

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



CELEBRATING

25
YEARS

July 2006



Member of the International Council of BMW Clubs

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for 2006-7****President:**

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Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo -Australian Club, 78 Franklin Street, Forrest.
Next Meeting: Monday 26 June 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 Marymead Child and Family Centre.

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:

David Morgan prepares for a test ride of Online Motorcycles' new demo R1200S at Beechworth - on the Sunday morning after our combined ACT/VIC 'Christmas in June' function.

THE PRESIDENTIAL HOOHAH

John McKinnon

My last column, having been prepared and dispatched to meet the Editor's rigid deadline, disappeared into cyberspace for a couple of days, and only made the electronic copy. Thanks to Martin Little whose contribution ably filled the vacant space in the print version.

This leads me to a discussion the Committee had the other night about the print vs electronic newsletter and email communications in general. Our main means of communication with you is via the magazine, at General Meetings and the regular breakfasts, as well as the emails that are sent out advising details of various events, Chomp and Chat, rides, social events etc. As the magazine is a monthly newsletter, it is inevitable that there will be changes which cannot be broadcast in a timely manner other than by email or the web site. Unfortunately, not every member has an email address, or has given us the address, and when we send out email updates, we are missing about 15% of the membership. Webmaster Olaf Moon is looking at ways and means of being able to keep every member up to date. One suggestion is a 'buddy' system where those who don't have access to email are kept advised of happenings by a friend who does. If you don't currently have an email address, but would like to be kept up to date, have a think about how we can best achieve this and let us know. If you have an email address and have not given it to us, you may wish to consider doing so. If you have given us your address and are not receiving emails, you can email myself or the Membership Secretary asking for us to check the address we have for you.

A small but hardy bunch braved another freezing morning for the usual breakfast at Bungendore while a large group travelled to Beechworth for the Christmas in June with the Victorian Club. Good to see Peter Stanfield back on his bike and obviously on the road to recovery. (A good GS road I'm told!). Also good to see Peter Major, club member and stalwart of the MRA looking the picture of health.

Just a reminder to be very careful on our roads on these icy mornings as the likelihood of ice patches on the bitumen is very high. Some stretches of the Kings Highway can be very slippery in this weather.

Safe riding,

John



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Welcome to our new members

- » Minette & Peter Britton K100 LT
- » Chris Roberts R 100 S
- » Andrew Lee R 1200 GS

978 and counting.....

We have now reached our 978th member since the Club's inception in 1981.

To acknowledge our 1000th member, we will give him or her a club beanie to mark this milestone.

And, if introduced by an existing member, that member will receive one year's membership free!

Taffy and Lou at June's Alternate Sunday breakfast, at the Bushranger Hotel, Collector

June 2006

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August 2006

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September 2006

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Our next General Meeting is on Monday 26 June 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.

17/18 Christmas in Winter at Beechworth

26 General Meeting, Italo-Australian Club, 7.45pm

1 Ride4Sophie

2 Alternate Sunday Breakfast at Peter Crisp Galleries, between Yass & Bookham.

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

13 Committee meeting

16 Introductory Gravel Surfing ride

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

24 General Meeting Italo-Australian Club, 7.45pm

2 Chomp and Chat -Rendezvous Cafe

6 Alternate Sunday breakfast - Jugiong

13 Coastal loop

17 Committee meeting

19/26 GS Safari - Far North Queensland

26/7 Way out West ride

28 General meeting Italo-Australian Club, 7.45pm

3 Alternate Sunday breakfast - tba

6 Chomp & Chat - tba

17 MotoGP

23/4 "Not the Bermagui" weekend

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

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

26 June - General Meeting

7.45 pm at the Italo- Australian Club, Forrest.

1 July - Ride4Sophie - See page 8 for details.**2 July - Alternate Sunday Breakfast**

Peter Crisp Galleries, between Yass and Bookham. The turn off to the Peter Crisp Galleries is 14 km past the Yass Service Centre heading south on the Hume Highway. Meet at the Hall lay by at 8.30am.

5 July - Chomp & Chat

Brierly Street Pizzeria, 25 Brierly Street, Weston at 6.30pm. Bookings to Sheryle Moon (0419 708675 or social@actbmwmcc.org.au) by 2 July please.

16 July - Introductory Gravel Surfing Ride

Leaving from Bungendore at 10.30am. See page 13 for details.

22/23 July - Cowra

Proposed as either an a 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. Leave from Rolfe Motors at Philip at 9.00am on Saturday 22 July. Contact Martin Gilbert for more information.

24 July - General Meeting

7.45 pm at the Italo- Australian Club, Forrest.

2 August - Chomp & Chat

The Rendezvous Café, Monaro Street Queanbeyan at 6.30 pm.

6 August - Alternate Sunday Breakfast

Tentatively at The Long Track Pantry, Jugiong. More details in the next newsletter.

13 August - The Coastal Loop

Details are still being finalised but the latest plan is for a loop ride towards the coast via the Mount Darragh Road and stopping for lunch at the Robbie Burns Hotel in Wyndham - weather permitting. More information in the next newsletter.

19/26 August GS Safari

See page 13 for more information.

26/26 August - The Way Out West ride

A couple of members are planning a weekend ride out west somewhere. Contact Martin Little if you're interested.

3 September - Alternate Sunday Breakfast

To be advised. Note this is Father's Day

6 September - Chomp & Chat

To be advised.

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?

25 September - General Meeting**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 Koszciusko 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

See www.snowyride.com.au

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 & Presentation Night

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. 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.

March/April 2007 - Anyone interested in Tassie and/or the Superbikes?

It's been suggested that it might be a good idea to combine a week's riding in Tasmania with a side trip (on the way to Tassie or on the way home) to the Superbikes at Philip Island from March 30 to April 1. Contact Martin Little if you're interested.

First Wednesday of the month - Chomp & Chat at a local restaurant at 6.30pm. We go to a different restaurant each month so check the "What's On" pages for location.

First Sunday of the month - Alternate Sunday breakfast. Again, details can be found the "What's On" pages.

Fourth Monday of the month - General Meeting at the Italo-Australian Club, Forrest at 7.45pm.

THE VICE FILE

Martin Little

In May I attended the MRA blanket run with my son Sam as pillion. The Blanket Run is an annual event that allows motorcyclists to provide support for the Smith Family, and one that I have supported since arriving in Canberra in 02. This year it was a cold misty morning, and although overall numbers of bikes seemed to be down on last year, our club numbers were right up there which saw us take out the honour for best club attendance. Just goes to show that a little cool weather won't stop BMW owners from getting out there!

