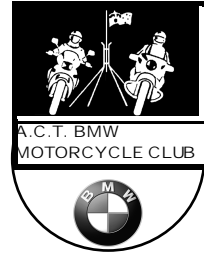


BMW Club

2004

SHAFT DRIVE LINES

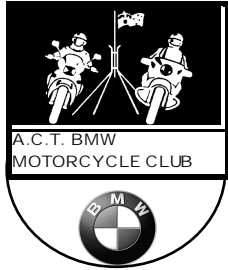


ACT BMW MotorCycle Club Inc

Member of the International Council of BMW Clubs



July 2004



COMMITTEE MEMBERS for 2004-2005

President:

Peter Stanfield - R1150RT
02 - 6288 1638
president@actbmwmcc.org.au

Vice President & Public Officer:

Colin Ward - K1200RS
02) 6255 8998
vicepres@actbmwmcc.org.au

Secretary:

Steve Hay - F650GS
02)62889151
secretary@actbmwmcc.org.au

Treasurer:

Peter Oliver - R1100RS
treasurer@actbmwmcc.org.au
0438 424 516

Editor:

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

Ride Coordinator

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

Social Secretary:

Leah McKinnon
02) 6291 9438
social@actbmwmcc.org.au

Merchandising Officer:

Louise Coxon
merchandise@actbmwmcc.org.au

Webmaster:

Ray Coxon - R1100 RT
0407 263 282
web@actbmwmcc.org.au

Membership Secretary:

Ian Hahn - R90/6
02) - 6288 8126 A/h
membership@actbmwmcc.org.au

Clubs Australia Delegate:

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

Librarian:

Richard Jackson - R75/6
02 - 6282 5287
snail mail only

Meetings:

When: **Fourth Monday of each month**
Where: Italo Australian Club, 78 Franklin St FORREST
Time: 7:45pm
Next Meeting : **Monday 24 May 2004**

Membership:

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

The Membership Secretary
ACTBMWMCC
PO Box 1042 WODEN ACT 2606

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

Activities:

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

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

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

Kosciuszko Rally:

Will be held on the third weekend in October 2004 at the Geehi Hut campsite near Khancoban NSW. A portion of proceeds is donated to the refurbishment of The Canberra Hospital, Cardio-Thoracic Unit's patients/visitors lounge.

Charity Support:

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

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

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

About 'Shaft Drive Lines':

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

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

or email to editor@actbmwmcc.org.au

The deadline 10 days is before the next meeting. All disks & photos etc. will be returned upon request.

Articles and photos sent as attachments to be in Word format or JPEG format respectively. Please keep photos separate and do not embed them in your document. When you send attachments to emails please use the alternative address:

editoractbmwmcc@yahoo.com.au

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 given in our May 2004 newsletter.

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

This month's cover:

Neil Willis - with his R100R - cold but still cheerful on the recent Hill End weekend.

The Presidential Hooah

Isn't the winter weather great! An opportunity to get all that extra gear on to see whether it really does what those multiple labels said it should. I particularly like the commute to work especially the other day when it was foggy with occasional patches of sun as well – I had to feel my way in along Adelaide Avenue. Thank heavens for bus lanes – I don't like being tailgated by some idiot in a car in wet and foggy weather, and being able to get away from them in the bus lanes is great. However, I will have to explore those heated grips. You sometimes look forward to catching a red light so that you can warm your hands on the cylinder heads – what a clever design feature.

Good roll-up at our first away breakfast ride to Captains Flat – there were 35 who made the ride and enjoyed a BIG \$10 breakfast. But what about the pancake stack! Those Vespa GTs must have some power as I saw one of our members, who shall remain nameless, tucking into a huge plate full. I think we might make Captains Flat breakfast a regular event. The Ducati club turned up as we were about to leave and we saw the BMW car club heading out that way as well – a popular spot. We will check out and book a Gunning breakfast spot before the next scheduled away breakfast. If you know of any other purveyors of fine morning food – with a bit of a ride to get there - let us know.

The Hill End ride was a great weekend I am told. Went in to see the group off on the Saturday from T.J's - I think there were about 32 – with a mixture of dirt and tar bikes. There were a couple of KTMs along as well – they look terrific – as high as a horse. Ask Mark if he got wet and who helped him. Also ask Greg if his sleeping bag was warm enough. I heard that Ian and Margaret roughed it in a B and B.

