

**BMW Club**

# Shaft Drive Lines

**ACT BMW Motor Cycle Club Inc.**



**25th June—General Meeting**

**July 2007**



**Member of the International Council of BMW Clubs**



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for 2007-8**

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**Meetings:**

When: 7.45 pm, fourth Monday of each month  
Where: Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval).

**Next Meeting: Monday 25 June 2007**

**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.

**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](mailto:ACTGravelsurfing-subscribe@yahoogroups.com)  
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>  
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**About 'Shaft Drive Lines':**

Relevant Contributions to this Club Newsletter 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 editor1@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 - with a minimum size of 1024 pixels - 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 and are available on request.**

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.

**Cover photo**

Beautifully made R1100RT trike which maintained all of the original vehicle except the rear wheel.

# THE PRESIDENTIAL HOOHAH

**Martin Little**

Winter is well and truly here, with sub zero mornings along with frosts. Don't forget to dress accordingly and stay warm while you ride. Even though it is cold, a sunny winter's day riding can be very enjoyable, so don't be put off riding.

We now have a new café for our Sunday morning breakfasts at Bungendore. Bardys was the preferred choice of our members, no doubt due to the fine coffee and food on offer, along with the good company. I look forward to seeing you there.

At the May committee meeting, the committee agreed to investigate what options are available locally to up-skill our club members in rider training. Graeme Moffatt is currently gathering information and if you have any ideas or suggestions that you would like looked at, please drop an email to either Graeme or myself. I am firm believer that we should be looking to always ride safely and any training that the Club can facilitate towards making us better riders and therefore safer is most welcome.

BMW Australia has announced the dates for the 2008 GS Safari. The GS Safari will be held in the NSW & Victorian high country from the 2<sup>nd</sup> March 2008 to the 8<sup>th</sup> March. This is in our backyard and no doubt we will have many GS riders looking to register. This is a wonderful time of the year to visit the High Country and you can be sure that a good GS route will be available!

See you out there!

**MARTIN LITTLE**  
**President**

## In this month's issue

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## Disconnected Ramblings; being random thoughts from the VP

Spare a thought for President Kiwi Martin. Having made the decision to head off on a 16,000km trip around Australia, he had the misfortune to turn left at Batemans Bay instead of right; and rode right into the dreadful weather which did so much damage in the Hunter Valley and on the Central Coast. However, at last report he had made it to Cairns and was looking at redoing his itinerary across the top because of the unseasonal wet weather in that part of the world.

Tailgaters are a menace. During the recent safari, and on the Great Ocean Road trip, I was both the target of tailgaters and saw others having trouble with cars almost up the exhaust pipe. I don't know what the answer is to handle this situation, but if it is worrying you then the safest move is to pull over and let the offender past. That may mean pulling off the road as the only safe way of handling the situation. Moving over to the left to encourage them to go past seems only to make the situation worse. In one case the idiot in the car was up beside the rear wheel of the bike in front of me.

But it was not only cars that were the culprits. Some motorcyclists have a habit of riding up close to the vehicle in front to be ready for a break in oncoming traffic. A bad practice as you cannot see without pulling out to have a look. There may just be someone there when you do. A recent fatality in the district was apparently caused just so. Best to stay back where you have a good view, and use the power you have at your fingertips to make your pass. If it's not safe, don't do it!

Winter has struck the region with a vengeance. It is some time since we have had so much snow around. We need to exercise caution when riding at this time of the year, and be aware of the possibility of ice on some of the roads we use.

We have a special guest at the June GM. A representative from Marymead, the Club's chosen charity will be coming along to talk about the organization its charitable work in the ACT. A good roll-up of members would be appreciated.

Safe riding

John

WHAT'S ON

Calendar: July to September 2007



July 2007

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

- 1 Christmas in Winter / Alternate Breakfast
- 4 Chomp & Chat—Ginseng
- 7/8 Weekend trip to Wellington
- 23 General Meeting

September 2007

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

- 2 Alternate Breakfast
- 5 Chomp & Chat—Delisio
- 8/9 Weekend trip to Condoblin
- 24 General Meeting

August 2007

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

- 1 Chomp & Chat—TBA
- 5 Alternative Sunday Breakfast
- 11/12 Weekend Ride to Malacoota
- 27 General Meeting

**Don't forget our regular Sunday breakfasts in Bungendore is now at Bardy's on Ellendon Street**

**Other regular "get togethers":  
Chomp & Chat on 1st Wednesday of the month & General Meeting on 4th Monday of the Month**

**25th June**—General Meeting, Canberra Services Club, Manuka at 7.45pm.

**30 June/1 July** - Christmas in Winter

At Harrierville with the Victorian Club. It's a fun event and well worth the chilly ride to get there.

**1 July** - Alternate Sunday Breakfast

Rose Cottage, corner Monaro Highway and Isabella Drive, Gilmore from 9.30 am. This will be preceded by a short ride Leaving from Rolfe at Phillip at 8.30am. RSVP Roger Paull (6255 8045 or social1@actbmwmcc.org.au)

**4 July** - Chomp & Chat

Ginseng, 15 Flinders Way, Manuka at 6.30pm. RSVP Roger by 2 July.

**7/8 July**—Weekend ride to Wellington via Cowra and Mumbil. Details from Mark Edwards (rides1@actbmwmcc.org.au) or 6125 5530 (w)

**23rd July**—General Meeting, Canberra Services Club, Manuka at 7.45pm.

**1 August 2007** - Chomp & Chat

Zen Yai, London Circuit, Civic at 6.30pm. More details next month.

**5 August 2007** - Alternate Sunday Breakfast

The Bushranger Hotel, Collector. Where else would we schedule breakfast on what is usually a cold, foggy morning? More details later.

**11-12 August 2007**

Ride to Malacoota via Bemboka, Candelo, Wyndham, Bombala and Imlay Road.

**27th August**—General Meeting, Canberra Services Club, Manuka at 7.45pm.

#### Future Rides

**8—9 September** Ride to Condobolin via Harden, Grenfell and Forbes

#### Dates to pencil in your Diary

**20—21 October:**—Annual Kosciuszko rally at Geehi Park

**Friday 7 December,** Christmas Dinner and Presentation Night at the Rose Cottage.

**27 Jan—9 Feb 2008:**—Trip to Tasmania

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### Wellington trip

The Wellington trip is on the weekend of the 14/15 of July. Will be leaving the Hall lay bye at 0830. Then on to Orange for lunch via the roads around Harden and Grenfell. We should arrive in Wellington fairly early so planning on doing a tour of the caves. Undoubtedly the weather will be a bit chilly, but if you wear the right gear you should be fine and sunny days in winter can be a glorious time to go riding.

### Gulgong Trip Report

Five keen riders were ready to leave Hall lay bye at 0900: Martin (R1200RT), Alison (F800ST), Ian (K1200GT), Tim (Sprint ST – yes, I know, not a Beemer, but at least he had a BMW key fob) and myself (R1200GS). It was a sunny, though at bit cool, but we soon hit some fog, and by the time we were near Yass it had become fairly thick. Turning across the Hume to go to Boorowa is always fun in heavy fog since you can barely see the oncoming cars, so its a case of “are you felling lucky?”. Near Boorowa the fog lifted and it turned into a glorious day and the weather stayed that way for the rest of the weekend. At Boorowa three more riders joined us, Ashley (R1150RT) and Graeme (R1100S) and his son Paul on an ancient RD 400 (a hand-me-down from Graeme). From there we did the back roads to Wyngala dam and this time there was actually a bit of water in it. Last time I was there it was close to completely dry. From there we went to Woodstock, then across the highway to do the back roads in to Mandurama. However, waiting and at a cross road to regroup there was no sign of Graeme and Paul so we backtracked and discovered that the RD had thrown its drive chain. They were confident of being able to fix it in time to meet us at the bakery in Bathurst so on we went via Neville, Barry and Newbridge. After lunch, with no sign of Graeme and Paul, we headed off to Gulgong via Sofala & Rylstone. The day's riding was superb. We stayed on interesting back roads for most of the trip. The weather was clear and sunny (after the initial fog) and the countryside was so green. It was the best I had seen it in a long time. The recent rains had really brought the countryside to life plus we had all of the fall colours added to the mix. Later that night, while having dinner at one of the pubs in Gulgong, we heard something coming down the main street that sounded like a Harley with straight pipes and a two-stroke engine. Yes, Graeme and Paul had finally made it, but along the way the exhaust on the RD had decided to

fall to pieces. The next day we headed off to check out Sofala (well



worth a look) while Graeme and Paul tried to fix the exhaust on the RD.