Last month I mentioned that I had finally seen that movie *"The Worlds Fastest Indian"*. I'm going to indulge myself and wallow in nostalgia now.... Having had feedback from fellow members who raved over it, I was a little worried that it may not have lived up to expectations. No Chance! What a great story about one man's passion and his striving to achieve his dreams. The fact it was about motorcycles was an extra bonus, and to see so many sights and scenes from New Zealand in the 60's, and the characters being portrayed by many familiar kiwi actors - well that had my wife and I exclaiming with wonder and excitement throughout the movie. This will be a movie that I will watch again and again! (The kids know what to get me for Fathers Day). There was a particular scene where the characters talk about an article from a motorcycle magazine of the day, and said magazine is flashed across the screen. Well that triggered a long lost memory of yours truly as a young lad of 7 or 8 raiding his Dad's collection of the same bike magazine and pouring over every word and photo within. I have no idea of what my Dad has done with those magazines, but he's still riding at 70, and I have lost count of how many bikes he now has in his shed. Just goes to show that once bitten by the bug it's there forever.

Back to the current day, although the colder days have well and truly settled in, I still see plenty of bikes out and about on the daily commute into the city. What I have noticed this year is the increase in the number of scooters about, is it me or have the numbers of these marvellous little machines on our roads really multiplied? Good on 'em I say.

And just because it is a little cooler, don't be put off riding. As you will see from the **"What's On"** calendar, there are plenty of events and rides coming up over the coming months. From the regular Sunday breakfast ride to Bungendore, to longer rides like the Walhalla weekend and even an Ironbutt ride, your hardworking committee have something to cater for everybody.

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

(Kiwi) Martin

Wanted: Stand-in Editor

Pam and I are going away on holidays later this year so we need a volunteer to put the newsletter together for one edition. No writing is involved, but you do need to have reasonable computer skills and experience with Microsoft Publisher would be an advantage though not essential. I will happily give you some training beforehand. If you can help out please contact me on 6255 8045. Thank you.

Roger Paull

Thanks to Pam for putting together this month's newsletter, as I was away for two weeks on a longish ride - 5000+ Kms - and an exercise in survival in sub-zero camping. More on this next month.

23 May 2006

Dear member of BMW motorcycle clubs,

A few weeks ago the **BMW Niederlassung München**, a subsidiary of the BMW Group, opened the largest and most modern BMW Motorcycle Center worldwide, called **BMW Motorrad Zentrum**.

Experience - on a total area of **9.000 m²** - the whole world of BMW motorcycles and have a great time in our new **Biker's Bistro**, a perfect place for small talk among bikers and friends.

In addition to the presentation of all BMW motorcycle models, we offer a complete selection of **BMW Biker's equipment** and accessories in all sizes and colors. For members of BMW motorcycle clubs there is a **discount of 10%**.

Furthermore, there are permanently more than **200 used motorcycles** available. Our **rental service** comprises all current BMW models and gives you the chance to experience the joy of riding our motorcycles.

For interested groups, we offer the possibility of a tour through the new **BMW Motorcycle Center**. Please contact for further information: **mark.szameitat@bmw.de**

The team of the **BMW Motorrad Zentrum München** is looking forward to your visit and wishes you a beautiful motorcycle season!

Kind regards,

Bayerische Motoren Werke Aktiengesellschaft

Niederlassung München

Motorrad Zentrum

Felix Herrnberger

Managing Director

Peter Sperlich

Sales Manager

TourenSport Safari - photos and wrap up

You can find a great selection of photos from the April 2006 TourenSport Safari on the following site:

http://www.bmwsafari.com/news/news_2%20June%202006.htm

The BMW GS Safari

takes place from 19 to 26 August 2006 - see page 13 for more details.

Enduro Park Skills Course

Off-road Rider Training – just a reminder to those who have none, rusty or limited off-road riding skills, or who have never ridden sand that BMW Motorrad is running six 2-day courses from the 28 July until 9 August. These are taking place at the spectacular 80 acre 4x4 training and proving ground near Werribee in Victoria, plus there's another 16,000 acres with some amazing bush tracks. Cost is \$850 inc GST and includes the use of an F650 GS Dakar (or pay \$150 extra for an HP2 – but these are very limited), lunch on both days and an evening BBQ on day 1.

To book your place or for more information call Stay Upright on (02) 9679 1578 Or email office@stayupright.com.au you'll also find full details by clicking on "BMW Enduro Park Skills Courses" on the BMW Safari website homepage www.bmwsafari.com

Editor: Greg Barber is arranging an introductory Gravel Surfing ride on 16 July - details on page 13.

Girls on The Move in conjunction with the MRA ACT and Canberra Ulysses Branch are arranging a social ride for the motorcyclists of the ACT and districts from Pine Island to ACTION motorcycles in Mitchell on Saturday 1 July 2006 as Canberra's part of the Ride 4 Sophie. As you would be aware Sophie Delezio the young victim of two traffic crashes was released from hospital recently and the motorcyclists of NSW, Victoria and the ACT are arranging a Ride 4 Sophie (<http://www.ride4sophie.com.au>)

Meet at the Pine Island car park from 10am for a 10.30am departure. The route is Athllon Drive past Woden onto Adelaide Avenue, continue onto Commonwealth Avenue to Northbourne Avenue turning into Flemington Road to ACTION Motorcycles at Mitchell. Riders can join in anywhere along the route as this is a social ride. Riders will arrive about 11.30am for a sausage sizzle sponsored by ACTION. Each rider who makes a donation will be entered into a raffle with prizes supplied by ACTION. 100% of all funds and donations will presented to The Day of Difference Foundation.

This ride is not specifically for Sophie's support *per se* but to raise funds for The Day of Difference Foundation which is a health promotion charity focussing on the prevention and control of burns related disease (<http://www.dayofdifference.org.au/>). There will be raffles and a sausage sizzle at the end. So spread the word and we'll see you at Pine Island on the 1st. Also if you can't make the ride then just turn up at ACTION on the Saturday and get stuck into the sausages and drinks and buy some raffle tickets.

Peter Major
MRA



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Getting older happens to us all (some seemingly faster than others) but I have always wanted to own a GS and the time had come with the arrival of the new 1200 GS to take the plunge. The big advantage was that I would drop some 60-70kg from the R1150 RT which would make it easier for an old bloke to pick up, plus I would pick up a few more horsepower. Would I really miss the radio and the big protective fairing and adjustable screen? – of course I would – I like all that sort of stuff.

The only daunting prospect was that all those gravel surfing types in the club would heap scorn on my feeble attempts to move off the tar. I got rubbished already by fitting the first accessory – a fender extender – to keep the dirt off. But I would show them. However, I did get a bigger screen to help keep the dust out of my eyes and most importantly some engine protection bars in case I drop the device in front of the whole club on that particularly difficult stretch of gravel out the back of our breakfast venue.

