

BMW Club

CHARITY EVENTS
2nd & 17th JUNE

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



June 2007



Member of the International Council of BMW Clubs

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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 28 May 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
<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 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

Our President, Martin Little with the Trophy and Certificate awarded for the Club with the Largest Attendance at this year's Motorcyclist's Blanket Run. This is the second consecutive year that we have received this award.

THE PRESIDENTIAL HOOHAH

Martin Little

The one thing we can always rely upon is change. Even our club is not immune to this, and as no doubt you will be aware, our regular Sunday breakfast venue, Café 2621 ceased trading in late April and as a consequence we are now looking for a new venue. Our Sunday breakfasts are an important part of our Club Culture. In many ways the Sunday brekkies reflect all that is good about our club, informal & friendly, while at the same time not taking things too seriously!

So the search is on for another venue. As you will have seen from recent communications from our Social Secretary, Roger Paull, a number of cafes are being trialed by the club on successive Sundays through May, therefore allowing discussion to be held at Mays General Meeting. While a number of different towns were looked at, in the end the committee felt that Bungendore is the only viable option. In essence, it's a short ride on reasonably good roads from either the north or south of Canberra, and with the necessary range of facilities, therefore ensuring reasonable access to our members. I know many of you have offered your thoughts on the possible venues. Thank you for that and keep the ideas coming! You can see elsewhere in this issue the list of suitable venues in Bungendore and the dates the club will be visiting them.

Recently on a fine autumn Saturday, the MRA Blanket Run was held. This is an annual event that allows all motorcyclists to support our community through local charities. Not surprisingly, the club had a good attendance as usual, and won the trophy for the Best Club Attendance for the 2nd year running. Well done to all club members who attended!

Martin Gilbert has advised me he has decided not to continue with the role of Clubs Australia Delegate. Martin has fulfilled a number of roles on Clubs committee over the years and he will be taking a well deserved rest, while continuing to enjoy club activities. My thanks to Martin for all the good work he has done over the years. Job well done!

Also, recently Lyn Leniston, our new editor kindly donated two quilts crafted with her own hands to the club. These will be raffled off over the coming months with proceeds going to a local charity. Thanks to Lyn for this very generous act. The first raffle will be held at the Xmas in Winter weekend in Harrierville.

Last but not least, in June & July, I will be away riding the big lap around Australia, before I return to work in early August. I will be riding some 16,000kms on the GS and looking forward to visiting the many areas of Australia I have yet to see. John McKinnon will fill in for me at June's General Meeting.

Don't forget autumn is a great time to ride, so get on your bike and ride. (Safely!)

See you out there!

MARTIN LITTLE
President

In this month's issue

• Diary—What's On	4 & 5
• Blood Donation Challenge	6
• Ride Reports—Visit to HARS & 2007 Safari	8-13 & 21
• TJ's Competition 2007/2008	14
• Visit to Staintune	
• Clubs Aus: 2007 National Rally	16
• Data Sheet #13—R16	17
• Minutes of meetings	19 –20
• Charity Events	21
• Classifieds	22

Welcome to our new members

»	Peter & Angelina Macie	BMW
	R 1200 GS	
»	Steven Hockey	BMW
	K1200 S	

CHANGES AT ROLFE CLASSIC

Our congratulations to Rob Jones of Rolfe Classic BMW Motorcycles on the move to his new role in the Mini and Used Vehicles Department. We would also like to welcome and congratulate Kathi Davey who will be taking over Rob's position as Motorcycles Sales Manager. We wish them every success in their new positions.

WHAT'S ON

Calendar: June to August 2007



June 2007

Mon	Tue	Wed	Thu	Fri	Sat	Sun
				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	

- 3** Alternative Sunday Breakfast
- 6** Chomp & Chat
- 25** General Meeting
- 30/1 July** Christmas in Winter at Harrietville

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

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
- 4** Chomp & Chat—TBA
- 7/8** Weekend trip to Wellington
- 23** General Meeting
- Other events TBA

Don't forget our regular Sunday breakfasts in Bungendore permanent venue to be advised. Café 2621 is regrettably no more!!

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

3 June 2007 - Alternate Sunday Breakfast

The Loaded Dog Hotel, Tarago. We had a huge turnout when we went there last year, and the publican (Mark) and his family did a fantastic job in catering for double the expected numbers. He is happy to have us again provided we can give him definite numbers! He's putting on a big breakfast (snags, eggs, toast, bacon etc) with unlimited tea and coffee for \$20 per person. Departing from the roundabout in Bungendore at 8.45am. RSVP to Roger by 28 May.

6 June 2007 - Chomp & Chat

Turkish Pide House, Corinna Street, Woden at 6.30pm. A new venue for us, so why not come along and check it out. RSVP to Roger (6255 8045 or email social1@actbmwmcc.org.au) by 4 June.

25 June—General Meeting**30 June/1 July - Christmas in Winter**

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

1 July 2007 - Alternate Sunday Breakfast

Rose Cottage, corner Monaro Highway and Isabella Drive, Gilmore from 9.30 am. This will be preceded by a short ride - see next month's newsletter for details.

4 July 2007 - Chomp & Chat

A couple of our members have recommended Ginseng at Manuka, so we're off to try it for ourselves. More details next month

1 August 2007 - Chomp & Chat
to be advised.**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.

Future Rides

7—8 July: Wellington, via Cowra and Mumbil

11—12 August: Malacoota, via Bemboka & Imlay Road

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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* Subject to
underwriting

ACT BMW MCC Community Blood Donation Challenge Update

Just a quick note to let the members know that the Club is now fifth in the Community Blood Donor challenge with 20 donations so far this year. This is a fabulous result and we've obviously had a lot of donations in the last two weeks as the total was only 10 donations when I donated earlier in April.

If you are a Club member and a regular whole blood or plasma donor and you're not registering your donation then please do so in the future. All you have to do is mention to the ladies at Reception at Red Cross House and they'll point you in the direction of the folder where you should register your donation.

For members who've donated in the past and would like to donate again, or even for members who would like to make their first ever donation, here are the details for donation locations for the next few weeks:

Canberra Donor Centre:

Where: Red Cross House, Dann Close, Garran.
When: Monday, 9:15am to 3:30pm;
Tuesday, 7:30am to 3pm;
Wednesday 11:15am to 6:45pm;
Thursday, 7:30am to 3pm;
Friday, 7:30am to 2:45pm.

Donormobile Locations:

Campbell Park Offices Northcote Drive (14—18 May)
Monday - 10.30am - 2:30pm
Tuesday - 9:00am - 2:30pm
Wednesday - 9:00am - 2:30pm
Thursday - 9:00am - 2:30pm
Friday - 9:00am - 2:00pm
Russel Offices: (20—23 May)
Monday to Thursday times as above

To make an appointment please call 02 6206 6006 or 13 14 95.