At Bathurst Tim and Ian headed home via Cowra while the rest of us went via Oberon, Taralga, Goulburn and Lake Bathurst. If you haven't done those roads between Bathurst and Goulburn, you should give them a go. The roads are in great condition, with only few kms of dirt, in two short sections, and there are more than enough curves and sweepers on it to keep you interested. Plus the views along it are spectacular. Everyone got home safely, even Graeme and Paul, who did the same route we did, though, with an ailing RD, they took a bit longer.

### Martin Little

#### Safari 2007 from another perspective

Safari 07, the sound of it sort of rolls off the tongue. My first Safari, and my expectations were high. The location for this year's safari was S/E NSW and N/E Victoria, which include some of the best biking roads in Australia. Never mind some of these roads I have ridden before, this was a chance to revisit these roads and enjoy all they have to offer, in the company of 300 other BMW enthusiasts.

The pre safari bike checks were done, the bike accessorising was complete and ready for pick up on the Friday with departure scheduled for Sunday. Sunday arrives at long last, last minute packing is completed and it's out the gate at noon. The main group of club members had left Hall Lay-by at 12.30am, so I had arranged to meet them at Yass for lunch. Pulling into Yass, I was only a few minutes behind, so my timing was perfect. After a leisurely lunch, shooting the breeze, it was time to head off to Young to check into Safari Headquarters. The trip from Yass was in warm sunshine, but with a stiff breeze, which got stronger once we passed through Boorowa. Still no sign of those superb parrots at Boorowa!

Arriving into Young, we somehow we made to Safari HQ. Formalities were completed, and we met Andrew Wight (K1200 GT) from Cootamundra. Then it was check into accommodation prior to heading to the services club for the rider briefing and welcome dinner.



#### Day One: Young to Thredbo Approx 400kms

Up early for walk before breakfast. Obviously not early enough, as there were bikes cruising the streets already. Met up with Olaf at the pre arranged departure

## RIDE REPORTS

point and caught up on the plans for the day. Olaf was meeting Andrew Wight early to pick up the night's dinner (roast!) that Andrew had kindly provided from his farm. Leaving Young, we picked up the McKinnon's & the Turners on the outskirts and then headed southwest towards Gundagai. The morning was cool, but sunny, although there was a strong cross wind that made things interesting on some corners! It seemed that all the bikes on Safari had left together as it was a constant swarm of bikes, which I must say I felt a little uncomfortable in. However as the morning progressed, the traffic thinned out as riders settled into their own speed & pace.

Gundagai arrived and its coffee and food time. The Gundagai bakery was the first choice and we sat out on the footpath in the sun soaking up the constant parade of BMW's passing through. This really set the scene for the rest of the trip with plenty of coffee stops taken while tyre kicking with other riders. Beats working!

From Gundagai to Tumut, the road livens up and provides a taster of what's to come. We are now well and truly out in the country, with hardly any traffic, so the bike is getting a solid run. Leaving Tumut, the road runs beside Blowering Reservoir and is quite open with fast corners and good scenery. Then the first major hill arrives that takes us up into the Bogong Peaks Wilderness Area. This is a great stretch of road for a bike with very tight corners and not too many straights. Normally this is great fun to ride, but I have timed my arrival the base of the hill badly, with plenty of 4-wheel traffic slowing the BMW group as we climb upwards. This leaves plenty of time to admire the view, which is spectacular. Bloody cold though! The sun has disappeared behind high cloud and the temperature plummets. At the top of the hill, the road opens up again as it heads towards Kiandra and the 4-wheel traffic is soon left far behind. There is a short stop at the turn off to the Yarrangobilly Caves, and some brave soul suggests a swim. Not for me, so I keep motoring on to the Kiandra turn off.

Kiandra arrives and its turn left and start heading towards Cabramurra and then onto Khancoban. This



road is a real honey as it runs through Kosciuszko National Park, with beautifully formed road surfaces, and awesome scenery. The road is very up and down as it follows the con-

tours of the hills through the bush-clad ranges, a great

motorcycling road! The GS gets a good work out, to the sound of the Remus pipe echoing off the hills. We have a short stop at Cabramurra for photos, but don't linger long. Khancoban arrives and its refuel time for the bike and lunchtime for us. Alas, 100 other BMW riders think this is a great idea also, so we have plenty of time to talk while we wait for lunch to arrive. While here Olaf (who is carrying tonight's dinner in his top box) has lost his riding partners Andrew Wight & Lou Baljak. Little did he know these intrepid two were down at Geehi doing a spot of fishing! (Lou had brought a fishing rod with him)

After lunch, it's off to Thredbo. By now the temperatures are in the low 20's and it is very pleasant motoring through the Park. Geehi & Tom Groggin quickly pass by and it's that glorious run up the hill to Dead Horse Gap. Still haven't mastered those 15km/hr hairpins though! From Dead Horse gap, it was a gentle ride down the hill to Thredbo to check into the evening's accommodation.

Rider briefing was at 6.30pm, which was short and succinct, then it was off the Ski Lodge where Olaf & Andrew had cooked a magnificent roast dinner for 10. Well-done boys! That was an excellent meal, with meat fresh from Andrews farm. Not too sure how the inside of Olaf's top box looks though!

### Day Two: Thredbo to Merimbula Approx either 400kms or 300kms

The day dawns with a frost on the bikes. Brrr! Mark Bottomly has elected to do the longer ride (400km) option so as he warms his bike at 6.30am we chat while the sun comes up. Once Mark is away, its breakfast time, followed by checkout. As a group we agree to meet at Nimmitabel for morning tea, as we split into smaller groups to head our separate ways. I head off to Cooma with Andrew Wight to pick up the Coopers (1200 GSA) who stayed there overnight. Departing Thredbo, it's a glorious day and the run down hill to Jindabyne is stunning, with Lake Jindabyne sparkling below us in the autumn sunshine. The run from Jindabyne into Cooma is a little different from normal as the surrounding countryside is green; obviously they had plenty of rain recently. Cooma arrives, and while Andrew fills up his bike, I have the first coffee of the day sitting in the morning sunshine with the Coopers. While Andrew was filling up, the next-door servo had 100 bikies on Harleys, doing the same thing. Needless to say Andrew didn't linger!

From Cooma, it's a tough 36 km's to the morning tea stop at Nimmitabel. We did have to do some gravel surfing on some road works, which livened what is otherwise a fairly mundane ride. At Nimmitabel, it was park out side the new café on the north side of the street (opposite the pie shop), grab a pie from the pie shop and order decent coffee to drink outside in the

## RIDE REPORTS CONT'D

warm sunshine. If you haven't tried this new café, it's worth giving it a go. The coffee was good, and they do offer an interesting variety on the menu. Before long the rest of the Canberra crew arrive, which helps the coffee and stories keep flowing.