So the big day arrived and I anticipated my first gravel trip with mixed emotions. In preparation the bike had received a wash but I thought a polish might be a tad too much. I decided not to let the tyres down as there would be minimal sand on the particular route that I would be taking. I wanted to do the first ride on my own so that there was no pressure in trying to get past slower riders, but how would I be able to convince those gravel surfing types of my first adventure?

So off we go heading up north on a nice Sunday morning with about 1200 km on the new machine. The first part of the trip is on the main road and that was a good opportunity to try out my other new accessory – the friction cruise control – just what I reckon every gravel surfer needs to keep his speed down in those really twisty sections.

I turned off the main highway onto my planned route and immediately was on my own away from all the traffic, and then found the first of the gravel. Naturally the drop off the bitumen is always a bit rough – I expected this already as I had read a few books – watched a DVD and had been very careful to pick up tips from 'Two for the Road' and the 'Long Way Round'. So we drop carefully onto the first section and then decide where is the best place to ride – being ever mindful about rounding corners and going over crests in the right wheel track – which is always smoother.

The bike felt good although on reflection there did seem to be a tad too much input from the rider and after awhile I realise I needed to relent somewhat on the vice like grip on the bars. I even managed to start using the gearbox a bit more and eventually made it as far up as 3rd. However, the big wide bars and the narrow but comfortable seat really

Peter recently became a Gravel Surfer - here he describes his introduction to the "marque".

helped me build my confidence. After a while I also realised that the vice like grip on the tank that I had adopted was cutting off circulation in my lower legs and I made a mental note to try relax more and let the bike move around under me – like when I am getting it out of the shed to wash.

As the morning wore on the road opened out into some really nice twisty sections between the local properties and I was feeling especially pleased with my progress. I even

managed to take a hand off the bar to return a wave to a property owner no doubt marvelling at my ability as I roared past his gate thinking about getting into 4th gear at this stage with most probably a huge rooster tail of dust following.

I keep thinking about all those things I used to overhear the gravel surfers talking about and was always very careful to shift my weight to the outside peg in cornering – or was it the inside peg? Should I be standing on the pegs when

negotiating some of those big pot holes that I encountered? And if the right cylinder head is further back than the left, am I still heading in the right direction?

I promised myself to eavesdrop on some more of their conversations at the next opportunity - which could be a while as they don't appear to need caffeine as frequently as me – must be an age thing – or is that being able to go to the loo afterwards always makes us veteran riders feel more like pressing on again?

Eventually it was with mixed feelings that I saw the end of the gravel up ahead and I accelerated up onto the tar and turned the wick up. My most exciting bit of the trip happened at about this time as I rounded a long sweeping corner doing about 1@0 to find a wombat on the best line. However, I was now running late and needed to get a move on as breakfast was waiting.

Needless to say the street was full of bikes when I arrived last at the Loaded Dog for breakfast. It took some convincing to persuade some of the members that I too had been gravel surfing but luckily I could drag them over to marvel at the light powdering of dust on the back wheel – which I didn't wash off for at least 2 weeks.

I must do that challenging 8 km across from Collector again one day.

Peter (short way around) Stanfield



Peter (in front) with Bruce Campigli on the recent BMW TourenSport Safari



We had the best ever attendance at our annual "Christmas in Winter" dinner with the Victorian BMW MCC at the Old Priory in Beechworth on June 17 with 72 people gathering for our now traditional midwinter celebration. It was a fun evening in the atmospheric (and warm!) Concert Hall at the Old Priory which had been fittingly decorated with a Christmas theme.

As it was our turn to organise the event, we were also responsible for the entertainment on the night - the Victorian club had sung Christmas carols last year and they had challenged us to reciprocate. Unfortunately (or maybe fortunately for sensitive ears) we are resolutely vocally challenged in the singing department, with most of us unable to carry a tune in a bucket. So our ever creative

Games Mistress Fiona Oliver (minus whistle) used her lateral thinking skills to come up with a different sort of entertainment. We had a quiz, a challenge to build something Christmassy from a pile of Lego, compose something suitably impressive from a pile of Shakespearean words and the piece de resistance was Fiona leading the assembled throng to sing a motorcycle themed "Twelve days of Christmas" with the opening line "On the first day of Christmas my true love gave to me a partridge in a pear tree" replaced with "On the first day of Christmas my true love gave to me a lovely new 1200ST".



Tony Weare, the Victorian Club President and his wife Erica knew that we were not going to sing for them but didn't know exactly what we'd planned in the way of entertainment. On their way down to dinner they saw a short, fat, balding guy wearing a red suit with a wide white belt and thought he might be our surprise act. No, it wasn't Santa but an Elvis impersonator. All night they waited patiently for Elvis to arrive and finally at 11pm they asked where he was. I had no idea that Elvis had even been in the building, so they were a tad disappointed that he didn't arrive to entertain us. Had I

known, we would definitely have booked him....maybe next year!

Quite a few people lined up to test ride one of the bikes provided by Online Motorcycles of Albury on the crisp and sunny Sunday morning. Online had also generously donated two gift vouchers at the dinner and we were very pleased that our member Colin Dickson won a \$50 voucher.



The overwhelming view was that this was the best ever Christmas in Winter dinner, so if you haven't been before why not come along next year and share in the fun and good company.

Pam

MICK OWEN

MOTORCYCLES

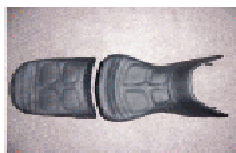
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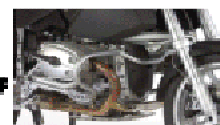
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Part of the Mick Owen Motor Group

Some photos from the Gravel Surfers recent trip to Hill End courtesy of Greg Barber.



Top: Gareth Eley crossing the Macquarie River

Middle: Lunch stop at the Bakery in Bathurst. Timmo Lloyd and Andrew Snelling on the footpath

Bottom: John Raynor Sharp "Razor" on the Bridle Track.



An introductory Gravel Surfing Ride

From time to time you may have read in this magazine of the exploits of various GS riders taking their machines into the wilds of Australia and experiencing the worst that the conditions could throw at them including rutted fire trails, sandy tracks and deep water crossings.

However not every GS rider wishes to go to those extremes and as Martin Little so eloquently portrayed in his recent article there is a lot of enjoyment to be had from exploring good quality gravel roads, whether you own a GS or not.

So we have organised a ride especially for those newer GS riders and riders of other bikes who may want to join us. It is open to riders of any standard and should be a good day out. All roads will be standard gravel roads in good condition, no fire trails, no creek crossings, no sand and no speed cameras or radar traps. There will also be some great scenery and some great company for your enjoyment.