Remember that every drop counts! Thanks to everyone who has registered so far.

Fiona Oliver
Public Officer
Email publicofficer1@actbmwmcc.org.au



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UPCOMING RIDES & RIDE REPORTS

In case you don't know, I'm the new ride coordinator for the club. Living in Canberra we really are spoilt with both the choice and variety of countryside we have around us: everything from the coast, mountains (including alpine regions) and the outback. It's a shame not to take more advantage of the great roads through these areas, so I will be aiming to organise a variety of rides over the next year, including half day, day and weekend rides.

The first thing I have focused on are weekend rides. Historically, the club hasn't organised many such rides, but they are something I really enjoy and have been doing around here for the last several years with a number of friends in the club. Hopefully by making them club runs we will get more people out and riding. To make it easier to plan for them, we will try to organise them for same weekend each month. Where possible, the ride will be on the second full weekend in the month, i.e. will start on the second Saturday in the month. Note, the first few rides will be on different weekends.

In planning these rides, I'm aware that there is a huge variation amongst club members as to what is considered a decent length to ride each day. While its not possible to keep everyone happy, I will try to pick places where you can take either a meandering route on back roads to get there, or a more direct route, for those who want to do a shorter ride. In the club newsletter prior to each ride, I will have the details of the upcoming ride, including the intended route and the likely place we are going to stop for lunch. This will mean that if we do get a good turn out for the rides, people will know where we are going, so we won't have to necessarily maintain a tight group getting there, allowing people to go at their own pace and also do sight seeing stops when they want to.

Hope to see you out on the rides,
Mark

Gulgong: May 26/27.

This is one of my favourite weekend rides. The Gulgong/Mudgee area is really beautiful, and there is a lot of gold-mining history around the place, including a museum in Gulgong that is well worth a look. It also makes a good winter ride, given that it's a relatively short distance, especially if you go the more direct route. But, of course, you can get there virtually all the way via more interesting back roads. The route I will be going will be: leave Hall lay bye at 0900, Boorowa, Frogmore, Wyangala Dam (can we still call it a dam ? last time I was out that way there was only a small puddle of water in it) Woodstock, Bathurst (lunch at the bakery) Sofala, Rylstone, Mudgee & Gulgong.

Will be staying at the Henry Lawson caravan park on Mayne Street in Gulgong. Phone number is 6374 1294.

<http://www.totaltravel.com.au/link.asp?fid=568942>

If you don't want to camp, they have 2 bedroom (allegedly) deluxe cabins, plus other cabins and over-night vans. From the park, its only a short stroll to the heart of Gulgong, which includes a pub that does good meals.

Coming home on Sunday there are many options. Of course heading back the way we went is a good option: its amazing how different the roads can feel & the scenery look going the other way. I will probably come home via Oberon, Taralga & Goulburn. There are only two very short sections of easy dirt (as long as its dry) between Oberon and Taralga (less than 10 kms total). The newly tarred road south of Oberon is heaps of fun (lots of sweepers) and the scenery is fantastic.

Start planning now for the upcoming rides:

June30/July 1: Harrierville for Christmas in July

July 14/15: Wellington.

August 11/12: Mallacoota

September 8/9: Condobolin

October 20/21: Geehi Rally

November 10/11: Buchan Caves

Mal Elliott**Visit to HARS****Real Aircraft.**

Club members organized a trip to the Historic Aircraft Restoration Society (HARS) on the weekend of 21-22 April. Originally intended for a large group, Ian Hahn was heard to mention "where in the bloody hell are all the rest" that apparently had shown interest in the trip. However – a valiant group of 9 motorcycles left Canberra for Kiama in very pleasant weather.

Travelling via Goulburn and Wingello, the group decided on a "butt rest" in Moss Vale and then continued on to the Kangaroo Valley. Nature had its best show on for us with all the European trees out in their best autumn colours. A leisurely lunch in Kangaroo Valley where some found they had ordered more than they thought they could eat, and on to Kiama via Berry. I had thought that this section of road was about as twisty as you could get but was to find the return journey up onto the plateau was also a learning experience the next day. I must say that 3 metre wide caravans that you meet on a 4-1/2 metre wide paved section is exciting, but they also seem to congregate just around a corner waiting – so they can meet the unwary motorcyclist right on the apex of the curve.

RIDE REPORTS

Visit to HARS cont'd

Berry was very busy early on a Saturday afternoon and we were lucky that another "butt rest" hadn't been considered – it looked like there wasn't one parking space in the whole town. But outside the town we were able to enjoy the Pacific Highway at last, and so we took little time getting to our motel in Kiama. Both Ian Hahn (tour leader) and I had been comparing our respective GPS units, and a roadside discussion showed that he had an error of some kind being generated which is yet to be resolved.

With two new members in the group, and a visitor from Sydney joining us at the motel, we adjourned for a leisurely walk around Kiama to find that the blowhole wasn't "working". All moved to an outdoor restaurant for dinner and with the sea breeze kicking in and dropping the temperature we moved indoors where, again, some ordered more food than they could consume.

Bright and early the next morning we headed north for HARS which are actually just north of Albion Park. We made about one kilometer before Janette Hahn's bike decided it wanted a rest. Or a vacation!! Or perhaps it wanted to spend another night in Kiama. The latter was the final option and Ian & Janette rode double for the rest of the trip. Ian repeated the trip the next day with a trailer to rescue the bike.

HARS are quite a large organization depending on volunteers and subscriptions from many organizations. We were met (after breakfast) by two of the volunteers who split our party into two groups and led us around their new hangar. Many aircraft are under reconstruction here, and there are aircraft at other locations around N.S.W. and Victoria as part of their organization. Clearly the most impressive aircraft was the only flying Lockheed Constellation in the world.



Now this, folks, is a REAL aircraft – it's got propellers. It has enough analog dials and gauges to satisfy any aviator with none of this modern "glass cockpit" business confusing you.



Finding the cigarette lighter is a snap. I'm sure you can all see it.

The group moved around the hanger and the backward and forward conversation was spirited in both groups. Some of our members were offered a chance to fly the "Connie" if we could nominate what all of the dials and gauges represented – an offer that was rescinded after a few of us were finished naming the first level of dials and had started in on the second.



The ladies, of course, had seen all those photographs of film stars and models descending the stairway to be greeted by adoring fans. We gentlemen performed the latter task.



The time spent at HARS was enjoyable, but we had the return trip to Canberra to consider. So we headed

RIDE REPORTS CONT'D

out with leaden skies towards Robertson and Macquarie Pass. (In passing, this must be about the thousandth place or object named after Governor Macquarie, he must have spent hours looking at maps and locating likely spots !). As with the previous day, sharp corners and traffic were a learning experience – or perhaps I should say a leaning experience. I did notice, briefly, that Margaret doesn't like leaning over THAT far so she can reach out and touch the bitumen. We drove past the pie shop at Robertson which, incidentally, isn't shown on the local publicity pamphlet and continued on into town for a final cup of coffee. The weather was closing in, and while we had coffee a passing shower left pools of water on the road with reflections of the autumn colours in them. We had made it up the pass just in time.



