to dealers.

That's about it for the meetings. I shall draw a merciful curtain over the junket aspects of the trip! You can pump me for info over drinks.

My thanks to Alexander and Mac and the wonderful Erin Burl for your hospitality and a most informative day.

Martin

BMW R 42



Model	R 42
Production dates	1926 to 1928
Engine designation	M 43
Engine type	Flat twin cylinder, side valve, air cooled
Capacity	494 ccm.
Compression ratio	4.9 : 1
Power output	12 PS at rpm
Number of gears	3
Ignition	Magneto
Weight	126 kg
Fuel capacity	14 litres
Fuel consumption	3 litres / 100 km
Top speed	95 km / Hr
Engine numbers	40001-46999
Number built	6998 (6900 Again a discrepancy in numbers)

Notes.

This model was built as a serious touring motorcycle for the masses. It was fitted with sidecar mounts as well. The rear drive for the solo was 1 : 3.8 and the sidecar ratio was 1 : 5.7. With a sidecar braking would have to be improved. This machine copied the rear brake from the R39 250. The wooden block operated by the riders heel on a band on the rear wheel was removed and the braking system was upgraded to an outside band on a drum fitted at the rear of the gearbox on the front of the carden drive. The front brake was still a small single leading shoe drum. There were a few changes to the lubrication of the drive train where the gearbox was by grease and the final drive was changed to oil. The kick-starter was still fore aft.

A careful look at the photo you will see the speedo drive coming from a small gear at the rear of the gearbox. This is still the case with all machines until the electronic speedo and sensors were introduced in the 1990's. As with other machines of this vintage a lighting kit was available as an extra

Held at the Italo-Australia Club, Forrest on 24 April 2006.

Attendance: as per attendance book.

Apologies: John McKinnon, Pam & Roger Paull, Sheryle Moon, Graeme Moffatt

New members and visitors: nil

Minutes of previous meeting: Moved they be accepted by Jeanette Hahn, seconded Olaf Moon. Passed.

President: John McKinnon - apology, so Vice President Martin Little chaired the meeting.

Vice President: Martin Little - The Club received thankyou letters from Koomari and Marymead for our donations. The MRA Blanket run is coming up. The run to Robertson was clear and cool.

Treasurer: Graeme Moffatt - Sent his apologies for his unavoidable absence, but would like the minutes of the meeting to record his appreciation of the high quality documentation passed on to him by the previous Treasurer, and his resolve to be just as anally retentive as his predecessor in the coming year.

There has been little change in the Club's financial position since the last report. The Smallbiz working account stands at \$5,374.58, and the Special Purpose Savings Account stands at 2,213.85, giving a total of funds in the bank of \$7,588.43. Main incomings yet to brought to account are any remaining membership fees for 2006-07 that have yet to be lodged with the Treasurer.

Significant outgoings will be the renewal of our domain name (\$88.00) and the costs of the May Newsletter (not yet advised).

In summary, the Club's position remains healthy, but we won't be buying any circus tents for a while yet.

Olaf noted the Business case for the Club tent is proceeding.

Secretary: Stephen Hay - Mail this month consists of:

BMW Top Marque April; Community CPS Cheque Book; Community Care Public Liability Insurance invoice; Other Clubs' magazines; Thank you letters from Marymead and Koomari; 2 New Memberships; 6 membership renewals; Email from Citizens Advice Bureau (I advised Susan to use our existing listing.); Domain Name renewal notice \$88.00

Post box last cleared Monday 24 April.

Editor: Roger Paull - apology. On his behalf, Olaf Moon asked for contributions and good quality photos from the Safari participants to go into the next edition of the newsletter. Deadline is 12 May.

Ride Coordinator: Mal Elliott - Thanks to Martin for leading yesterday's ride. Sunday 30 April - breakfast at Mick Owens 3/74 Townsville St Fyshwick opp Canberra Rubber Stamps. Saturday 13 May - Blanket Run meet at Old Parliament House between 9:00 and 9:30. Sunday 14 May - Mothers Day run to Batemans Bay. The following weekend Mal is leading a ride to Bathurst leaving at 9:00 at Hall layby. He is looking at accommodation options. The Alternate June breakfast on 4 June will be at the Bushranger Hotel at Collector.