When: Sunday 16 July

Where: From Bungendore leaving at 10.30am

Where to: Yass or Wee Jasper for lunch depending on how well we are travelling.

Via: Collector, Gunning, Lade Vale, Yass, Wee Jasper and then back to Canberra via Sawyer's Gully Road and Mountain Creek Road to Uriarra Crossing.

Gravel Surfing: Keeping in touch

We have been running a Gravel Surfers Yahoo group email list for the last couple of years which we use to exchange information and to organise rides. We currently have around 45 riders signed up.

If you want to find out more about the Yahoo group check out the site at

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

You can join the list via the website or subscribe by sending an email to:

ACTGravelsurfing-subscribe@yahoogroups.com

If you have any questions you can contact Greg Barber on 0407 515 294 or

upsidedowngreg@yahoo.com.au

2006 BMW GS Safari



"The 2006 BMW GS Safari will be going from Palm Cove/Cairns to the tip of Cape York and return. The dates are Saturday 19th August (Welcome Party) to Saturday 26th (Farewell Dinner) inclusive. Don't miss this trip of a lifetime!

Bookings for the 2006 BMW GS Safari are now open. The maximum number of participants we can accept is 135. With crew and press on top of this our total group size will be 150. **Cost per participant** will be \$449 inc GST, (includes a \$20 per person tyre support services subsidy and a \$20 per person remote area subsidy).

Please note: fuel, accommodation, food and drinks (other than that provided at the Welcome and Farewell events) and all out of pocket expenses are the responsibility of the participant.

As in 2005, BMW off-road rider training courses, headed by Dakar Rally veteran and BMW UK chief off-road riding instructor Simon Pavey, are planned to take place before the GS Safari takes off. Details and course dates are accessible from <http://www.motorcycles.bmw.com.au/EnduroPark> .

Note: This information has been reproduced from the BMW Safari website which has more details and registration forms. As at 2 June 2006 there were 97 registered participants so there are still places available if you want to do some serious gravel surfing.



July 2006

Welcome ACTBMWCC members! Hope the frost on the visor is not restricting too much vision. A busy month for us with the arrival of BMW's newest models to the range, the **R1200GS Adventure**, **R1200S** and **K1200GT**. I'm sure all you enthusiasts have read the press releases, but here's a little summary of each bike that may answer a few questions we've been asked...

R1200GS Adventure



This motorcycle has gone one step further in being a capable off road tourer with all the benefits that the R1200GS brought to us over the R1150GS. Great power & torque, smoother gearbox and stronger brakes, this machine is a pleasure to ride and really doesn't feel like the heavy bike it's made out to be. It looks its purpose and is already attracting orders for riders either keen to upgrade their current Adventure or new to the world of GS'.

BMW this time around have included as standard features the engine protection bars, higher windshield, aluminium cylinder protectors, heated grips, off road tyres (knobbies), hand protectors, a fuel gauge that actually gradually drops bar-by-bar (current R12GS riders know what I mean here!), spoked wheels, HP2 footpegs and 33 litre tank. No 'enduro' gearbox is available as per the previous GSA; the same ratio's for the R1200GS are on the Adventure. Those riding R1200GS' or considering one should note that features of the new Adventure cannot simply be 'bolted on' to the R12GS. Some can with little other parts, others are either uneconomical to undertake or require many other parts to be purchased that we haven't figured out just yet.

Prices start at \$26,000 on road plus a range of options such as additional driving lights, aluminium panniers & top case (made by Touratech for BMW), switchable ABS, tank rucksack, on board computer, white indicator lenses and a choice of colours being either silver or white. Bikes are on a built to order basis only due to the huge worldwide demand at present.

R1200S



You may remember BMW advertising this bike as **Sport, Sport, Sport**. This bike proves very true to this slogan as it is BMW's first real sports orientated motorcycle. The K1200S surprised many by being a bike that handled and accelerated like a true sports bike, but it was still a little heavy for those riding 'real' sports bikes from the Japanese factories. This machine weighing only 190kg dry & 213kg wet, it's definitely a light bike, especially compared to what BMW have been branded in the past as heavy motorcycles. Panniers & centre stand I hear you ask? Not available!! This is a real sports bike and is not designed for tours or trips

away with the pillion. I can hear moans already about a Boxer on a side stand – there is a paddock stand available for when parking your R12S up in the shed to keep it level.

At 90kW and 112Nm, there is plenty of power & torque to throw this beast around. And braking? 320mm front dual discs with four piston brake callipers ensure a strong stop, with optional switchable (for track days) ABS (with or without ABS, there is no servo assist).

The new R1200S starts at \$22,981 on road, with options being only Ohlins suspension (why wouldn't you at only \$1,000 more), ABS and wide rear wheel. We can fit alarm, tank rucksack or rear softbag. Bikes are built on a order only basis as typically worldwide demand is high.

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

K1200GT



BMW has once again answered everyone's question "when will we see the K12S engine in other K-series models"? The new K12GT is a bike that has been designed to live up to the 'GT' branding, being a serious tourer with an awesome 112kW's of power and still very torquey (overtaking in 6th gear is VERY possible), it's a fantastic bike to ride either in a sporty way or cruising all day. Since the east-west engine has been adapted, so has all the other features (same gearbox setup & final drive), plus the new technology that we've seen in all new BMW's being canBUS for electrics, instrument cluster upgrades and so on. This model is also the first BMW to have heated grips that are temperature controlled depending on the ambient [outside] temperature. The feeling is quite pleasant with a constant grip temperature instead of the cut in-and-out feeling we're used to.

The new GT is not as big as it's looking in all the pics; a real surprise for those who have seen it in the flesh. The seating position is quite welcoming for the long haul with weight distribution nice & low with the dry sump engine; the handling of the bike is amazing – especially with sure footing thanks to duo-lever suspension.

The GT in Australia has been launched in three variants: GT (standard with heated grips, on board computer & cruise control), GT Komfort (standard GT + ESA & heated seats) and GT SE (Komfort + Xenon headlight). The bikes on road are priced at \$31,735.00, \$33,022.00 and \$33,536.00 respectively. Bikes are built on a order only basis, same as the other new bikes to the range.

F800S & F800ST



Chris Pfeiffer's [pictured, visit www.chrispfeiffer.com] excited but it's not quite in Australia yet! These bikes are due in our country about September this year. They're earning the most interest since the launch of the R1200GS and are receiving a huge wrap in the press. We are still to get confirmed pricing & options from BMW Australia, but currently bikes are priced exceptionally at \$16,200.00 for the S and \$17,500.00 for the ST (both on road). Don't sit around kissing girls (or guys) in the snow, we are taking pre-orders!!