From Nimmitabel, we head off in small groups, subject to how much caffeine we overdosed on. The route is simple, head to Bombala, take the Mt Darragh turn off and ride down to Merimbula via Pambula. The Canberra crew have modified things slightly and we will head to Boydtown, south of Eden for lunch. I never tire



of this section of the Monaro Highway as it runs down hill into Bombala. This is good piece of open road with good sight lines through corners, which allows a good pace to be maintained as our three bikes zoom down to Bombala. (I am riding with Olaf (R1150RT) and Andrew (K1200GT)) In Bombala we have a delay due to road works. The Mt Darragh road out of town is closed temporarily as they reseal it. Oh well nothing to do but go tire kicking with about 30 other BMW owners as we sit around in the sunshine. Finally we are allowed through and it's off to Cathcart and the top of the mountain. Needless to say we have a great time going down the hill, eventually stopping at the Lochiel turnoff for Eden, so our little group can regroup. If you have never ridden Mt Darragh, it's well worth making the effort to. It is a great road, with scenery to match and there's always the little village of Wyndham to stop at for a while. It must be a great area, as our very own Treasurer has property in them thar hills....but that's another story for another day.

From Lochiel we head towards Eden, enjoying the views of the sea that can be glimpsed as we negotiate corners. From Eden we turn south to Boydtown, and somehow I manage to get lost although not for long. We arrive at the historic old homestead at Boydtown, which is only about 8 km's from Eden and is located right on the waters edge of Two Fold Bay. Today the setting is excellent with the sun making the sea sparkle. We grab a table outside and get stuck into lunch. Ah the rigours of Safari! Once lunch has been consumed at a very leisurely pace, there's nothing for it but to mount up again and head off to Merimbula, all of 30 km's away. We arrive late mid afternoon, which leaves time for a swim and to just relax.

### Day Three: Merimbula Rest Day & Local Ride: Approx 200kms

Today is nominally a rest day, with an organised ride along the coastal route to Bermagui returning to Merimbula via Cobargo. All at the leisurely start time of 9.30am. I feel the need for more, so after firing off a

few text messages, I fire up the bike at 6.00am and head towards Bermagui on the coastal road via Tathra. Have you ever had one of those rides when things just click and everything just flows? Well this is one of those, and as the sun comes up over the sea, and a light fog drapes across the coastal forest, the 1150GS winds its way through corner after corner with not a car or another soul in sight. I've ridden this road only a couple of times before, but this time it's like it all just clicks. Sheer heaven. At South Bermagui, I stop to check my messages and see Olaf is out and about also. I turn back and start retracing my route to Merimbula for breakfast. As I motor along through the forest, another lone BMW flicks past heading the other way. Before long I'm back on the outskirts of Merimbula and as I ease back down the hill past Magic Mountain the town sprawls out below me, the lake sparkling in the early morning sun.

I park down on the boardwalk beside the lake and take a table for breakfast. I'm joined by the Mark & Fiona who are starting off the day at a far more leisurely pace. Olaf rings in, he's in Bermagui having breakfast and we agree to meet in Candelo and then ride Mt Darragh and Brown Mountain from there. Once breakfast is completed, Mark and I head off up the Princes Highway for a few km's and then take the road to Candelo at the Wolumla junction. This is a great little back road, only 20 odd km's, but very open with good sight lines through corners. At this time of the morning, mid week, there's little traffic and it's a blast! Arriving in Candelo, we park in the shade outside the pub and wait for Olaf to arrive.



Once he has arrived we swap notes on the roads covered so far and agree on the route for the morning. Nothing too demanding, the back road across to Wyndham through the National Park, followed by the up hill run of Mt Darragh to Cathcart, some gravel surfing to Bibbenluke, then the Monaro highway to the top of Brown Mountain, followed by a pie stop at Bemboka Pie shop.

After a short rest, we're off on the back road from Candelo to Wyndham. This road starts out winding its way through farm country, then tightens up as it enters the National Park, before a final section through open farmland again just before Wyndham. We regroup at Wyndham and then continue on up Mt Darragh, enjoy-

## RIDE REPORTS CONT'D

ing the lack of traffic. Coroner after corner means it's a simple matter of leaving the bike in 3<sup>rd</sup> gear and rolling the throttle on and off as the three bikes sprint up the hill to Cathcart. Just outside Cathcart we take the gravel road to Bibbenluke. Olaf sets off at good pace on the RT, but not fast enough for Mark who cranks up the Adventurer and leaves us all in his dust. 5km along we come around a corner to discover the local farmer has dug up the cattle grate in the road, and the only way forward is to take the dirt track the farmer has so kindly dug into the paddock while the cattle grate is worked on. The two GS's go first and it's rough, but we make it through with out any problems. Then we stop to watch Olaf bring the RT through, he makes it, but not without a moment or too! The farmer was on standby with his tractor/digger to dig the RT out, however this was not needed. We continue on along the gravel road, and before too long the seal recommences just east of Bibbenluke. We stop for a photo, and to just enjoy the peace of the surrounding countryside. Beautiful! From Bibbenluke, it's a sprint across the Monaro Highway to the top of Brown Mountain, where we stop for photos at the Piper lookout. Before long we are joined by other Safari riders out looking for corners. After some time kicking tyres, we continue on down the Mountain and stop at the Bem-boka pie shop for sustenance. Again, we are joined by other safari riders, and the usual tyre kicking continues outside the pie shop. After this it's a short trip back to Merimbula via Candelo and Wolumla, arriving back in time for a late lunch, followed by a swim in the ocean at Main Beach. The water temperature was good!

### **Day Four: Merimbula to Lakes Entrance (Via Orbost & Buchan): Approx 370kms**

I decide to leave later this morning, so after a leisurely breakfast, its out on the road just after 9.00am. It's cloudy and overcast, with showers threatening as I motor southwards towards Pambula & Eden. Traffic is heavy on Princes Highway; it's a working day after all but no bikes to be seen. They must have all left well before me. South of Eden, I turn right onto the Mt Imlay road, one of my favourite bike roads on the south coast. For the next 60 odd km's its corner after well formed corner as the road winds its way upwards to intersect with the Monaro Highway. After a few k's I'm passed by a group of K1200S's who must have decided to start late also and now are in full cry climbing up the Imlay. At the Monaro Highway junction, I turn southwards again and head to Cann River. Rain starts to fall, and I pass a few bikes on the side of the road, as riders put on wet weather gear. It's a gentle run down hill to Cann River as I take my time in the rain, finally pulling into the township, which looks like it has been taken over by BMW owners. I might have started late, but I have caught up with about 100 other bikes, and the space around the café & garage is chocker. Once the bike is parked, its order coffee and settle in to wait for it, while talking with other riders.



Once coffee is done, its mount up again and head south on the Princes Highway towards Orbost. The rain showers continue, so it's slow and steady. This leaves plenty of time to admire the scenery of which there is plenty. Before too long the Bellbird Pub rolls by and not long after that, we take the Coastal road C107 at Cabbage Tree creek. As we near the coast the sun breaks through the clouds and we can zoom along beside the sea bathed in warming sunshine. At Marlo, its photo time beside the snowy river as it meets the sea. From Marlo, it's a gentle run beside the Snowy River into Orbost for lunch.

After lunch, the route takes us up into the hills to Buchan. This is an interesting road that follows the Snowy River for about 10kms through river valley flats, which is very scenic. Once the road leaves the river, things really get interesting as the road winds its way up into the hills. The road surface is sealed only for one lane width, (in the middle of the road), and to make things a little tricky, the sealed section is the same colour as the unsealed surface, which makes reading the road a tad interesting! Just ask John McKinnon what he thinks of this, as he involuntarily took his R1200ST off seal and onto gravel mid corner! It all ended well, thankfully. Notwithstanding the road surface, the views are great, and before too long, we arrive in the pretty village of Buchan. As is custom, we join the other bikes at the local cafes and promptly set about tucking into yet more coffee and cake. After this gruelling session, it was back onto the bikes and motor down the road to have a look at the Buchan Caves park area. This is a very beautiful and well-maintained park, which also has excellent camping areas. Stop for photos and to admire the scenery, then mount up again and head onwards to lake Entrance via Bruthen and the Tambo River.