Riding in towards Moss Vale we passed some 60 or 80 Harley riders all in convoy formation headed towards Robertson and the pass. I would have given money to hire a 'chopper and watch them as they tried to negotiate the wet and slippery pass with traffic. Doubtless their formation would have finished quickly.

And now we had the Hume and Federal highways to negotiate. Having hit the highways before all the late leavers from Sydney it was relatively quiet with little traffic problems. A rain shower at the south end of Lake George lasted only a few minutes and we were mostly dry when the Telstra Tower hove into view. It was a week before I found out what happens to a K1200 GT fuel tank with two-up mostly in first gear on the Macquarie Pass. It was a rather expensive 275Kms. but a most enjoyable trip.

Mark Bottomley

2007 Safari

This is the first report on this year's ride. It was written for an international "audience" This report with all the

pictures can be found on the website below:

<http://bmwsporttouring.com/ubbthreads/showflat.php/Cat/0/Number/841337/an/0/page/0#Post841337>

The second report will be included in next month's Newsletter.

About 5 bikes turned up from the local contingent with the rendezvous at the Hall layby on the appointed hour. This was after a very strange morning with me fretting about the house 'cos the take off time was not at the usual sparrow fart. A leisurely ride into Yass brought us to the designated lunch stop over at Cafe Delissio where most of us partook of a light meal and a good chinwag as well as being joined by a few others.

A quick blast took us out thru Boorowa and the north eastern entry into Young.

It's funny how it takes a few years but this time round there were more familiar faces at the welcome party. With catching up with everybody and finding out what we were about to embark on the evening seemed to slip away.

Just to prove I don't make things up, the following morning after a yummy bacon and egg sanger for breaky, took us out towards Cootamundra. An enterprising chap has opened up a motorcycle shop there and called it.....yep, "Scootamundra".

There's always a clock tower and a pub (hotel) on the corner in these country towns.

And a bit of local history.

The first part of the day took us through rolling countryside and Muttama with even a 10km stretch of slab thrown in from Coolac to find the ever faithful Dog on the Tuckerbox "On the way to Gundagai" as the song goes.

Where we find the famous (self proclaimed I'm sure) Niagara Café. The place is festooned with pictures and old newspaper clippings of dignitaries that have visited over the years. The inside deco hasn't changed much since the 60's.

Out the back on Gocup Road took us down to Tumut. This is where the Safari was originally going to start but a clash with a major maintenance program of the local paper mill meant that accommodation was all booked out.

On to the Snowy Mountains Highway is where the fun really started. Stopped off in Talbingo for a snack and a chat with a couple of crusty demons that had done

RIDE REPORTS CONT'D

the same thing. The view over the reservoir was quite peaceful.

Long sweeping curves and slow / fast twisties were the order of the day from then on.



Part of the crew pulled in for a pit stop at Cabramurra on the way.

And continue on down the track. The trees look a bit denuded due to a combination of big bushfires back in '03 and dieback.

Down to Tumut Ponds Reservoir. The drought we have been experiencing over the last few years really shows here. The water level is approx. 15 metres below where it should be at the high tide mark.

It's part of the Snowy Mountains Hydro Electric Scheme feeding facilities like this Murray 2 Power Station after Khancoban.

A quick squiz of the view from Scammells Ridge lookout and the road below.

There was further evidence of more recent bushfires and the struggle to survive.

And on to Thredbo for the second nights rest after a fun 380km. Thredbo is one of New South Wales' premiere ski resorts. I hope this pic whets the appetite for some of you OS people to visit. Kinda reminds me of an ad they play occasionally where the feds have just found an abandoned souped up sports car they've obviously been chasing, commenting they can still smell the clutch. Scrawled in the dust on the duco is the slogan "Thredbo's better".

The challenge next day consisted of two options.

1. A short 270km from Thredbo to Merimbula on the coast via Jindabyne, Cooma, Nimmitabel and Bombala, or
2. A longer 425km run partly retracing the last stretch of road and joining the rest in Cooma via Adaminaby.

Oh dear. Decisions, decisions. Whatever will I do??



6:30am saw me whipping the frost encrusted bike cover off at 0.1degC with clear skies. I should have known better to leave the alarm on the bike 'coz the cold crank just about stuffed the battery. The clock actually reset during one of the five attempts until it finally roared into life and took me back to the top of the range at Dead Horse Gap (1528 metres above sea level)

Kinda nice of them to let you know just how much fun you're going to have.

Luckily the early morning fog kept to the lower valleys.

Breakfast in Cooma after a 3.5 hour buzz was well received. Then a rather more sedate stretch to Bombala finishing up with a short burst of twisties down Brown Mountain to Merimbula where we spent two nights. The view from the front of the pub I stayed at was rather inviting.

Next day was a "rest" day with a short 160km tootle up the coast to Bermagui via Tathra

Then over to Cobargo and a stop for coffee before heading back.

The obligatory wet day dribbled over sunrise the next day. With a little trepidation I buttoned up the wet gear and buggered off just on sunrise at 5:45am. The route took us down south through Eden to turn inland on the Imlay Road then south crossing the Victorian border to Cann River where I pulled in to fuel up the bike and I and to dry off a tad. It wasn't all that bad rainwise, just enough to make you wary of every turn. Down the road a pace we turned off and headed for the coast and the Tasman Sea. Would have been really nice if the sun was out but I stopped for a shot at French Narrows anyway.

Back up the ranges from Orbost to Buchan on a really tight twisty road that was only one cage wide in most places and shouldered with dirt and gravel. Just before Buchan for a break with tea and scones I was able to look back and take this.



RIDE REPORTS CONT'D

60 km more brought us to Lakes Entrance with hardly a cloud in the sky although it looked as if the locals couldn't have given a damn anyway. I headed to the bar and a well deserved ale after 6 hours and 375 km.

The day started crisp and clear though due to the planned route taking us over the Victorian alps I rugged up and headed off. Out through Bruthen and before Swifts Creek there was this curious little sign. Victoria – State of the Obvious.

Through Omeo where a large contingent stopped for morning tea and on to the high country where it started to get a little cold, funny enough. Stopped at Dinner Plain Hotel for a nice bowl of Thai pumpkin soup and a warm up in front of the fire. Here I also partnered up with Martin, my K1200LT mate from last trip, and it's just as well that I did. On firing up the beast I found the triangular warning light wouldn't go out although all things seemed to work OK. Called tech support (the organisers have a van with trailer if anything really goes wrong as well as a tyre bloke) who said see how it goes as they were about an hour away. I shall mention this at my 80k service as it is now due.