DEMONSTRATORS TO GO

Being end of financial year, we typically like all retailers are keen to move some bikes that have been with us and done their purpose as demonstrators and service loaners. At time of writing, we have already earned some strong interest in models that are on the showroom floor. You can view our bikes 'For Sale' anytime but checking out www.bikepoint.com.au and searching for Rolfe Classic, but at present we have to sell a **K1200S** in Indigo Blue with ESA & panniers; a **K1200R** in silver with ESA, wide rear wheel, ABS, white indicator lenses, sports screen; a **K1200LT SE** with Xenon headlight & other SE features and a **R1200GS** in yellow with grey side covers, alloy wheels, panniers and engine protection bars. Call Kathi or myself on 6208 4133.

Safe riding & stay warm!

Rob Jones and the team at Rolfe Classic BMW Motorrad



Four bikes and six riders met at Hall on a warm late autumn morning and headed off for Bathurst. Not wanting to break any records or spoil the latte-set reputation, our first café stop was Boorowa.

From Boorowa we deviated from the fast road and took the farm vehicle peppered track through Frogmore to Wyangla Dam. Russell B-G, being familiar with the road took the lead and our travelling speed soon increased by 10 kph. As those who didn't know crashed through the many causeways north of Frogmore it became increasing apparent Russell thought he was still in his speedboat cutting through the chop of another nautical nut. We survived. A guided tour of Wyangla Dam, by the afore mentioned R B-G, clearly bought home how dry it is west of Canberra, the dam being so low even the carp were dehydrating. We headed for Woodstock for lunch.

Woodstock appears to have changed little since its namesake in the US rose to prominence in the late 60s. Like its infamous namesake there were no counter lunches, so it was on the Mandurama for a hearty pub roast and vegies. We all made it to Bathurst via Georges Plains, missed all the rain that had blessed Bathurst that morning and found, our comfy motel easily. The late departing Canberra 5th bike arrived a little later. After a quick caffeine refuel, and finding the key to a top box, we headed for the Mount. This 'hide the key' is a game I don't know. It is played as thus; I will discretely hide the key in my pocket while I run my hands through every pocket on your person looking for it!!!

Mount Panorama is a public road with a 60kph speed limit for most of the year and there is always some klutz driving in the non race direction around the circuit so laps of track

were kept to legal limits, sort of. Needless to say a few laps, with and without pillion, were enjoyed by all. Even at 60 kph there are a couple of challenging corners, especially the Cutting and the 45 kph left handed at the end of Caltex Chase.

We all repaired to the motor museum and were soon joined by Jack Foley who 'flew' up from Sydney on his R75.

Fran and Warren thoughtfully booked a table for us at the RSL Club that is adjacent to our motel. For meat eaters dinner was a feast; those who chose ribs received a double stack while the vegetarians had to compromise their principles.

Breakfast for most was at the Acropole and the pancake stacks were reminiscent of the fare at Captains Flat. An early morning circuit of the Mount was a very steady affair with thick fog cutting visibility to 100 metres in places. At the top of Skyline we couldn't see much past the Holden sign.

The route home was changed to avoid dirt and gravels roads, so we went via Orange. Now I have been to Orange many times in the past 6 decades but had never been to Mount Canobolas, nor had anyone else. After about 5 kms of dirt road we all reached the top without any tyre damage and enjoyed the 360° vista. I suspect the middle eastern driver in the white van who was descending from the top of Mt Canobolas, and using all of the road on the blind corners, is still shaking at the sight of 5 bikes storming up the hill. After another 5 kms of dirt we enjoyed a serious biker's road, the Cargo road, back to Canowindra and on to Cowra.

Another meal stop at Cowra and 740 kms later we were safely back in Canberra.



The Bushranger Hotel at Collector is one of our favourite Sunday Alternate Breakfast places: a good ride and a warm fire to look forward to. In previous years we've managed to pick very foggy mornings, but this time we arranged sunshine instead.

Thanks to Taffy Williams and Ian Warren for these photos.



I felt both a delight and obligation to visit the holy grail of motorcycle collections in Australia. It is the National Motorcycle Museum at Nabyac, a small town situated about 25 km south of Taree, 145 km north of Newcastle and about seven hours drive from Canberra up the Pacific Highway.

Having made a previous decision to visit Myall Lakes National Park (brilliant place, camping or whatever!) over Easter, it was just a short drive to the museum. The original collection used to be housed over a bike shop at Mitchell, but as the ACT Government (at that time) would not provide free land to the owners, the Kelleher family, to build a full museum they up and left Canberra unfortunately leaving some bad blood on both sides.

The museum is now housed in a U shaped, custom designed building which is effectively a very large iron shed on a concrete base and is currently home for over 720 motorcycles, of which more than 600 are owned by the Kellehers (Brian and Margaret) and the rest are on loan from private owners. The museum also boasts a huge range (no other word can describe it) of memorabilia, including signs, posters, badges, clothing, engine parts and everything else motorcycling. One great feature in this regard is the west end of the main section of the shed devoted to speedway, which has been built by a local club and is quite superb and includes bikes, banners, awards and heaps of other memorabilia.

Having left Sheryle and a couple of friends to find an (excellent) coffee shop, I paid the \$11 entrance fee and spent a couple of hours pottering around, looking for my favourite marques and models. There was no problem with the former, but rather more with the latter, particularly regarding the "classic" models – always a matter of taste of course!

The central hall is the base of the U and contains the classics, largely British bikes including some absolute beauties. Ariel, BSA, Triumph, AJS, Matchless, Sunbeam, Douglas, Excelsior, Panther, Rover, Rudge, James, Ivor Johnson, Velocette and Vincent all get coverage, including some of the greatest bikes of all time – the Ariel Square Four, a Leader and BSA Gold Star, the true DB34 model. I went looking for my own model BSA, the B33 (which is supposed to be here) but could only find the smaller B31. BSA is almost over-represented from 1919 onwards to the 1970s, (if that was possible) with a great collection of Bantams, a 1924 flat tanker and a number of Slopers.

From Vincent, a Black Knight in excellent nick is the pick, but what an ugly bike! From Brough, there is the Brough Superior SS80 – but no Brough SS100 nor Vincent Black Shadow Series C for that matter. And so it was across the range. There is a great showing of bikes, but some of the truly classic models are not represented (recognising that

some of these are very valuable now, but given that they should be represented in a truly "National" Museum?).

A few rare ones are also represented, including a truly beautiful 1937 Coventry Eagle (247cc) and a Francis Barnett with a Villiers 250cc engine – my little brother's first bike! In a corner, I also found my father's first bike model, a Malvern Star cycle with a FB engine. Others including some from Australia included Battle Wagon, Waratah, DKW, OK Supreme and others I had not previously heard of.