### **Day Five: Lakes Entrance to Beechworth (Great Alpine Road) Approx 360kms**

Today was the day we would ride the Great Alpine Road. Leaving Lakes Entrance the ride route travelled south on Princes Highway for approximately 14 km's, before turning right onto Road C605, which took us over to the Great Alpine Road. From here it was simply a matter of turn right and follow the road as it meanders through river valleys, always climbing upwards. There was a lot of work going on clearing bush fire damaged trees from along side the road, with the oc-

## RIDE REPORTS CONT'D

casual clouds of smoke blowing across the road also. As the road climbs up towards Omeo, it is very steep in places with some tight uneven corners. However, I thought the road surface was good, and once clear of the workday traffic, the road is a real joy with some great scenery. The section of road between Swifts Creek and Omeo was very steep, but with plenty of open fast corners that allowed for a good pace to be maintained. The higher we climbed the colder it became and when Omeo appeared, I was grateful to stop for a hot coffee.

Now in Omeo is a little café on the corner opposite the school, which has these delicious homemade sausage rolls. They were so good I had to have two! The owner had newly relocated from Melbourne (tree change?) and was very excited to have 300 hungry bike riders coming through.



After this gruelling morning tea, it was back on the bike to continue heading up hill to Dinner Plain & Mount Hotham, which promised more exciting riding. However, the weather gods had

other ideas and as I motored up to Dinner Plain, the weather closed in to the extent that we were riding in thick mist and eventually sleet. At Mount Hotham, this was so bad, that the bike was in second gear and I was following the bike tail light in front of me. This made the descent down to Harrietville, a little slippery and there was a very slow convoy of bikes down the hill as we tiptoed around corners. The worst part of this was missing out on the excellent views that can be had on a good day! Stopping in Harrietville for a brief respite, Mark & Fiona elected to camp in front of a fire in the local pub, while I decided to push on.

The road from Harrietville to Bright is a real cracker, and with the rain having stopped and the roads drying out, I was able to enjoy myself some more. The ride route actually turned off outside Bright to go over Tawonga Gap, but I decided to go into Bright to fuel up and check out the sights. At the local servo, I met up with Olaf, Andrew Wight & Lou Baljak, who were doing exactly the same thing I was. From there we motored back to the turn off to Tawonga Gap and headed up over the Gap. For me the Tawonga Gap road was the pick of the roads on the Safari. Only 30 odd km's of twisting and climbing road, it is a splendidly surveyed and formed road that suits motorcycles to a T. In my unbiased view, I would have to rate this road as one of the best in Australia, and to cap it all off, there are stunning views at the summit where you can rest before tackling the descent down to the Kiewa Valley.

Once here we then turned west and motored along to the intersection with C536 which links up with Ovens. This road while not in the same category as the Gap is still very good and we had a ball!

Once we arrived in Ovens, it was back onto the Great Alpine Road to Bright where we fuelled up and stopped for coffee. We then motored onto Myrtleford, where we then took the back road to Beechworth, arriving late in the afternoon. By now it was very cold and windy, so finding a pub with a fire was a priority, which we did straight after the rider briefing. While the pub we chose had a good fire, the same couldn't be said about the food or the prices they were charging! Oh well, you live and learn!

### Day Six: Beechworth: Rest Day and Local ride.

Day six was scheduled by Safari Organisers as a rest day, with a low mileage ride out to Rutherglen & Yarrowong followed by the fair well dinner that evening. If this didn't suit then there were always the winery tours that one could do, or of course you could just get on your bike and ride some of the excellent roads in the area.

The day dawned with a clear blue sky and an excellent forecast. Nothing for it but to retrace our route yesterday up to Mt Hotham to enjoy the sights we missed! Olaf & I departed from Beechworth at 8.30am after breakfast at the bakery (highly recommended) and headed east to Bright. Just before Bright is the turn off to Mt Buffalo, which looms over the road and this proved too tempting to resist, so we detoured up to the Mt Buffalo Chalet. The road up is a glorious 30kms of twisting tarmac that also has stunning views out over the valley through which the Great Alpine Road wends its way. We had hopes of coffee at the chalet on the summit, but alas it was closed. Bugger! After admiring the scenery and taking a few photos, it was back down the way we came enjoying every corner as much as we had on the way up. Best of all, because we were so early in the morning, there was virtually no traffic.

After that we had to stop for coffee in Bright, where Lou joined us. We then proceeded eastwards on the Alpine Road, through Harrietville and up to Mt Hotham, which was bathed in bright sunshine. The views were stupendous and you could see for miles! Lots more photos were taken as we soaked up the scenery. We then made our way back down the hill to Harrietville and over to Tawonga Gap for another blast on this gem of a road. This was as good as yesterday, as we had our bikes swinging from corner to corner as we wound our way to the top of the Gap. Just over the summit a thin trail of freshly laid oil was evident in the other lane. As we wound our way down the hill, this trail of oil got thicker, until

## CLUB STUFF

near the bottom we came across the police newly arrived laying grit and placing warning signs. We found out later that evening that one other Safari rider with his pillion on a K1200S came off because of this oil. (Fortunately no one was hurt, shame about the bike) A sobering reminder of the unpredictable conditions we face on the road!

From Tawonga, we proceeded back to Beechworth at a leisurely pace through Ovens, then to Bright on the Alpine Road. All in all an excellent days riding and one that I was very glad to have done as the day was perfect for riding up to Mt Hotham.

That evening was the Safari farewell dinner held at the Latrobe Centre in Beechworth. This was an excellent night, and needless to say there were a few sore heads the next morning.

### Day Seven: Beechworth to Canberra. 490 kms.

Some of our group were lucky enough to be staying on Beechworth for another day, or had the luxury of taking there time to travel home. For the rest of us it was back to Canberra, with departure at 8.00am from the bakery.

The return trip was via the Hume Weir, Bellbridge, Walwa to Tintaldrá, over the Elliott Way to Cabramurra, then to Cooma on the Snowy Mtns Highway, followed by the boring run into Canberra on the Monaro Highway, arriving home at 3.00pm. This trip was an excellent ride and great way to wind up the Safari. Special mention must be made of the fisherman at Walwa who proudly displayed the huge fish he had just caught. It was a monster!



Tintaldrá Pub

So, what was really good?

Covering approximately 3100 km's of great bike roads in autumn!  
The rider briefings and farewell function were great  
The camaraderie of riding with 300 other BMW enthusiasts.  
Seeing new sights for the very first time. (Great Alpine Road/Tawonga Gap/Elliott Way)  
Dinner at Wheelers in Merimbula, home made sausage roles in Omeo  
Looking forward to doing this again next year on Queensland



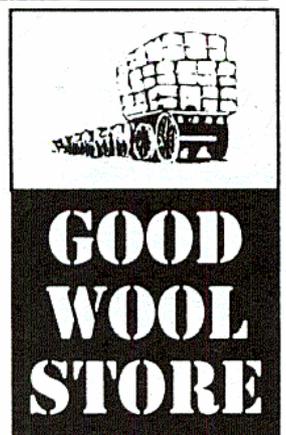
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## Long Way Down

**Ewan McGregor and Charley Boorman are ready to take their BMW R 1200 GS Adventure for a new iconic motorcycle trip.**

**Munich / Edinburgh.** The motorcycle journey of a lifetime is back. After the sensational success of Long Way Round Ewan McGregor and Charley Boorman are now starting off for the adventurous Long Way Down, this time travelling through Europe and Africa.