The next 40km were the worst I have ever encountered on a bike. Clouds descended to around our ankles, snow, sleet and rain caused us all to travel no more than 40kmh as we wound our way down from Mount Hotham to Harrietville. I was flat out seeing 2m in front of me with the visor fogging up and only just being able to crack it open enough to see a bit clearer. Suffice it to say that there weren't any scenic vistas to photograph at that particular time. Even though we stopped off at a lookout just above the small town of Mount Beauty at a much lower altitude the rain and low cloud obliterated the view. The rest of the ride was a welcome relief as we dried off taking in the rolling valleys around Yackandandah with our stop for the next two nights being the histe(o)ric town of Beechworth. Famous for being both a gold rush town and the area around which the much maligned bushranger Ned Kelly roamed.

That night's rider briefing took place at the local brewery..... go figure!

Woke the next morning to a chorus of cackling kookaburras accompanied by warbling magpies. The area is also close to the winemaking area of Rutherglen. A short ride for those who wanted or joined in an organised bus tour of the vineyards before the farewell party

tonight in the grounds of what used to be an old mental hospital. Kinda fitting for the mob who attends these jaunts.

The ride home took in some of the back roads travelled on day one to Thredbo which was a good thing. What wasn't a good thing was getting that squelchy ass feeling accompanied by the rubber drubbing sound just pulling into Cooma. Yep, rear tyre flat as a tack. About 4 weeks earlier I had poked something into the Z6 which was so big the decision at the time was to put in a tube. Fair enough but who could say they carry all the necessary to remove a tubeless tyre to fix a tube? I found a servo and installed a can of tyre weld and headed off for the last 100km at the recommended pace of 60kmh. That got me as far as Bredbo when it finally gave up the ghost. The nice people at the servo there stored the bike overnight while the family came and rescued me and the wheel. Got the wheel retubed and the boss to drop me off back down there the next day to finally finish the ride 2654km and 8 days from the start.

It was good to be home.....I wonder where we'll end up next year?

Peter Stanfield

Gravel Surfing Report MkII

Well after my gravel sortie on the new GS – the epic 8 km gravel ride from Collector to Tarago - I felt I was ready to put my toe in the dust once again. My son Carl (Dakar) and his mate Dean (R1200GS) and partner Kaz (F650GS) were heading down this way for a bit of a tour and invited me to come along.

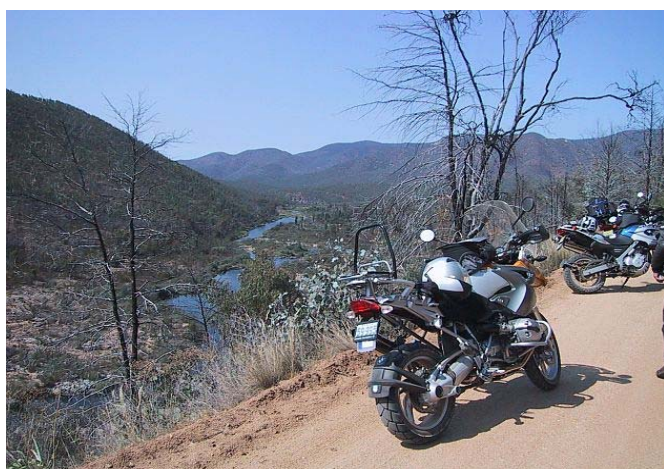
The plan for day one was head out into the Brindabellas and then down to the Snowy Mountains highway via Brindabella, Bramina and Long Plain Road to Kiandra then via Cabramurra- Khancoban to overnight in Jindabyne. Day two was to be the Barry Way with a possible loop back over the mountains or down to Orbost and Cann River and return to overnight again in Jindabyne before heading back to Sydney-Canberra via various routes the next day. Having had a fair bit of rain in the previous week it was decided (after some research by a very inexperienced gravel surfer who shall remain nameless) that thankfully we would give the Brindabella section a miss.

To make up for this lost section, we headed off down the back road from Tharwa to Adaminaby. Apart from a couple of idiots in 4 wheel drives going too fast and using up all the road this section was a good introduction to the joys of gravel surfing. However, I am glad there had been no recent rain on this section as I reckon the clay base at the other end would be a bit of

RIIDE REPORTS CONT'D

an adventure. In Jindabyne we stayed at a biker friendly ski lodge near the pub as this provided a good pub meal with a few beers and a cooked breakfast.

Day two we headed off in cool weather for the Barry Way which was a real eye opener for a couple of gravel surfing virgins. We stopped at the Wallace Craigie lookout for a few photos and viewed the road disappearing way off down the mountain side. The first stretch was OK where the vehicle coming the other way is on the valley side but a little more daunting when the roles were reversed given the amount of road the 4 wheel drivers left for our two wheels and the drop down into the valley.



We stopped for a few photos with the Snowy River in the background (the same photo as in Australian Roadrider when Peter Thoeming reviewed the road). It was while we were stopped for a cuppa at one of the bar-b-q sites - at Pinch River - I think, discussing what it would be like to meet a big 4 wheel drive on one of the many blind corners, that we saw a medium sized bus and trailer (thankfully) going the other way.



The stretch up the mountain after Suggen Buggen has

to be one of the most spectacular gravel roads in the area with fantastic views but bugger all road to share with vehicles coming the other way. In addition most of the road up out of the valley puts you on the side with a rather nasty drop. Once over the top you are on a nice open plain with no indication of the incredible valley you have just left. At the end of the gravel we stopped for a drink at the junction to Black Mountain Road to discuss our next section with the possibility that we might head west but as we were a tad late and it would be dark in the final stages of the section over the mountains, we decided to press on to Orbost and Marlo before heading back up to Bombala via Can River.

As we were stopped a Humvee towing an equally large trailer came out of Black Mountain Road and sat for a long while with the driver debating his next section. In the event he decided against the Barry Way which would have been a blessing for both him and any other poor bugger meeting him on one of the blind curves if he had headed off down into the valley. I also reckon he would probably by then be short of fuel as he sat there for a long while with his engine idling.

We headed off down to Buchan (should have gone down to McKillops Bridge) but again we would have been too late getting back. We stopped for a few photos at the old service station at Seldom Seen near the turn to look at the art display before heading off down that fantastic bit of bitumen to Buchan. That has to rate as one of the best roads around. Needless to say the stretch over to Orbost was the complete opposite and by the time we reached Marlo for a few drinks in the pub we were knackered and it was bloody hot.

The run up to Bombala revived our spirits as it is also a terrific road particularly so after we got past all the fire engines which had been very busy in the area. After Bombala we headed on to Maffra on another good dirt road across to Delegate and hence back to Jindabyne. A shower, a few beers and a good feed ended a great day.