This is also the hall for Harley Davidson, with a truly pitiful representation of just five bikes (so they don't get stolen I was told) – the WLA outfit being the only one of note. There is also an Aermacchi or two, once owned by Harley. Ducati does better with a range of classic 1970



BSA Goldstar 1938 GD

models including a Desmo. So too does Indian with a couple of excellent examples of the Indian Scout from 1926, but no Indian Chief.

The bikes are arranged in rows, with most are set square to the walkway, making them particularly hard to photograph. As the collection has grown, more and more have been fitted into the space, aggravating this situation. In addition, an A4 sized description sheet, bound in heat-shrink plastic is attached to the handle bars with a zip tie. The combination of position and this notice makes them particularly difficult to photograph well, and this is made worse by a shiny silver insulation paper and un-filtered lighting at the ceiling.

A few of the best models, carefully restored have been set up on wooden stands, and this helps considerably in observing them closely, and taking a fair photo. However, at another place in the first room, there is a large box on the floor (approximately 6m by 4m) full of old engines in no particular order – surely these could have been put into storage to make more room for a classic collection, with bikes set at 45 degree angles to the walkway and therefore made more easily viewed and photographed? Ditto for the notices – if the museum took up the Tamworth system of putting them into Perspex stands on the floor so that they

could be moved for a moment to get the picture? (Next time, maybe I should just take a small pair of side cutters and remove them for a moment!)

Next I went into the left (western) hall, mostly dedicated to Japanese and competition bikes, and strangely to BMW! Courtesy of a dealer, the Yamaha collection is fabulous, including my all time favourite "boy terror" two-stroke bike the RD250 and the TZ models. The museum has a few quirky bikes, including a Yamaha XS1000 covered from one end to the other in stickers, by an Australian female rider who took it all over the world. Kawasaki also gets a look-in with those fabulous balls-to-the-wall triples from the seventies and eighties including a Z900.

The Honda collection is also worth a look, with the classic CB range fairly good collection, including that icon of sports bike insanity, the Honda 750 "Four" – boy did I desire one of this flat-tank masterpieces in 1979! There is even a cut-away model of the engine that is quite revealing. But once again, that absolute classic boy racer bike of the 1980s, the Honda 400 Four is missing – a real pity as there is plenty of these around Australia. Suzuki gets less of a run, but there is a selection of the older models that bring back memories – a GT380, GT550 and GT750 are classics, but not that absolute bitch of a two-stroker the GT250 – which was once voted as one of top five worst bikes of all time by "Bike" magazine – but we still rode them – into the ground!

Down this wing are also a bunch of dirt bikes and some classic trials models including my all time favourite the Bultaco Sherpa T, an Ossa and a Montessa or two. One to really look for is a Chang Jiang "boxer" bike, brand new, but looking like its already had a hard life – anyone who wants to complain about the finish of their own new bike should look at this one – it's a real shocker and brought the importer to tears.



BMW GS Double Wheel

Strangely there are a few BMW's here, about six of them all together but not a real classic amongst them – no R80, no R90S, no K1, no GS1100 or 1150 – what a shame given they are so popular and readily available. There is a nice Model 25 though. Equally strange is the fact that there is a real "mud plugger" – I think a GS100 in a completely different hall, unique for the fact that it has TWO rear rims – welded together and definitely worth seeing. It's a pity it was not included with the other Beemers. There is also an interesting BMW outfit in screaming yellow that seems to have attended all the 1990s Safaris.

At the other end were a bunch of Italian bikes, including the Ducatis already noted. Also represented are Moto Guzzi, Augusta, Laverda and of course, Vespa from Piaggio, plus about a dozen other scooters – not bad for this end of town.

After nearly two hours, I headed for the foyer, expecting to welcome my friends in and show them a few choice models, and browse the shop for some books. But the unexpected happened. Having mentioned to Margaret earlier, that I was from Canberra, she went into a tirade (to another person in my earshot) about how pushy Canberrans were in front of four of us from Canberra, which I found quite distressing, having had a perfectly relaxed time inside, and certainly had not been a nuisance! So the others did not pay their entrance fee, nor did I buy the books I had looked at – we just left, puzzled as to why you would rip into a customer indirectly.

So how would I sum up this experience? It is certainly great that someone has collected such a wide range of bikes and prevented them heading overseas, and I have no issue with the location, as it is on the side of Australia's Highway One. And I would make a return for a more detailed browse. But it was strangely un-satisfying.

The layout and presentation is appalling, and some of the items should be stored or just dumped to give way to the gems of the collection. Put the signage on the floor, and align the bikes for photography. Fix the lighting and ceiling, and pave the gravel car park! But more importantly, collect a very small number of the truly classic bikes that are not represented, and which *must* appear in a National Museum. And welcome all visitors, as customers – those of us from Canberra are human after all.

For the cognoscenti, frankly the Tamworth bike museum is smaller but far superior, with the bikes are in better condition and the presentation and signage is thoughtful. The car park is sealed for biker visitors and the host is knowledgeable and agreeable. While I will go back to both, I know which I prefer. So take a look and tell us what you found and think?

Olaf

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Pictured above:
BMW R1200GS named Motorcycle of the Year,
2004 & Draggin Jeans Desert Storm
Camouflage Cargo Pants.



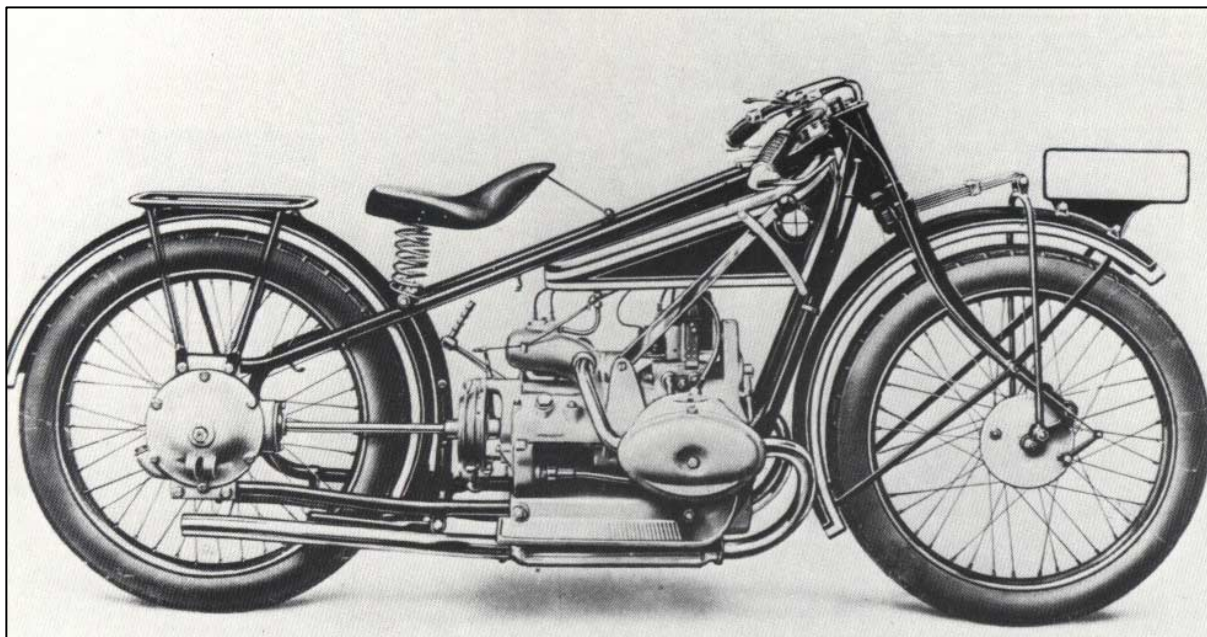
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BMW R 47