2004 they decided to ride around the world on their BMW R 1200 GS Adventure motorcycles. From London to New York – accompanied by a camera crew keeping these unique impressions for the fascination road movie Long Way Round.

In May 2007 the iconic motorcycle adventure rides again. Their 15,000-mile journey on two BMW R 1200 GS Adventure motorcycles starts at John O'Groats, Scotland and finishes at the most southern point of South Africa – Cape Agulhas. The tour will take 20 spectacular countries in total, covering Libya, the Sudan, Ethiopia, Uganda, Rwanda, Tanzania, Botswana and the wilds of the Namibian Skeleton coast. Ewan McGregor and Charley Boorman have carefully planned their route to visit those countries and several UNICEF sites which they feel will provide inspiration and power to themselves and others.

"I can't imagine not ever thinking about some adventure," said Ewan McGregor. "Long Way Round changed us all – it bonded us all together and made our dreams come true – and it's not often something like that happens. Long Way Down is something you can not only daydream about, but actually do."

Regarding his exploits in the "Race To Dakar" last year, Charley Boorman has been eager to return to Africa and see more of this amazing continent. "A few weeks after Long Way Round we had maps out already for the next big world journey – and Africa seemed like the obvious choice."

Long Way Down is being produced and directed by Russ Malkin of Big Earth and David Alexanian of Elixir Films, who have witnessed and documented Ewan and Charley's previous Long Way Round and Race To Dakar adventures.

Ewan and Charley will be supporting UNICEF, CHAS and Riders for Health on their travels and the [www.longwaydown.com](http://www.longwaydown.com) website will keep fans updated with all the latest information on the trip, including the opportunity to view unreleased footage and pre-order copies of the book and DVD. The Long Way Down television series will be shown on the BBC in Autumn/Winter 2007.



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## I love to have a beer with Douglas

Perusing the 'events' section in Two Wheels Magazine in April, I noticed an ad for the 100<sup>th</sup> Anniversary of the British Douglas Motorcycle Company to be held in Moss Vale NSW. "Hmmm, wouldn't mind going to that'. The date read 21/04/07 - TODAY! Seeing as I was batching it, I grabbed the dog, jumped into the car and headed off, thinking it would be a good day out for both of us. I arrived at the site to find most of the bikes all packed up on trailers ready to head home, as this was the last day of the event (having already been there for a couple of days). Not to worry, I grabbed dog and camera and had a good look around anyway.

There were some magnificent examples of these bikes lovingly restored by their owners. I didn't know much about Douglas before this, but saw that the main focus of the Company was with longitudinally mounted - horizontally opposed twins of varying capacity, finished off with either belt or chain drive. So I was very surprised to see a transverse horizontally opposed version - a 1948 350. I thought it was only BMW that did this configuration, but as I said, I don't know much about older bikes. I'm sure Ian Hahn could tell us a lot more! As it turns out, this configuration was used until the Company ceased operations in 1957 (having started in 1907).

One keen enthusiast was certainly smitten by horizontal twins, as he towed his Douglas example around on a trailer with his BMW1000Dakar. I wonder if it's ever been the other way around!!?? The few folks I talked to were very friendly and keen to talk about their bikes. Had they not all been set up to leave, I would have stopped and talk some more and learnt more of the Douglas story. If you are interested, there is a wealth of info on the internet. Just type "Douglas Motorcycles" into Google and hang onto your paper hat! At the end of the day, a good time was had by me

and the dog and a new respect gained for the keepers of old motorcycles. I hope you enjoy the photos.

Cheers,

Muzz



1926—350 Douglas



1948—350 Douglas



BM and Douglas

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**Minutes of May General Meeting****Held Monday 28 May 2007, Canberra Services Club****Attendance:** as per book**Apologies:** as per book**New Members:** Thilo Kober and Anne McNaughton – 1150RT

**President – Martin Little:** *Blanket Run* - for the second year running, the Club won the trophy for the best attendance at the MRA Blanket Run on 12 May. *Rider Training* - at the last Committee meeting it was decided that Graeme Moffatt would examine the feasibility of the Club sponsoring rider safety training. Any ideas from members welcomed.

**Vice President – John McKinnon:** nothing to report.

**Secretary – Mal Elliott (apology):** Mail this month consists of letter from ACT Registrar General's Office with receipt; other clubs' magazines; CPS statement; Copyqik invoice; 9 membership renewals and one new application. Mail box cleared 24/5/07.

**Treasurer – Graeme Moffatt:** Financial position is satisfactory with \$7011.46 in account plus inventory resulting in total assets of over \$10,000. There will probably not be many more membership renewals to come. Jim Reid asked about the cost of printing the Club's magazine and was advised that the last issue cost \$153, down from the previous average of \$200 to \$250 as there were now fewer issues being printed. Roger Paull (previous editor) said that the number of issues printed tended to go up during the year as the Club's membership increased.

**Editor – Lyn Leniston (apology):** On her behalf Martin said that she needed more articles for the magazine.

**Ride Coordinator – Mark Edwards:** 8 bikes went on last weekend's ride to Gulgong. After a foggy start, the day turned fine and from the minor roads, the riders enjoyed the green countryside on the trip. There were only 2 short sections of dirt on the Oberon – Taralga Road. The next trip is to Harrierville on 30 June/1 July for Christmas in Winter with the Victorian Club and then on 14/15 July a ride is planned to Wellington.

**Webmaster – Stephen Hay (apology):** On his behalf Martin said that after Netspeed's virus and spam attacks and technical problems suffered by the old and new webmasters, the Club's website is getting up to date. The adverts are not up to date and the new rules for TJ's competition need to be put up. He will make the other necessary amendments to the site.

**Social Secretary – Roger Paull:** *Venue for Bungendore breakfasts* – members were advised by email that Café 2621 closed in April so it was decided to trial three other cafes (Heritage on the Square, Bardy's and Hunnyz) in May. Although the food was cheaper at Hunnyz and it has staff ex Gibbs Street Café, the general agreement was to go to Bardy's despite it's lack of size (maybe 20 people inside) and noise (tin roof). While it does have an outside area, it could be difficult on a cold, wet day trying to fit everyone inside. Roger will email members to let them know of this decision. Olaf asked about returning to Gibb Street and Taffy suggested the Royal Hotel. The Committee had considered both of these venues but Gibb Street is "tired" and local intelligence suggests we could do better. The hotel does not do breakfasts. *3 June Alternate Breakfast* – Loaded Dog, Tarago – RSVPs essential. *June Chomp & Chat* – Turkish Pide House, Woden. *1 July Alternate Breakfast* – Rose Cottage, Tuggeranong. *4 July Chomp & Chat* – Ginseng, Manuka as recommended by Fiona Oliver. *7 December – Christmas Dinner* at Rose Cottage.

**Public Officer – Fiona Oliver:** the Club's new Constitution is on the website. We are 3<sup>rd</sup> in the corporate blood challenge.

**Merchandise – Pam Paull:** Name badges have arrived and are being distributed to those who ordered them. She showed some of the new colours available for fleecy jackets.

**Gravel Surfers – John Rayner Sharp:** He will remind gravel surfers they need to RSVP for breakfast at Tarago this Sunday. He has taken a few new riders on grade 1 and 2 roads lately. He is leaving on a long ride in June and will meet up with others heading for the Northern Territory.

**General Business:** *Paul McAlister* said the Alpine Rally is on the June long weekend followed a fortnight later by the Carpar Rally. He will email details to Mark Edwards for circulation to members. In response to a query from *George Penfound* about "learner legal", he was advised to check the NSW MRA website. *Olaf Moon* then entertained us with a show and tell about the recent BMW TourenSport Safari, complete with some of his 700+ photos.