Social Secretary: Sheryle Moon - apology. On her

behalf Olaf advised that the May 3 Chomp & Chat will be at Timmies Kitchen in Manuka before going to see *The world's fastest Indian* at Manuka. June 7 Chomp & Chat at the Ardeche Restaurant in Civic.

Membership: Ian Hahn - As of tonight we have 197 members with 5 renewals received tonight.

Webmaster: Olaf Moon - Safari was fantastic 512 people went. One dealer demo 1200S was very comprehensively wrecked by an accompanying Journalist. The news letter is up on the website as is the list of new committee members. There are recall notices on many of the new bike models. Olaf has added a link to the official recall website.

Clubs Australia: Martin Gilbert - The weekend after next is the annual delegates meeting in Melbourne. They will also be meeting with BMW Australia management.

Gravel Surfers: Greg Barber - Thanked Martin for his magazine contribution. There is a ride to Hill End 6/7 May and non gravel surfers are welcome

Merchandising: Pam Paull - apology

General Business:

Mick Owen - Reminded everyone that he is hosting breakfast for club members on Sunday 30 April and there is also an open day at his new premises on Saturday 29 April.

Librarian - We are still looking for a club Librarian. Jeanette Hahn thought Richard Jackson is still happy to have the magazines in his shed.

The Loaded Dog Rally is on at Tarago showground May 13/14.

Suggestion to have directions to the Italo Australian Club on the website.

Thanks to the club from Vic Garland for all the good wishes while he was in hospital.

May Committee Meeting

Held 11 May 2006.

Present: John McKinnon, Martin Little, Steve Hay, Graeme Moffatt, Pam & Roger Paull, Martin Gilbert, Olaf Moon, Mal Elliott, Ian Hahn. Members Jeanette Hahn & Alison Gilbert.

Apology: Sheryle Moon

Minutes of previous meeting endorsed as a correct record.

President: John McKinnon. Has been in touch with Colin Ward who is in reasonable health. John will send a thank you letter to Mick Owen for hosting breakfast in April.

Vice President: Martin Little. Asked about the status of the proposed changes to the Club's Constitution. John will check with Fiona Oliver. Also noted he has lots of Spam emails to his new club mail address.

Secretary: Steve Hay. Cleared the mail box today:

Promotional mail from Mary Mead; United Tourers Winter Rally flyer; Other clubs' magazines; BMW Torque of the town issue 2 2006; 1 revised membership details; Community CPS Statement.

Treasurer: Graeme Moffatt Small Biz Account \$ 5161
Special Purpose Account \$ 2214.42.

Domain registration fee of \$88 paid. He has yet to receive an update on the audit so John will contact Fiona Oliver who was arranging for it to be done.

Editor: Roger Paull - has enough material for this month including lots on the Safari. He will send out letters inviting current advertisers to renew and proposes leaving the rates the same as last year.

Social Secretary: Sheryle Moon apology. Olaf deputising. We are trying to get to the stage where meetings will have a collection of clipboards for people to express their interest in rides. May Chomp & Chat at Timmies and movie were good. June Chomp & Chat is at the Ardeche Restaurant in Civic on June 7 and the July venue is the Brierly Street Pizzeria in Weston. July Alternate Sunday breakfast will be at the Peter Crisp Gallery in Bookham, which has an open fire. We need to start looking for a location for our Christmas Party. The desirable dates are Friday 1st or 8th December. Club Xmas BBQ could be after the Toy Run on the 9th December. Geehi rally will be 22nd October. Discussion followed on planning other events/rides for the rest of 2006:
22/3 July - day or weekend ride to Cowra
13 August - Clyde/Brown Mountain loop with lunch at Bermagui
26/7 August - Iron Butt ride (ride as far as you can and then home the next day)
17 September - Moto GP
23/24 September - annual weekend at the coast, but maybe time for a change from Bermagui
15 October - German Autofest
21/22 October - Geehi Rally
10/12 November - Snowy Ride
25/6 November - Walhalla (Victoria) weekend ride
1 or 8 December - Christmas Dinner & Presentation Night
9 December - MRA Toy Run, perhaps followed by Club Christmas BBQ/Picnic