Model	R 47
Production dates	1927 to 1928
Engine designation	M 51
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	494 ccm.
Compression ratio	5.8 : 1
Power output	18 PS at 4000 rpm
Number of gears	3
Ignition	Magneto
Weight	130 kg
Fuel capacity	14 litres
Fuel consumption	4 to 5 litres / 100 km
Top speed	110 km / Hr
Engine numbers	34201- 35999
Number built	1798

Notes.

This machine used an up-rated R37 engine and the chassis of the R 42. All these machines were available with two final drive ratios and two gearbox ratios. This seems that they were designed for both solo and sidecar use. An interesting point is that all overhead valve engines had enclosed valve gear including the singles. While the horizontal opposed engine requires enclosed valve gear the other engines of the day had open valve gear which was most likely drip feed or hand pump every few kilometres.

Lights were an optional extra. This was the case of most machines of this vintage. It seems that riders did not go out at night. I suspect that the lighting left a little to be desired. May be a candle would have been better.

I have just been surfing the net and found a photo of the R47 in racing trim. It had been fitted with an extra fuel tank which looks like a biscuit tin strapped on to the frame above the existing tank with what looks like a chest pad fixed to it which leads me to believe it was used for some type of endurance racing. I can not find any other information on this.

Held at the Italo-Australia Club, Forrest on 21 May 2006.

Attendance: as per attendance book.

Apologies: Pam Paull, Steve Hay, Sheryle Moon, Fiona Oliver, Ian & Jeanette Hahn

New members and visitors: Welcome to Stephen Floyd, currently riding a Yamaha, (☺) but considering a BMW!

Minutes of previous meeting: Moved they be accepted by Ruthie Farrer, seconded Reynard. Passed.

President: John McKinnon. Thanks to Martin L for chairing April GM. Colin Ward continuing with his treatment. John has been to see him a few times. We are all thinking of him. Peter Stanfield was in hospital recently and is recovering at home. Visitors welcome!

Vice President: Martin Little. MRA blanket run well attended by club, with award for best attendance won. Trophy will be engraved and will go on display at Canberra MC. ABC are running a series called Peking to Paris, nothing much to do with motorcycling, but is an excellent vintage motoring show. John noted that Fox are doing a rerun of "Long way around"

Treasurer: Graeme Moffatt. Club's financial position pretty good. Small Biz working account stands at \$6,134.30 and the Special Purpose Savings Account at \$2,214.12

Secretary: Stephen Hay - apology.

Editor: Roger Paull. May magazine out, thanks to Mark Bottomley for his Safari article and Taffy for photos from Mick Owen breakfast. The May magazine format has changed, feedback please. General discussion on colour content for future magazines. Roger to report back. Beechworth trip, bookings close 31 May 2006

Ride Coordinator: Mal Elliott. Bathurst weekend was great with some fog on the course plus a little gravel surfing on way home. Alternate breakfast for June will be the Bushranger at Collector. Iron butt ride in August, ideas please for route and method.

Social Secretary: Sheryle Moon - apology and represented by Olaf Moon. Alternate brekkie at Collector, names please. June Chomp & Chat at Ardeche in Civic. Names please.

Membership: Ian Hahn - apology. Sue Ball-Guymer deputizing. All in hand while Ian away. A total of 211 members to report. Prior to departing Ian has purged files!

Webmaster: Olaf Moon. Web site had some trouble recently. This now fixed and the site is running smoothly.

Clubs Australia: Martin Gilbert. Fresh back from annual delegates meeting in Melbourne. Martin elected Vice Chairman (Motorcycles). Highlights on new models coming out soon; - R1200S, sounds light and fast - GS1200HP2 with street wheels for those who don't do dirt - K1200GT, with traction control. BMW enduro helmet.(for the gravel surfers?)

Gravel Surfers: Greg Barber. Hill End rally well attended with a total of 35. This included a number of road bikes. Macquarie River crossing was wet! Coming up is the Alpine rally in June. Greg is planning a Sunday after brekkie ride on some gentle gravel roads, all welcome.

Merchandising: Pam Paull - apology so Roger Paull deputized. Roger tabled new sunhat for comments. Feedback please.

General Business:

Olaf presented pick of photos from recent safari. Great shots with good stories.

June Committee Meeting

Held 15 June 2006.

Apologies: Ian Hahn, Roger Paull, Sheryle Moon, Mal Elliott

Minutes of previous meeting: endorsed as a true record.

Matters arising from the minutes: Have all been addressed or will be discussed tonight.

President: John McKinnon. Has talked to Colin Ward and Peter Stanfield to check on their health. There are 69 people (20 + from our club) going to Beechworth for the Christmas in Winter dinner on 17 June. Welcomed Sue Ball-Guymer who is standing in for Ian. The Sunday breakfast at the Collector Pub was good but service was a bit slow.

Vice President: Martin Little. Suggested the Tasmanian trip pencilled in for Feb/March 2007 be combined with the Superbikes at Philip Island taking place from March 30 to April 1. We need to follow up progress with the Constitution changes discussed at the AGM.

Secretary: Stephen Hay. Mail this month consists of:

Junk emails to Secretary email address.

Top Marque BMW Car Club of Victoria winter 2006.

Flat Chat BMW owners club of SA June

BMW Mobile Tradition magazine (No date)

BMWMCQ BMWGCC of Queensland June.

VV&CMCC ACT June.

Club News June 2006 BMW Motorcycle Club of WA.