**Minutes June Committee Meeting**

Location – Bardy's Café, Bungendore

Date – 10<sup>th</sup> June

Meeting opened - 1010

**Attendance** – Lyn Leniston, Mark Edwards, Roger Paull, Fiona Oliver, Graeme Moffat, Mal Elliott, John McKinnon, Pam Paull, Myles Leniston,

**Apologies** – Kiwi Martin, Ian Hahn, Steve Hay

**Previous Minutes** – Moved Mark Edwards, 2<sup>nd</sup> Myles Leniston

**Business Arising** – Rider training- investigations still in progress, report next meeting.

**President** – in Brisbane drying out, J McK acting Rally planning – firewood required, contact BMW re awards

Badge colours – refer ops guidelines

Graeme Moffat offered to donate signed poster for raffle at Rolfes

Lady from Mary Meade attending next meeting, proceeds from heads/tails to be donated to MM

**Vice President** – see above

**Secretary** – nothing to report (still recovering from travels)

### **Treasurer**

Summary format changed and now includes: credits - debits - bottom line

Total as per cash book - \$ 8661.17

Value merchandise held - \$ 1077.03

Total current assets- \$ 9738.20

Books now audited and passed, audit report signed – approx \$300 net surplus for year

Extraordinary Meeting required in July for members to pass accounts

Recommends club's vote of thanks to auditor be expressed in form of gift voucher to value of approx \$200 – Public Officer to arrange

Letter of thanks to be written by President

Auditor's Report accepted – moved Fiona, 2<sup>nd</sup> Roger

### **Ride Coordinator**

8 bikes went to Gulgong

Next rides are Christmas in July on 30 June/01 July, then Wellington 07/08 July

Requested memo in mag encouraging riders to ensure their bikes are mechanically reliable and up to the ride they are expected to complete. (This request follows an incident on a recent ride where two riders finished the ride much later than rest of group because of repetitive mechanical problems with one bike.)

### **Web Master**

Problems at Netspeed resolved

Club magazine to be available to general public on web

### **Public Officer**

ACTBMWCC now third on blood bank donations comp

Called for extra ordinary meeting for July to pass audit report

Constitution finally accepted by ACT Government, and cheque has be presented for payment

### **Editor**

Report of cost of printing enquiries – Copy Quick cheapest by a long margin

Had received request for 1 free advert in magazine by an author to promote is book on biking – Committee decided that cost of ad will be a copy of the book to be donated to club

Advised by committee that colour of mag cover will change each month as a matter of policy. There is no set guideline of which colour for next month.

**Secretary** – first day back on the job, nothing to report

### **Social Secretary**

1 July – Alt Breakfast @ Rose Cottage; meet at Rolfes @ 0830 for ride before breakfast from 0930. Ride Co-ord to plan ride

4 July – Chomp n Chat @ GinSeng Restaurant in Manuka @ 1830

1 August – CnC @ Zenyai Thai Restaurant in London Circuit

5 August – Alt Breakfast @ Collector – meet at Shell Watson @ 0830

2 September – Alt Brunch @ Crookwell – meet at Sutton General Store @ 0830

5 September – CnC @ De Lisio Deakin @ 1830

7 December – Christmas Party @ Rose Cottage

**Membership Secretary** – in China, no report

### **General Business**

Electronic magazine is now default format, members will be required to specifically request printed copy, beginning with 2008 renewals. Membership renewal forms to be altered accordingly.

Committee member's photos to be included in magazine.

BMW car club expressed desire to join MCC on a joint breakfast. August A/B @ Collected nominated as suitable.

Raffle for quilt @ Rolfes will require purchase of a book of tickets. Ticket sale start next meeting. Proceeds from raffle to be donated to Mary Meade

Raffle for quilt @ Christmas in July to be done on site over weekend. Proceeds from raffle to be donated to Southcare Rescue Service which services both ACT and Victoria.

All 4 exec committee members needs to be authorised to sign cheques, with only one signature required.

Public Officer to organise paperwork.

Club will send letter of thanks to all Alternate Breakfast venues, starting with Loaded Dog. (Who is writing this letter? Sec J)

Thredbo weekend in February.

New Clubs Australia delegate to be determined

Tassie trip still happening late January of early February

Mal Elliott

Secretary

ACT BMW MCC

17<sup>th</sup> June 2007

**ACT BMW MOTORCYCLE CLUB  
Special General Meeting 23 July 2007  
TREASURER'S FINAL REPORT on the 2006-2007 FY**

**Accompanying this report are:**

**the auditor's report on the financial records and reports of the ACT BMWCC for the financial year ended 28 Feb 2007**

**the audited Profit & Loss Statement (statement of financial performance)**

**the audited Balance Sheet (statement of financial position), and**

**a statement of merchandise inventory as at 28 Feb 2007, not covered by the auditor's report.**

**The audit was conducted on behalf of the Club by Gaye D'Arcy ASA. The Treasurer and the Committee express their thanks to Gaye for the donation of her time and professional expertise for the second consecutive year.**

**OVERALL RESULT**

Members should note that the financial statements have been prepared on an accruals basis, meaning that expenses are recorded in the period when the goods or services were received and revenue is recorded in the period when the goods or services were supplied. Thus the accounts include all moneys owed by or owing to the Club as at 28 Feb 2007.

On this basis the audited Profit & Loss Statement for the year shows a net deficit of \$771.78. This deficit is some \$220 smaller than that reported in the draft P&L presented to members on 2 April.

This represents an effective surplus of approximately \$230 for the year, noting that the Club's charitable donations for 2005-2006, totalling \$1,000, were not made until March 2007, ie after the start of the 2006-2007 financial year.

This is an entirely appropriate result for an association that does not set out to make big profits (or own substantial physical assets...)

**SPECIFIC ISSUES**

**Profit & Loss Statement**

***Income***

The two major variations from the 2005-2006 FY were advertising (down by \$623) and slow receipt of membership renewals (down by over \$1000 in the period to end-February, but offset as expected by a subsequent spike in receipts in March-April). As well, attendance at the Christmas party was smaller than the previous year, reflected in lower receipts (down by \$550).

The figure for merchandise sales is not comparable with the previous year, for reasons explained in Note 5.

***Expenditure***

The big variations here were on printing (the anniversary magazine fell into the year's expenses) and donations, as earlier mentioned.

For the first time the P&L includes a breakdown of our communication expenditure, with ISP and web services separately identified.

**ACT BMW MOTORCYCLE CLUB**

It has also been agreed that badges and stickers can be legitimately classed as expendable items, rather than as merchandise intended for sale. This resolves a concern we had about control and accounting of these items.

**Balance Sheet**

The audited balance sheet shows, consistent with the P&L, a reduction in our total equity (or retained earnings) of \$771.78, to \$10,032.57.

This confirms that the Club is in a sound financial position. Therefore, in the absence of major predicted calls on the Club's finances, the 2007-2008 Committee has agreed that consideration should be given to the subsidisation of rider training during the year. Options are being explored.

**Merchandise Inventory**

Not having been able to conduct a direct audit of our merchandise stockholdings, the auditor was not in a position to comment on the accuracy of the stocktake at 28 February.

However, the valuation of inventory – based on the cost of items to the Club rather than the subsequent sale price – reflects advice from the auditor on appropriate accounting practice, as does the revised treatment in the P&L of income from merchandise sales.

This revised treatment illustrates how slender is the profit made from sale of merchandise items – totalling \$172.72 for the year.

**ISSUES FOR SPECIAL ATTENTION IN 2007-2008**

Petty Cash – to be separated out more clearly in the running accounts.

Merchandise inventory – monthly inventory reports to be framed so as to feed clearly into end-of-year trading statement, as per this year's P&L.