Day three had us heading for home over to the Snowy Mountains Highway and then down the Brown to the Princes Highway. We headed off down that lovely stretch out the back of Jindabyne and then onto Springfield road, over to Nimmitabel for a coffee before heading down the Brown. The traffic wasn't too heavy on the Princes Highway and we made good time to Braidwood for some petrol and a break. The others decided at this time to head back to Sydney via the Nerriga/Nowra road and rather than doing the boring 60 km route home to Canberra I decided to add another couple of hundred kms to the ride. I wanted to try a bit more gravel having heard so many reports from fellow club members about the Nerriga road and

TJ's COMPETITION 2007/2008

Following discussions with the sponsor Hal, this year there will be a two tier competition, to suit both those members who prefer to travel far and wide as well as those who are more comfortable doing shorter rides and drinking lots of coffee. The two tiers have been called the NEWS competition and the LATTE competition respectively.

The objective of the competitions is to encourage members to get out there on their bikes and have fun. Members can enter one or both competitions.

The competition prize of \$500 will be split evenly between the two tiers.

Both competitions require a qualifying photo of yourself and your bike with Hal of TJs Tyres. And there the similarities end.

The **NEWS Competition** focuses on the long distance riders. The aim is to travel as close as possible to most Northern, Eastern, Western and Southern points of the mainland, hence 'NEWS'. For the purposes of the competition, the four locations to be used as the datum points are:

North:	Bamaga (Cape York)
East:	Cape Byron Lighthouse
West:	Denham
South:	Tidal River

Entrants are required to submit any photo that includes their bike and identifies their location (you do not have to actually reach each of these locations). Entrants should nominate which photo applies to which datum point. Scores will be based on the shortest distance the location in the photo is from the datum point, using Whereis.com. Entrants do not necessarily have to submit a photo for each datum point. If no photo is nominated for a datum point the default calculation will be from Canberra to the missing datum point or one photo could be used for all datum points.

The winner will be the entrant with the lowest score.

The table below provides examples of scores.

Example 1: Photos supplied for each Datum Points

Compass Point	Datum Point	Entry Photo Location	Distance Variance in km's (Whereis.com)
North	Bamaga, (Cape York)	Cooktown	708.28
East	Cape Byron Light-house	Lennox Head	20.13
West	Denham	Perth	832.74
South	Tidal River	Melbourne	206.45
		Score	1,767.60

Example 2: One photo to be used for all datum points

Compass Point	Datum Point	Entry Photo Location	Distance Variance in km's (Whereis.com)
North	Bamaga, (Cape York)	Alice Springs	2988.89
East	Cape Byron Light-house	Alice Springs	2858.95
West	Denham	Alice Springs	4410.94
South	Tidal River	Alice Springs	2460.74
		Score	12,719.52

Example 3: No Photo supplied for one datum point

Compass Point	Datum Point	Entry Photo Location	Distance Variance in km's (Whereis.com)
North	Bamaga, (Cape York)	Bamaga, (Cape York)	0
East	Cape Byron Light-house	Cape Byron Lighthouse	0
West	Denham	Nil (Canberra default applied)	4619.68
South	Tidal River	Tidal River	0
		Score	4,619.68

Notes:

1. Whereis.com calculation based upon shortest distance option.
2. Byron Bay photo must include the lighthouse to qualify for zero points
3. Samples are purely indicative and used to illustrate how the competition points are calculated
4. Entrants to nominate which photo applies to which datum point. If no photo submitted, then default calculation will be from Canberra to missing datum point

The **Latte Competition** recognises that many riders simply enjoy going for short rides, stopping for lattes whenever the opportunity arrives. Entrants should provide a photo of their bike in front of a café and where possible include the waitress.

Scoring will be based on the name of the café using the scrabble word score. As in previous years double and triple points will be awarded depending on the state in which the café is located.

Just to remind you all that as we do ride BMWs (well most of us), additional points will be awarded if the letters B, M or W appear in the name. 5 points will be awarded for each letter; 15 points if two letters appear; and an additional 20 points if all three appear. For example, Murrumbateman Café would earn the word score plus an additional 15 points for the B and M.

As an incentive for you to submit your entries progressively, an additional five points will be awarded for the entrant with the highest score at the end of each month.

Entries to both competitions can be emailed to TJ's Competition@yahoo.com.au; mailed to TJ's Competition, ACT BMW MCC, PO Box 1042, Woden ACT 2606, or handed to judge, Sue Ball-Guymer at a general meeting. Entries close 29 February 2008.

A VISIT TO THE STAINTUNE FACTORY

I was fortunate enough to score an invitation to a guided tour through the Staintune Muffler and Exhaust factory at Mittagong.

It was most interesting, I was impressed with the workmanship of the various processes, the stamping, rolling, welding and polishing and the quality control exercised by the company. The manufacturing of the Staintune system is very labour intensive (probably accounts for the cost).

The whole system is polished from raw stainless steel. Adam informed me that not many craftspeople can accomplish the mirror finish expected by Staintune. The next time you take a look at your muffler spare a thought for the poor sod who spent hours polishing and

buffing.

The Staintune factory also exports throughout the world and employs approximately 26 craftspeople.

Quite an achievement from a small country town like Mittagong.

Thank you Adam and staff for a very interesting tour.

Fred Pensko



Held: April 6th – 9th, 2007

Two active clubs thrive in Melbourne – the BMW Motorcycle Club of Victoria, and the host of this year's National Rally, the BMW Car Club of Victoria. The Rally hosts car club members from all over Australia, from Queensland in the north to Perth in the west – both locations are at least three days' drive from Melbourne, but that little hurdle didn't stop a good contingent of drivers bringing their cars to Melbourne. Events are varied throughout the weekend, starting with a Meet and Greet cocktail party on Good Friday evening, an opportunity for old friends to catch up. Easter Saturday is dedicated to Show and Shine, held this year at Waterfront City on the edge of Melbourne's waterways. The accompanying photos from the event show off the cars and Melbourne at their best. The cars are judged on presentation and preparation and prizes are awarded for the best car in each class. The BMW Group Australia Best of Show award was won by Keith Olsen from Melbourne with his pristine 1974 E3 3.0Si. The other class trophies were sponsored by BMW Melbourne, the principal city dealership, with event merchandise sponsored by Bib Stillwell BMW, another well known dealership. Saturday night saw a social dinner at the Brighton Yacht Club on the shores of Port Philip, the port for Melbourne, at which A\$1,700.00 was raised for charity from merchandise provided by BMW Group Australia. Sunday is divided into two events: a day of track driving at the world famous Philip Island Grand Prix Circuit with a touring drive for those not inclined to be competitive. Fifty-two circuit cars were joined by an equal number of tour driv-

ers.