Ride Coordinator: Mal Elliott - Will send out an email tonight as a reminder about the Blanket run on Saturday 13 May and Mothers Day lunch at Batemans Bay, Bathurst for the weekend 21 & 22 May. Alternative Breakfast on 4 June is the Bushranger Hotel at Collector.

Web Master: Olaf Moon - spoke about recent problems with the website caused by the size of our site exceeding what we have paid for. At present we are using 107 megs. John asked Olaf to present the next Committee meeting with his views on the size/content of our website.

Membership: Ian Hahn - will be on holidays for the next two months from the 20th and tenders his apology in advance. Sue Ball-Guymer will be standing in for Ian in his absence. John will order more membership badges.

Club's Aust: Martin Gilbert - Last Sunday and Monday

he attended the annual Clubs Australia meeting in Melbourne, the first with club delegates only and the second with BMW management. The full details of the meetings are in Martin's report which will be published in the newsletter.

Merchandising: Pam Paull - Has quotes for new club branded merchandise - coffee mugs, long sleeve tee shirts and hats. After considering the cost/quantity options for mugs, it was decided they are not economically viable in the quantities we would need. Two quotes for long sleeve tee shirts, a poly cotton and an all cotton. Committee agreed to go with 20 of the poly cotton in grey marle. Pam will arrange to get a sample of the microfibre bucket hats to show the Committee. Ian Hahn suggested we get a quote on embroidered badges - Pam to arrange.

General Business: Carry forward to next meeting the topics of the Club's charity support and TJ's Touring competition.

A new member unfortunately became separated from the group on a recent ride and the Committee decided that it needs to put in place some general principles for rides so that this situation does not recur. Olaf will submit a draft for discussion at the next meeting.

Next meeting 15 June at Steve's.

MRA Blanket Run

The annual MRA Blanket Run in aid of The Smith Family was held on 13 May. Misty, low clouds greeted the early arrivals at Old Parliament House but it soon cleared for another spectacular autumn morning.

The cold morning must have scared off a lot of riders as there were noticeably fewer bikes than for the Toy Run in December. Ron Andrews kindly allowed me to "ride in style" on his LT and what a wonderful treat that was, complete with heated seat and music. Now if only I could convince Roger to buy an LT..... We headed off past Parliament House down to Woden and back to the traditional finishing spot in Garema Place for speeches and head counting for the best club attendance. As you can see from the photo above, the ACT BMW MCC took the honours, so thank you to all our members who turned up to help support a very worthy cause.

The MRA had arranged for a photographer and the photos are available on www.fairdinkumphotos.com.au and quite a few of our members are featured. The photographer will be donating proceeds from the sale of the photos to The Smith Family adding to the \$1200 and blankets donated on the day.

Finally, well done to the MRA for its excellent work in organising the Blanket Run and helping to raise the profile of motorcyclists in the region.

Pam Paull

1992 K1. Superb running condition. I gave it to the BMMotorcycle guys in Melbourne to fully rebuild the motor because I was going to keep it "forever" so it really only has about 20,000 kms on it (new pistons, rings, valves, recond. head new drive shaft and so on - papers available). Just serviced and new Metzlers, it has all extras like the Staintune sports exhaust (original available), soft panniers and tank bag and factory alarm. I will sell for close offer to \$9,000 (or more if you want!) but it really is a lovely bike to ride. Contact George on 0408128719 or home 03 63446346 (Tasmania).