Treasurer's monthly reports – headline number for reporting purposes to reflect the accrual position (ie including net outstandings).



Graeme Moffatt Treasurer  
10 June 07



**GAYE D'ARCY – ASA**  
Member - CPA Australia

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Mawson ACT 2607  
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29 May 2007

**AUDIT REPORT**  
TO THE MEMBERS OF THE ACT BMW MOTOR CYCLE CLUB

I have conducted an audit of the financial records and reports of the ACT BMW Motor Cycle Club in order to express an opinion on them to the members for the year ended 28 February 2007.

Audit procedures included examination of evidence supporting the amounts in the financial statements and review of the supporting financial records.

Inventory to the value of \$1,042.10 is reported in the Balance Sheet at cost. I have not conducted an audit of the stock of inventory and consequently cannot comment on the accuracy of this stocktake.

In my opinion, the financial statements presented give a true and fair view of the financial position of the ACT BMW Motor Cycle Club as at 28 February 2007 and the income and expenditure for the year ended on that date.

GAYE D'ARCY

ACT BMW MOTORCYCLE CLUB INCORPORATED  
ATTACHMENT 1A  
AUDITED FINANCIAL STATEMENTS FOR THE FY ENDING 28 FEBRUARY 2007

PROFIT AND LOSS STATEMENT YEAR ENDED 28 FEBRUARY 2007 (1)					
	2007	Notes	2006	Notes	Variance 2007- 2006
	\$		\$		\$
<b>INCOME</b>					
Advertising	754.30	2	1,378.00		-623.70
Badges	31.50	3	15.00		16.50
Christmas Party	2,585.00		3,135.00		-550.00
Fundraising	583.10	4	696.60		-113.50
Membership Subscriptions	6,923.00		8,053.00		-1,130.00
Sale of Merchandise	0.00	5	1,150.50		
Net income from sale of merchandise	172.72	5	0		-977.78
Rallies	1,320.00		1,309.00		11.00
Reimbursement	310.00	6	0		310.00
<b>TOTAL INCOME</b>	<b>12,679.62</b>		<b>15,737.10</b>		<b>-3,057.48</b>
<b>EXPENSE</b>					
Advertising	0.00		260.83		-260.83
A/GM Expenses	64.00		0.00		64.00
Badges	423.50		1,199.00		-775.50
Debits Taxes/Bank Fees	13.50		56.10		-42.60
Club Affiliations	60.00		246.00		-186.00
Christmas Party and picnic	3,138.03		3,107.95		30.08
Other Events	341.99		0.00		341.99
Donations	2,000.00		0.00		2,000.00
Insurance	784.08		784.08		0.00
Merchandise purchases	0	5	1,057.80	5	-1,057.80
Communications					
Postage	826.95		1,048.95		-222.00
Printing	3,327.21		2,206.93		1,120.28
ISP and web services	663.00	7	663.00		0.00
Stationery	207.32		184.70		22.62
Rallies	608.07		200.00		408.07
Sundries	571.25		1,348.46		-777.21
Trophies	442.45		0.00		442.45
<b>TOTAL EXPENSE</b>	<b>13,471.35</b>		<b>11,700.80</b>		<b>1,770.55</b>
<b>NET ORDINARY INCOME</b>	<b>-791.73</b>		<b>4,036.30</b>		<b>-4,828.03</b>
<b>OTHER INCOME</b>					
Interest income					
S70 Business Cheque	17.75		38.35		
S10 SmartSaver	2.20		27.36		
<b>TOTAL OTHER INCOME</b>	<b>19.95</b>		<b>65.71</b>		
<b>NET OTHER INCOME</b>	<b>19.95</b>		<b>65.71</b>		
<b>TOTAL NET INCOME</b>	<b>-771.78</b>		<b>4,102.01</b>		<b>-4,873.79</b>

Note 1 - 2006 figures from the audited Profit & Loss statement for the 2005-06 financial year

Note 2 - Invoices sent 15 Feb 07, but payments not received at 28 Feb

Note 3 - Income from badges produced specifically for the rally is included in income for the Rally.

Note 4 - Kosciuszko Rally raffle, calculated on total receipts less registration fees for 88 participants

Note 5 - Net income from sale of merchandise is calculated on a different basis for 2007 - see below. Prior years did not account for stock on hand at year end. Sales were recorded as income and purchases as an expense.

MERCHANDISE TRADING STATEMENT		
Sales		1,688.00
Cost of Sales		
Merchandise on Hand		
Opening balance	1,174.80	
Plus purchases	1,382.58	
Less closing balance	-1,042.10	
Total Cost of Sales		1,515.28
Net income from sale of merchandise		172.72

Note 6 - Mainly BMW Car Club, \$310

Note 7 - ISP and web services costs separately identified for 2006-07; previously subsumed under Sundries

ACT BMW MOTORCYCLE CLUB INCORPORATED  
 ATTACHMENT 1B  
 AUDITED FINANCIAL STATEMENT FOR THE FY ENDING 28 FEBRUARY 2007

BALANCE SHEET AS AT 28 FEBRUARY 2007 (1)					
	2007	Notes	2006	Notes	Variance 2007-2006
	\$		\$		\$
<b>CURRENT ASSETS</b>					
Cash on Hand (Petty Cash)	720.85		179.00		541.85
Cash at Bank 03422753 SmallBiz Cheque	5,015.22		7,237.13		-2,221.91
Cash at Bank S10 SmartSaver	0.10		2,213.42		-2,213.32
Cash at Bank 12 month term deposit	2,500.00	2	0		2,500.00
Merchandise stock on hand - at cost	1,042.10	3	1,174.80	4	-132.70
<b>TOTAL CURRENT ASSETS</b>	<b>9,278.27</b>		<b>10,804.35</b>		<b>-1,526.08</b>
<b>NON-CURRENT ASSETS</b>					0.00
Accounts Receivable					0.00
Debtors Invoices Issued	754.30		0		754.30
<b>TOTAL NON-CURRENT ASSETS</b>	<b>754.30</b>		<b>0.00</b>		<b>754.30</b>
<b>TOTAL ASSETS</b>	<b>10,032.57</b>		<b>10,804.35</b>		<b>-771.78</b>
<b>CURRENT LIABILITIES</b>					0.00
Accounts Payable	0.00		0.00		0.00
<b>TOTAL CURRENT LIABILITIES</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>NON-CURRENT LIABILITIES</b>					0.00
Other Non-Current Liabilities	0.00		0.00		0.00
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>TOTAL LIABILITIES</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>NET ASSETS</b>	<b>10,032.57</b>		<b>10,804.35</b>		<b>-771.78</b>
<b>EQUITY</b>					0.00
RETAINED EARNINGS	10,804.35		8,702.34		
CURRENT YEAR RESULT	-771.78		4,102.01		
<b>RETAINED EARNINGS</b>	<b>10,032.57</b>	<b>4</b>	<b>10,804.35</b>	<b>5</b>	<b>-771.78</b>

Note 1 - The 2006 figures have been taken from the audited financial statements for 2005-06  
 Note 2- Taken out 13 Oct 06. Interest rate 2.5% Bal in SmartSaver transferred + Balance from Chq Account  
 Note 3 - At cost. Value of stock at 2006 has been amended to reflect cost instead of selling price  
 Note 4 - Retained earnings from 2006 plus/minus surplus/deficit from current year  
 Note 5 - Retained earnings for 2006 adjusted to bring to account stock on hand balance for that year as an asset