The Presentation Dinner is held on Sunday night, appropriately at The German Club, and what a star-studded guest list attended! Chairman of the International Council of BMW Clubs Ian Branston, and Friend of the Marque recipients John Hebron, Heather Lambley and Ron Andrews all enjoyed the German-themed dinner. Awards were presented to winners from Show and Shine and the track day. Monday is reserved for a farewell barbeque lunch before Victoria's interstate guests head off on the (sometimes) long drive home. BMW Clubs Australia and the BMW Car Club of Victoria gratefully acknowledge the support of BMW Group Australia, BMW Melbourne and Bib Stillwell BMW as principal event sponsors. We look forward to meeting all our friends again in Sydney for BMW Clubs Australia National Rally 2009.



By Stewart Garmey, International Delegate, BMW Clubs Australia

Article reproduced from BMW Council News

The history of the Bayerische Motoren Werke on 600 pages

During its ninety-year history, Bayerische Motoren Werke has undergone an exciting and varied development. This volume entitled "BMW since 1916" marks the first time that BMW Group Mobile Tradition has presented this development from the beginnings of the company to the present day in a clearly structured, comprehensive story.

The two authors – Dr. Florian Triebel and Manfred Grunert – have divided the history of BMW AG into ten thematic chapters. The book covers company and product history, presents the development of sales and advertising, and gives a deep insight into vehicle development and production. It addresses all the important influences that guided the history of BMW AG. A reference system links the ten chapters together in an overarching work. Hundreds of high quality photos, sketches and advertising motifs from nine decades illustrate the history of the Bavarian company as it forged its path to becoming a global group.

An encyclopaedia as extensive appendix

The extensive appendix on "Data and Facts" includes a list of all aero-engines, motorcycles and automobiles manufactured in volume production, as well as company indicators and short biographies of all the Members of the Executive Board of BMW AG since the company was founded.

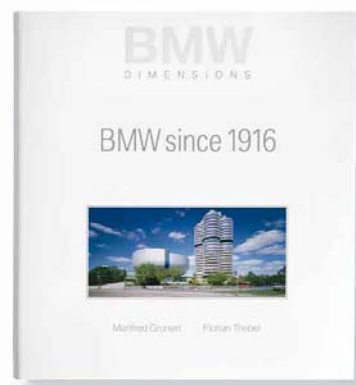
Special Offer for BMW Clubs:

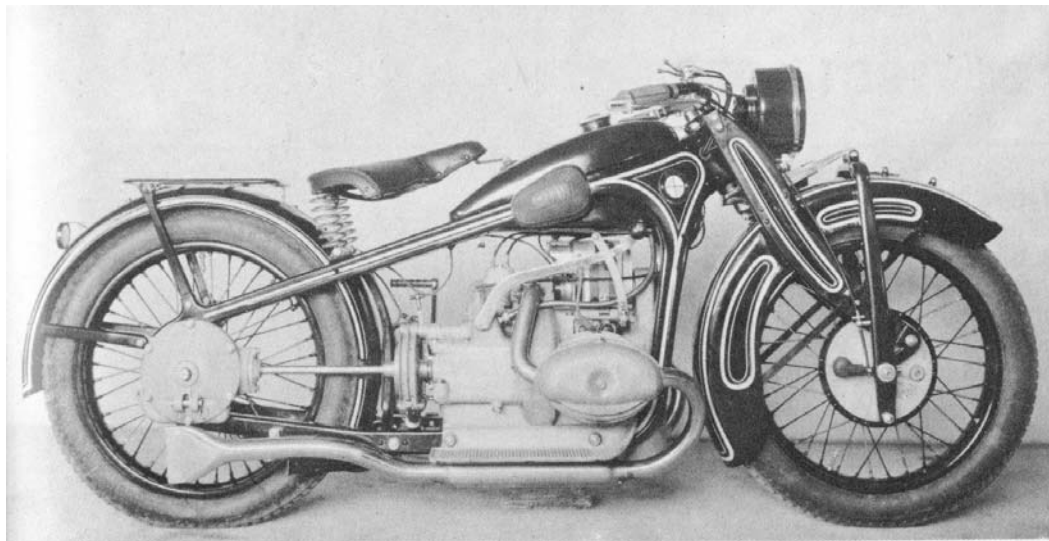
BMW Club members can acquire the book by collective order via their national club office for only 48 Euro instead of 59 Euro. Per member two copies can be ordered. Further information about the conditions you will find in the next weeks on the website of the International Council of BMW Clubs in the "exclusive" area. This information will also be sent to the club offices of the national umbrella organisations. The book has been published as the fifth volume in the series

"BMW Dimensions". English and German editions can be obtained at a price of EUR 59 through book trade (ISBN: 3-932169-47-6 / 3-932169-46-8) or from BMW dealers (BMW Order No.: 01090398988 / 01090398983).

For further information:

International Council of BMW Clubs
www.bmw-clubs-international.com



BMW R 16**DATA SHEET 13**

Model	R 16
Production dates	1929 to 1934
Engine designation	M 60
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	730 ccm.
Compression ratio	6.5 : 1
Power output	18.65 kW at 4000 rpm
Number of gears	3
Ignition	Magneto
Lighting	30 watt 6 volt
Weight	165 kG
Fuel capacity	14 litres
Fuel consumption	5 litres / 100 km
Top speed	120 km / Hr
Engine numbers	75001 to 76953 (from 1929 to 1934)
Number built	(See text)

Notes.

This particular model was made over 6 years with changes throughout its production run. The numbers made between 1929 and 1934 varied from 1006 to 1964, depending on which books and net searches you do. Over this time there were a few major changes. These changes to R16 like the R 11 side valve started life with a single carburettor mounted over the gearbox and ended up with a carburettor on each cylinder. This increased the power output from the original 18.65 kW to 24.6 kW at the middle of its production run. The air filtration was at minimum with a small housing on both carburettors with most likely oiled mesh like that on my R26.

As I said in the last data sheet the pressed steel frame for the R 11 continued on with this model.

I note that on one site it said there was a choice of low or high pressure tyres. Now there is something new.

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Monthly Meeting – Monday 23rd April 2007.

Held – 1945pm @ Canberra Services Club, Manuka

Attendance – As per attendance book

Apologies – Martin Little, John McKinnon, Neville Williams, Jim Reid, Helen Edmunds, Roger Paull, Sheryle Moon

New Members and Visitors – Dean Roberts, Wayne & Bess Baynham

Previous Minutes – Moved Sue Ball-Gguymer, 2nd Alison Gilbert

President – Apology, on a ride

Vice President – Apology, on the same ride

Treasurer

Small biz Account	\$6,160.63
Spec Purpose Sav Acct	\$.10
12 month term deposit	\$2,500.00
Petty cash float	\$ 150.00
Total	\$8,810.73
Merchandise @ cost	\$1,130.50
Total Assets	\$9,941.23

Main expense - Public Liability Insurance at \$777.48

Secretary

Mail In

1. Membership cheque – I&M Jones

Invoice – Copyqik

1. Magazines

1. BMW WA

2. VV&CMCC ACT

3. BMW Qld

4. BMW Vic

BMW SA – Patterson's Treffen Ride

Ride Coordinator

2 May 2007 - Chomp & Chat

Central Cafe, Monaro Street Queanbeyan. 6.30pm, BYO.