Community CPS Cheque book.

Community CPS Statement.

Three Membership renewals.

Post box last cleared Thursday 15th June

Treasurer: Graeme Moffatt.

Small Biz Account \$ 6022.32

Special Purpose Account \$ 2214.12

Graeme would like to look around for a place to put our Special Purpose Account with a better interest rate. Committee agreed and Graham to report back on his findings.

Editor: Roger Paull - apology. Pam has been getting the July newsletter together while Roger is away riding. Would appreciate some articles for future editions.

Ride co-ordinator: Mal Elliott - apology

Social Secretary: Sheryle Moon - apology. Next alternate Sunday breakfast Peter Crisp Gallery near Boohkam on 2 July. Meet 8.30 Hall lay-by. Brierly Street Pizza at Weston on 5 July for Chomp and Chat.

Webmaster: Olaf Moon. Nothing new this month.

Membership: Sue Ball-Guymer

Twelve late membership renewals this month. Currently 228 members.

Club's Aust: Martin Gilbert - apology.

Merchandising: Pam Paull. Summer hats have been ordered. Samples of the long sleeved t-shirts will available at the next meeting and orders taken. Prefers to gauge level of interest in embroidered cloth badges before ordering any. Olaf said they should be tightly woven, multi-coloured and a quality product.

General business:

Christmas Party - our preferred date is Friday 1 December and Olaf will look at options for venue including the Rose Cottage Inn, Southern Cross Yacht Club.

Charity support - Decided that we should support Marymead Child and Family Centre as our charity for this year. Agreed that it would be a good idea for Olaf to find out from Marymead if other forms of support besides a donation would be appropriate.

TJ's Touring Competition - John to see if Hal Caston is willing to provide the major prize again. Much discussion about changing the rules for this year. Pam agreed to develop a proposal for discussion at the next meeting.

Ride Protocols - This had been discussed briefly at the last meeting and it was agreed that we need to publish some guidelines for rides such as nominating a ride leader, catering for slower riders, stopping points, new riders etc. Olaf to prepare a draft.

Name badges - We looked at various options for member name badges. John said these had been offered to members a few years ago but there hadn't been a lot of interest in buying them. Agreed that the Committee members need to set an example by wearing theirs. After discussion it was decided that John would investigate costs and if it was viable, the Club would pay or subsidise the cost of badges for members who wanted them.

Membership - From its inception in 1981 the Club has now clocked up its 978th member. Agreed that we should acknowledge the 1000th member by giving him or her a Club beanie and if introduced by a member, giving that member one year's free membership. To be publicised in the newsletter.

Emails - Several committee members reported getting up to 20 spam emails a day to their club email address. Olaf to contact Netspeed about this and see what junk mail filters they will put on our email accounts.

Olaf was concerned that not all members have provided an email address so they can't receive updates/changes to advertised events. It was pointed out that some members may choose not to provide an email address and in accordance with the Club's privacy policy, this must be respected. Olaf accepted this and said that if some members did not have an email account, he was happy to set one up for them and suggested we put a short note with their copy of the newsletter advising them of this. Olaf to prepare the notes.

Next Meeting - Thursday 23 July at Graeme's.

For Sale

BMW R75/6, 1976, Modified: S fairing, 38L Heinrich Tank, Twin disc front, Craven Panniers, kick-start, stainless pipes, 900 barrels. Rebuilt in mid-nineties, and little ridden since then, this is 1 very together touring machine. Fairing, huge tank & paint give it a unique muscular look. Not an ordinary R75 - tight & ballsy, sounds great (but not loud) - it's a hoon. Excellent condition with exceptions noted as follows (I have not the time or funds): Most importantly: The front end tracks badly & can develop a headshake; Front tyre (50% worn ME33) should be replaced; Current heavy duty fork springs top out (I am 75kg - may be good for heavier load) Original springs (& some other bits) are part of the deal; wheel bearings need a look. Other imperfections are minor: paint chip on tank, ding in rack, indicator dash light not working, a floppy mirror, some carb imbalance at mid-RPM (+ only doing 6 L/100km - I expect 700km between refills not just 600!), slightly tired seat cover & side covers, control cables need a lube. Runs best on standard ULP with valvemaster additive. Only been mine for a few months. Saw it, rode it, bought it, loved it - but young family & renovations force sale. \$5500 OVNO. Contact Andrew 0425 242016 Marrickville, Sydney

CLASSIFIEDS

For Sale

ex-Police BMW K1100LT 1995. I'm considering parting with my much loved and well preserved LT bought from Tom Byrne BMW in 2002. Major maintenance has been a replaced crown wheel bearing at 110,000km and little else has needed attention. Registered until May 2007. White, dual seat conversion, city panniers, radio and tape deck fitted. Contact Rob Fox on 0413 111981 or rob@silverfox-ts.com Central Coast NSW. .

2000 BMW R1100RT, white, 64,000 km. Immaculate condition, rego to Apr 2007, always garaged, well looked after, BMW serviced, near new tyres and brake pads, crash bars, rear boot, extra switches and plugs, Brembo brakes, ABS, electric wind screen, heated hand grips, panniers, radio, lambs wool seat covers, \$12,900 negotiable.
Phone Mark 0424 783494 (Copacabana, NSW).



K1100RS '95 Moroccan red (as in Ferrari) owned since 10K klm. Serviced by Taffy - 60K klm just done. Panniers incl. inner bags, Ventura sports rack, woolly seatcover, H/light cover. Great tourer - loved the TS Safari. Very good condition. \$8500. Very reluctant sale - have acquired R1200GS, SWMBO says one bike has to go! Ph. 6298 0163 (work) or ross.hayward@qcc.gov.au

Another For Sale advert appears on page 25.

Wanted

Cylinder for R80GS 1981. May be the same as other 800cc bikes. I don't know if the left hand and right hand sides are different, but if they are, I need the RHS. call Martin on 0412 169255 or email dalitz@tpg.com.au

F650GS. My son has caught the motorcycling bug and is after an F650GS to start - later model to \$8,000 with panniers. Call Peter Stanfield on 0416 058 693.

Motohansa are always buying used, damaged, new or old BMW motorcycles. We also accept bikes on consignment. . Call Rob at Motohansa on (02) 9638 4488

Staintune cat eliminator and muffler for 05 R1150R. Call Tony on (02) 6255 8160

For Sale - Second Month

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 - Second Month

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

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 inexpensive, 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

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** _____

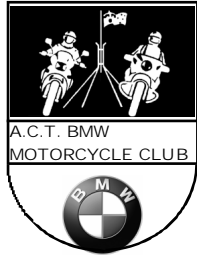
*** Applications are subject to Committee approval and may take several weeks to process.**

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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