ACT BMW MOTORCYCLE CLUB INCORPORATED  
ATTACHMENT 4  
FINANCIAL STATEMENTS FOR THE YEAR ENDING 28 FEB 2007

MERCHANDISE INVENTORY AT 28 FEBRUARY (1)					
	Item Cost	2007		2006	
		No.	Total	No.	Total
	\$		\$		\$
<b>ITEM</b>					
Polar Fleece jacket	38.50	5	192.50	8	308.00
Unisex Polar Fleece Vest	36.85	2	73.70	4	147.40
Womens Rugby Top	27.50	1	27.50	3	82.50
Mens Rugby Top	38.50			3	115.50
Mens Rugby Top special	31.90	1	31.90		
Short Sleeve Polo Shirt	31.90	3	95.70	2	63.80
Chambray Shirt Mens	45.10			1	45.10
Chambray Shirt Womens	41.80			1	41.80
Unisex LS Denim Shirt	31.90	1	31.90	3	95.70
Unisex LS Teeshirt	21.18	4	84.72		
Beanie	23.10	6	138.60	8	184.80
Neck Warmer	9.90	1	9.90	6	59.40
Baseball Cap	15.40		0.00	2	30.80
Summer Bucket Hat	20.78	6	124.68		
Clock/calculator	11.00	21	231.00		
<b>Total</b>			<b>1042.10</b>		<b>1174.80</b>

Note 1 - 2006 amounts derived from figures given in Attachment 4 to the 2006 accounts

## CLASSIFIEDS

### For Sale

**BMW R 1100 GS 1994** Black. Excellent condition. Panniers, Top Box, Tank Bra. Heated Grips ABS, Sports exhaust (fitted) also comes with Standard exhaust. \$5200 ono. Has Doug B tick of approval. Contact Andy Dunn on 0413550782 or at a.dunn@eds.com

**Shoei TZR Helmet**— silver, size XL, clear and iridium visors, worn twice, as new. \$350.  
Ph Peter 0418 630021.

**BMW comfort seat** - suit monolever R100RT/R80RT or R80/R65. \$300.00. It is in perfect condition - only on my bike for less than 12 months. Contact Sean on 0434 874 660

**R1100S** 11/2001. 31000 weekend and touring kms. Yellow and black. Touring+original screen. High+original bars. Van der Linde pipes+chip+original pipes. Heated grips. BMW panniers. Many other extras. Full service history. Reg. until Feb 2008. \$12,500 o.n.o. Contact Greg 0428 961 501 or 6231 0886.

**BMW R1100S Sport** 2004 - top of the range, immaculate as new condition. 19,800 touring klms only. ABS, panniers, carbon hugger, carbon tank protector, sheepskin seat cover, new tyres, 10 months rego, black twin plug engine, last of the classic 1100s series. \$13,990.00 Contact Steve on 0413884259

Set of forks to suit **BMW. K 100 83 to 86**. Great condition - \$300  
Contact George on: 02 6382 5691

Low seat for **2005 R1200GS**. Black in colour, genuine BMW, and in very good condition. \$150.  
Contact Andrew on 0412 375 682.

**Various BMW parts** including: 2 bing carbs - 4 speed g/box, g/lever & k/starter - 2 x 750cc heads & valves - camshaft 750/900 336 spec - side stand kits R100 part no. 46-53-2-302-062 - Michelin 100/90-19 near new - oe BMW pan frames kit (new) - early krauser pan's (used) g/con. \*will not separate frames & pan's \*\*will barter  
Contact Gary for more information after 7pm on 02 6581 3806

**1983 Mercedes 380SEC** VGC—\$10,000 ono. Will consider straight swap for BMW 1150GS. Contact: Myles on (02) 4884 4333

### Wanted

**Panniers to suit BMW 2005 RS 1150** in good condition. Phone Michael Haines on: 042525 8350

**Original collector box for 1994 R100GSPD** - I am located in Grafton NSW.  
Please email me: garybull at bigpond dot net dot au

### Still Wanted

**BMW R 80 RT or R100 RT—LT, any year.** Call Colin on 6238 1060

### For Sale - second month

**BMW R 1200 GS 2006** Reg TZD94 and Warranty until Jan08 - 8000km's. Ventura rack and bag. Staintune Exhaust. AS NEW. \$20,000.  
Contact Lyall - PH 02 6492 0803 MOB 0431 232 885.

**BMW R1200GS** November 2006 5,200kms As New Grey. Many options and extras. 2yr new bike warranty & BMW Road Side Assistance. No off-road work. ACT reg. to mid-Nov 2007 - \$22,700. Contact Pete:0403 937 777

**K1200LT 2004** 11,500kms!! Rego from Jan 07 Fantastic condition with all the usual comfort features of an LT, CD, CD Stacker, Heated Seats, Heated Grips, Cruise AutoCom Rider to Pillion System IPod Connector. \$23,500. Contact Mark Hampton on 0417402058

**2005 R1200GS**. Reg. 09.07. Excellent condition, 15,000K, Full BMW Luggage. Other options and extras. Jacket, Boots (10), Helmet (58/59) extra if required. \$21,000 ONO. Contact Scott: Work (pref) 07 4769 2114 or Mob: 0413 273 076.  
Email: scottjy01@hotmail.com

### Wanted - second month

Original BMW Panniers for a 2004 F650GS including all mounting kit/hardware. If someone has upgraded to a Jesse or Touratech etc. and wants to get rid of their BMW Panniers, please call Megan on 0415 146 550.

Comfort seat for 1998 R1100GS.  
Also - advice on how to reduce handlebar vibration.  
Phone Bob on 62961873(h) or 62486118(w).

Panniers for K75. I am told the panniers of a K100 will also fit. Contact Rene: 0411 77155.

BMW top box to suit my R1100 RT 1997 model, I would also like the fitting kit if possible  
Contact: Les Machut on 0416254848

**ACT BMW MCC members can place an advert in this newsletter and on the website (including a photo) free of charge. Please include your membership number when placing adverts.**

**Adverts from non members are restricted to 3 lines with no photos.**

**The editor and webmaster reserve the right to edit or reject adverts.**

**Copy deadline for next issue:  
12 noon, Sunday 15th July**

# ACT BMW MCC

PO Box 1042 Woden ACT 2606

## Application for Membership



Please don't send any cash by mail. We don't have credit card facilities.  
 Membership expires on the last day of February.  
 Applications are subject to committee approval and may take several weeks to process

**1. NEW** Single Membership \$ 40.00 plus \$ 5.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

OR

**2. NEW** Partner/Joint/ Family Membership \$ 40.00 plus \$ 7.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

Please print and complete noting \*mandatory information required TOTAL

\_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\_\_\_\_\_

YOUR NAME
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
By filling in the e-mail address you have indicated you are willing to accept information on Club events

PARTNER'S NAME (JOINT/FAMILY MEMBERSHIP)
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
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 ( post)  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 MCC according to its Constitution.

Signature 1 \_\_\_\_\_ Signature 2 \_\_\_\_\_ Date \_\_\_\_\_

\* \_\_\_\_\_ \* \_\_\_\_\_ \* \_\_\_\_\_

Membership Secretary only	Membership #	Date
Application considered by the committee on / / and accepted <input type="checkbox"/> or declined <input type="checkbox"/>		
<input type="checkbox"/> Pres <input type="checkbox"/> V-Pres <input type="checkbox"/> Sec <input type="checkbox"/> Tres <input type="checkbox"/> Ed <input type="checkbox"/> Ride <input type="checkbox"/> Soc <input type="checkbox"/> Mer <input type="checkbox"/> Pub <input type="checkbox"/> Web <input type="checkbox"/> Memb <input type="checkbox"/> Clubs		
<input type="checkbox"/> Cash <input type="checkbox"/> Cheque <input type="checkbox"/> Money Order		
<input type="checkbox"/> Mailing list <input type="checkbox"/> Badge/s <input type="checkbox"/> Sticker/s <input type="checkbox"/> Membership card/s		



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**JJ's**

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