RSVP to Roger Paull (social1@actbmwmcc.org.au or 6255 8045) by 27 April.

6 May 2007 - Alternate Sunday Breakfast

Outsider Cafe, Captains Flat.

Group departure from Queanbeyan (Red Rooster) or Shell Watson at 8.30am.

RSVPs are essential so please let Roger know by 1 May.

Ride to Bathurst

Winter in July in June at Harrierville

Editor - Apology

Social Secretary

Bangkok weather report

Chomp n Chat – Central Café, Queanbeyan

Alternate Breakfast – Outsider Café, Captains Flat

June CnC – Turkish Pide, Woden

June Alt Breaky – Loaded Dog, Tarago

Christmas in Winter - Harrierville

Webmaster

Major problems with webmaster changeover almost addressed

Club to purchase its own copy of Dreamweaver for website management

Membership

186 members + 3 unprocessed renewals

Purge un-financial members early May

Clubs Australia

May 6/7 – meet BMW management in Melbourne

Requests report from Membership Sec re numbers etc

Asked for input from all members

From Olaf; specific interest in some BMW models not available in Oz

From Ron; motorcycle riders be reinvited to Nationals

Merchandising

New range of shirts and fleeces in new season's range of colours

Public Officer

All paperwork for new committee forward in ACT Registrar and no acknowledgement received from them to date.

Promoted blood challenge and need for blood supplies

Gravel Surfers

Planning ride to outback; leaving Canberra 30th May for 3 to 6 week ride.

TJs Competition

Format of new competition settled and explained to assembled throng.

NEWS Competition based on 4 extremities of mainland.

Latte Competition, for those who do short rides and scoring based on scrabble letters with bonus for letters B, M, and/or W in name.

Dealer Representative

List of bits and pieces Rolfe's are selling off at discounted prices.

General Business

Thanks to Lyn Leniston for donation of quilts for fund raising; one to be raffled at Winter in July and other later in year.

Vote of thanks Peter Stanfield and 2nd Martin G

Travel to and from work no longer covered by Workers Comp insurance; legislation passed and awaiting royal seal.

Blanket run 12th May. Meet OPH 0930 for 1000 start.

Meeting closed - 2035pm

Minutes May Committee Meeting

Minutes – Committee meeting Held 12 May 2007

Present: Martin Little, Martin Gilbert, Pam & Roger Paull, Graeme Moffatt, Lyn & Myles Leniston, Ian Hahn, Steve Hay

Apologies: John McKinnon, Fiona Oliver, Mark Edwards, Mal Elliott

President – Martin Little. *Quilts* - at the last meeting Lyn Leniston donated two quilts to be raffled with the proceeds going to charity; the Victorian BMW MCC has agreed that one can be raffled at the Christmas in Winter dinner at Harrierville and the second one will be raffled at the general meeting to be held at Rolfe's later this year which gives us plenty of time to sell tickets (\$5 each) in advance. Lyn will let the Committee decide which charity will benefit.

Appointment of Public Officer: Agreed unanimously to re-appoint Fiona Oliver as the Public Officer.

Appointment of Clubs Australia Delegate: Martin Gilbert has decided not to seek re-appointment and has also stepped down as Vice Chair (Motorcycles) on the Clubs Australia committee. He would like us to appoint a new delegate within the next few weeks so that the person can vote for his replacement on the Clubs Australia committee. Martin Little thanked him for his outstanding contribution to the Club as a committee member over many years.

Action: Martin Little and committee to consider who would be a suitable Clubs Australia delegate.

BMW Car Club: the club is holding a motoring themed function in the Southern Highlands on 20 May and has invited people from our club to attend.

Treasurer – Graeme Moffatt. Graeme presented his report showing:

Smallbiz account: \$6011.94 plus 10 cents in special purpose account.

12 month term deposit: \$2500.00

Petty cash: \$140

Total funds: \$6852.04

Merchandise value at cost = \$1077.03

Total assets = \$9782.54

Debits since last report = \$1203.09

Credits since last report = \$420.86

Cheques not yet presented = \$846.94

Auditor (Gaye D'Arcy) has completed the bank reconciliation and will make some adjustments to the profit & loss statement. Our accounting needs some tidying up. Due to family illness, Gaye may not be able to complete the audit before the due date and the

Committee agreed that it will pay any late lodgement fees.

Rider Training – Graeme sought the Committee approval to investigate rider training options with Stay Upright. He suggested that the Cornering and Braking Course would be worthwhile and Martin Little said he's found the Road Craft course very useful.

Action: Graeme Moffatt to talk to Stay Upright and report back.

Vice President – John McKinnon. Apology.

Secretary – Mal Elliott. Apology. Steve Hay cleared the mail box on 7 May; renewals, other clubs' magazines and a receipt from ACT Registrar General's Office.

Ride Coordinator – Mark Edwards. Apology. He has circulated details of upcoming rides with the next one to Gulgon on 26/27 May.

Editor – Lyn Leniston. She sought guidance on classified advert policy and it was agreed that photos won't be published unless the advertiser supplies their membership number. She asked the Committee members to give her specific advice on what they wanted published.

Social Secretary – Roger Paull. Sunday breakfast venue. As Café 2621 has closed he and Martin Little investigated the alternatives: Bardy's – keen to have us, good coffee and menu but noise and size is a big problem, Heritage on the Square – good indoor/outdoor facilities but lousy coffee, Hunnyz – staff ex Gibbs Street so they know us but outside seating is in the shade. Decided that the Club will trial each in turn over the next 3 weeks before discussion at the next general meeting. Martin Little said he would like the Committee to have a preferred position.

Alternate breakfasts. 3 June – Loaded Dog, Tarago. 1 July – Rose Cottage, Gilmore (with a short ride before). 5 August – The Bushranger Hotel, Collector.

Chomp & Chat: 6 June – Turkish Pide House, Woden. 4 July – Ginseng, Manuka.

Christmas in Winter: 76 people have booked already with 17 from our club. Online Motorcycles will bring bikes along for test rides on the Sunday morning.

2007 Christmas Dinner: He has checked out a few venues/menus including Rose Cottage, Hotel Heritage, Eastlake Football Club, Hill Station. Rose Cottage would suit us best – atmosphere, private room, willingness to accommodate special meal needs, parking. He proposed we have the Christmas dinner there on Friday 7 December; cost \$49 per head (excluding drinks) plus \$150 room hire. Agreed unanimously.

Action: Roger to confirm booking and arrange \$150 cheque for deposit.

Web Master – Steve Hay. There have been numerous technical problems with the website host and his computer which he hopes will be resolved in the next week so that he can update the site. He thanked Martin Gilbert and Olaf Moon for their help. Steve will soon do a Dreamweaver Course.