Snowy Ride Accommodation. Richard Gallimore has beds available in a new ski lodge in Thredbo for the Snowy Ride on the weekend 10, 11, 12 November. The rooms have twin single beds (push them together to make a king size double with ensuites. Phone Richard on 6295 1679 or 0410 293974. www.snowyride.com.au

R100 GS-PD Classic, 1995, Black, 107,000 Kms, includes panniers, Staintune exhaust, WP suspension front and rear, heated grips, good condition, Rego to Nov 2006, \$8250 - Ph Macca on 02-6297 4148 or email macca650@yahoo.com.au

Wanted

BMW K100LT and K1100 RS or LT. Prefer 90's model with low kms. Phone Gavin 0408 490066

Small Japanese bike, 100cc to 250cc to teach two beginners upon. Must be registered road bike, such as Yamaha Virago, Honda CB250, Honda VTR etc. Looking for something in-expensive, 4 stroke, older but operating safely. Call Olaf on 0410 220 602 or email olafmoon@ozemail.com.au.

Standard Screen for BMW R1150RT 2003 model - Please call David on 6255 9100 (Home) ... generally home by 7 PM. 0429 105 155 6266 4618 (Work).

BMW Pannier Touring case (Preferably Left Only) Part# 46 54 1 237 992 With Rectangle BMW Emblem and Orange reflector. Suit R65 1987 Model. Chris (07 5522 4116) Gold Coast

For Sale - Second Month

BMW R1150GS. 2000 model, black, good condition. Remus sys, carbon fibre inlet, fastway pegs, engine bars, gearsack, .panniers, tankbag, seatcovers, 100K, (photos on club website). \$10,000 ono. Neil Wiblin - (02) 95206071 or 0400 012757 Engadine or Wollongong.

R1200GS accessories. Aeroflow screen still in box \$550, BMW low seat unused \$280, Verholen centre caps to fill hole in rear wheel, brand new \$175, Deakin ACT, contact JOHN on (02) 6213 6305 or email johnl@industry.gov.au

2001/2 BMW R1150RT Silver, Panniers , AM/FM radio Cassette, tyres 50%, with 60,000 km, asking \$15,000 ono. STEPHEN.BOWLER@casa.gov.au

Advertisements are run for 2 months, so please let the Editor know if you've sold or bought after your advert first appears. Adverts also appear on the Club's website.

K100LT 12th/90. Red in Colour. Original 57,000 Km. ACT Rego No 39444 end of June /06. ABS, Staintune exhaust, new front tyre, tall screen plus standard screen. \$6,500 Contact Col MacMillan 6226 2102

1989 BMW R100RS, Comes with panniers, engine rebuilt by previous owner, registered until July. Good tyres, runs well. Will deliver to Canberra. Please call Howard on 0419 142 803 for any enquiries. Asking \$6000.

Wanted

BMW Top box suitable for 1993 RS. Phone Gordon 07 5514 6535

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. We don't have credit card facilities. **TOTAL \$** _____

Membership expires on the last day of February.

Please PRINT ALL PARTICULARS below so that we can record your membership details.

YOUR NAME	PARTNER'S NAME (FOR JOINT/FAMILY MEMBERSHIP)
Last name _____	Last name _____
First Name _____	First Name _____
Postal address _____ _____	Postal address _____ _____
Phone (h) _____ (w) _____	Phone (h) _____ (w) _____
Mobile _____	Mobile _____
Email _____	Email _____
By filling in the e-mail address you have indicated you are willing to accept information on club events	By filling in the e-mail address you have indicated you are willing to accept information on club events

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** _____

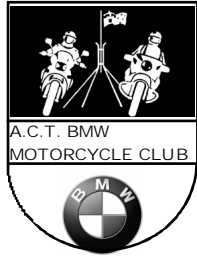
*** Applications are subject to Committee approval and may take several weeks to process.**

Membership Secretary only

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


Receipt # _____ Membership # _____

Mailing List _____ Badge _____ Sticker _____ Membership Card _____ Date _____



To:

From: ACT BMW Motorcycle Club PO Box 1042 Woden ACT 2606



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