Club Australia – Martin Gilbert. He went to the annual meeting in Melbourne on 6/7 May. General observations – Victoria and Queensland Clubs continuing to grow; both have good relationships with dealers and good committees who put in a lot of work. It seems that the bigger the club, the more members expect. Bike club membership is becoming more diverse and as BMW is now targeting other

markets with its range of bikes, we need to think about what we offer to sports bike owners etc to make them feel welcome. We should also continue to cultivate our relationship with Rolfe. Stewart Garmey has been re-elected for 3 years as the International delegate. Martin then outlined information from the meeting with BMW; hybrid cars in the next 3 or 4 years, G650 (Cross Challenge model for Australia), HP 2 megamoto due later this year, carbon fibre neck braces, auto stability control on bikes. BMW releases bikes in Australia based on their perceived market. He was assured there are no issues with K1200s *per se*, and if the dealer can't satisfactorily fix a problem then BMW will take over to resolve the issue as has happened with Greg Oakes bike this week.

Membership – Ian Hahn. 61 personal letters being sent to people who haven't renewed their membership. He reminded the Committee about the privacy of the membership database – the back up copy given to Martin Little on the proviso it isn't put on the hard drive. Pam apologized for inadvertently not using bcc on a recent email to members. As Ian will be away, somebody will have to distribute the June and July newsletters. Action: Martin Little to see if John McKinnon can distribute the newsletters.

Merchandising – Pam Paull. Name badges will be ordered next week.

General business. German Autofest – Martin Little and Myles Leniston will work on this.

Kosciusko Rally – Martin Little, John McKinnon and Roger Paull to organize.

TJ's Competition – Hal Caston has OK'd new rules which will be published in the next newsletter.

Operating Guidelines – Pam Paull to update this.

Road Safety – covered in Treasurer's report.

President's absence – John McKinnon will deputise for Martin.

Next committee meeting – Sunday 10 June after breakfast at Bungendore.

Gravel Surfing Report MkII cont'd

wanted to see it now given that it is rapidly being sealed.

The first stretch was fairly boring apart from the corrugations. The stretch after Nerriga was quiet interesting up through the boulders over the top. The road workers were getting started here widening the road. The next section was still wet from the rain the previous week with some big wet pot holes hidden in the shadows but once out of this section it is quick with increasing evidence of lots more road work. We made good time to Nowra although we did discover a few bits missing from a back pack and a couple of fittings which had come loose on the other bikes. If you want to try the road before it is sealed better get in now as it will become very busy once the bitumen is down.

We headed off through Kangaroo Valley and up the range before parting company for the run to Canberra or Sydney. I dropped in on Myles and Lyn at Wingello to say hello and, apart from a big roo that crossed just in front of me heading out to the Highway, had an uneventful ride home getting in at about 8.30 pm. I had done some 1400 kms in the three days which wasn't too bad given some of the roads we had travelled. Thanks to Dean for organising the trip as I had learned a little bit more about bikes and gravel roads (like how long it takes to get them clean again). Needless to say I didn't wash the bike for a few days just so I could talk about my trip with any poor bugger who happened to notice the dust.

PS More recently I joined Stewart Wilson for the ride from Michelago over the Tinderry Ranges to Captains Flat for our alternate breakfast. I can recommend this ride to newcomers to the gravel (although I wouldn't do it if it was wet and wouldn't like to try it in the opposite direction).

Peter (short way round) Stanfield

CHARITY EVENTS

A couple of charity events have been organized by MRA ACT, Girls On The Move, and Ulysses Canberra in aid of the Day of Difference Foundation for Sophie.

Saturday 2nd June: "A Biker's Ten Pin Bowling Night" at Canberra International Bowling at Tuggeranong. Register for a great Social Evening. Cost: \$20.00 per person. For more details Contact: Dene on 0404 113 897— Jen on 0418 215 336—Pete Major on 0419 866 126

Sunday 17th June: "Sophie's Ride for Difference" Meeting at the Parking Lot Western Side of Commonwealth Avenue (Just after Commonwealth Avenue Bridge on the City side). Form up at 0930am Departing at 10.00am. Destination: Gundaroo Markets Contact: Pete Major on 0419 866 126

TJ's Tyres Touring Competition 06/07

Hi all,
Well it's happened again, Freddie has won the TJ's Tyres touring competition. YEEEEHA. What a wonderful start for my new R1200GS, don't you think?

I wish to express a special thanks to Hal at TJ's for his continued support and thank you to the committee for their hard work organising the competition.

Thanks also to the many other competitors who took part.

Freddie.

CLASSIFIEDS

For Sale

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

1985 BMW R65 vgc with 79,000 genuine kms. Full staintune system. Other options and extras. Just serviced. 5 months rego. New master cylinder, cam chain and carbies all by BMW specialist. All offers considered \$4500 negotiable. Contact: Sean on 02 6258 9948(AH) or 02 6275 6703(BH)

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: scottytj01@hotmail.com

R1100 GS Panniers, Top box, tank bra, sports exhaust as well as original. Heated grips, ABS, near new tyres. Excellent condition. NSW May 2007 rego \$5200 Contact: Andy Dunn on 0413550782 or a.dunn@eds.com

BMW System 5 Helmet Flip Up. Purchased new January 07 Size 64/65 Colour is Magnesium Matte Metallic. As new condition. Carry bag and manual included \$400.00. Phone Andrew 0263866388 or Mobile 0428628088

Wanted

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

For Sale - second month

2 pairs Draggin' Jeans, one blue, one black. Size 38/40. As new. \$100 each. Phone Peter on: 0418 630 021

1/2004 BMW R1150 GS ADVENTURE As new, 8,100 klms. Full Remus Titanium Exhaust, gear sack, ABS brakes, Shu Roo (electronic type), Road Trail Tyres (60%), Genuine BMW Flip Helmet, waterproof bike cover, services Online Motorcycles -selling "lack of use". \$17,800. Phone: Darren (Tumut) 0427 472 338

Wanted - second month

Parts to rebuild my **R80RT** (1989) - frame, front forks, rear drive and exhaust or a complete bike from which I could salvage these parts. Call Mark (02) 48455181.

Owners manual to borrow for 1986 BMW R80 (R8093A), or information where I can obtain an electronic copy. I have been lent the bike and know nothing about BMWs, can't work out what all the switches do! All help appreciated. Paul. Ph 0414 49 7636, Email paulcandc@iprimus.com.au

Still Wanted

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

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 17th June**

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 ☐ or declined ☐

☐ Pres ☐ V-Pres ☐ Sec ☐ Tres ☐ Ed ☐ Ride ☐ Soc ☐ Mer ☐ Pub ☐ Web ☐ Memb ☐ Clubs

☐ Cash ☐ Cheque ☐ Money Order

☐ Mailing list ☐ Badge/s ☐ Sticker/s ☐ Membership card/s



To:

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

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