The Dubbo ride was cancelled due to a lack of starters, but Bruce C, Peter O and I went out on the Sunday to Temora for the airshow. The police were everywhere doing breathalyser tests in the morning. They must drink a lot of booze out in the country to call for that measure of interest. The Temora airshow gets better all the time with some terrific new planes and demos and still only \$10 entrance.

I love the sound of Merlin engines, but that BIG radial in the Trojan sure sounds fantastic. We will keep an eye on their calendar of flying display days and include a ride out that way again when the weather is warmer.

The next overnighter is the weekend of 10/11 July going down to Corowa – near Rutherglen – to celebrate Christmas in July with the Victoria club. A great time was had by all last time and the Vic club will be arranging a wine tour for us on the Saturday to help set the scene for a great evening meal. Planning for the Ranges ride – 28 August to 12 September - is progressing well so make sure you put those dates in your diary – lots of terrific twisty roads and some beautiful spots to see on the way.

Dropped into Rolfe's the other day to have a look at the bikes and check out all the new rider gear that they have in stock. Some lovely gear – especially the multi-coloured boots and blue leathers which Greg and Steve tried to sell me – but I think they may be a tad too conspicuous for an old bloke.

Well enough rambling from me – get your leg over and get out there!

Peter S

Welcome to new members:
Tony and Simone Hope
R1150GS Adventure
& KTM LC4E
Paul Sayer - R1100RS &
Yamaha FJ1200



Sunday morning at Captains Flat



WHAT'S ON - Rides, Events & Meetings

Club events are highlighted

Next General Meeting is on Monday 28th June.
Note: July Chomp and Chat is at The Rendezvous Café

June 2004						
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				

28 General Meeting
7.45 pm Italo-Australian Club, Forrest



July 2004						
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	31	

- 4 Sunday (alternative) Breakfast**
- Bentley Café - Gunning
- 7 Chomp and Chat** - change of venue - now at the Rendezvous Café, 17 Monaro Street Queanbeyan (just past the Police Station)
- 10-11 'Christmas in July' at Corowa NSW**
with the Victoria Club
- 15 Committee Meeting**
- 26 General Meeting**
7.45 pm Italo-Australian Club, Forrest



August 2004						
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	31					

- 1 Sunday (alternative) Breakfast** - details to be advised
- 12 Committee Meeting**
- 14-15 Overnight ride followed by Eastern Creek on Sunday**
- 23 General Meeting**
7.45 pm Italo-Australian Club, Forrest
- 28 August - 12 September**
NSW Ranges Ride

MORE WHAT'S ON

10 - 11 July

- Christmas in July at Corowa

Historic Corowa is on the NSW side of the River Murray about 10 km from the Victorian winery town of Rutherglen.

This will be a combined weekend with members of the Victorian club. Accommodation will be in Corowa with a possible mini bus tour of local wineries on Saturday afternoon followed by a "Christmas in July" dinner that night.

You should already have contacted John & Leah McKinnon if you want to attend the dinner as numbers are limited.

14-15 August

- Historic Camden/Picton area?

Details of overnight stop are still being finalised but if your idea of a good weekend is a ride to a warmer spot than Canberra in August followed by a day at the Eastern Creek Classic Bike Races then watch this space!

28 Aug to 12 September

- NSW Northern Ranges ride

A sub-committee has now swung into action, so further details should be available very soon.

But, the dates are fixed, so if you're coming along, now is the time to free up that period.



25 - 26 September

- Bermagui

A regular Club event; a weekend on a lovely part of the South Coast. Saturday night dinner will be at the Bermagui Beach Hotel so if you want to stay here book your room now on 02 - 6493 4206. Details and other accommodation options will be given closer to the date.

15 - 17 October

- GP - Phillip Island

Can we have expressions of interest at this stage, as to who would like to go as part of the Club group? ...and then following straight on ...

23 - 24 October

- Club's Kosciuszko Rally at Geehi Hut

5 - 13 November

- BMW Safari Tasmania

See details at the website:

www.bmwsafari.com

?? November

- Temora

Day ride (for Airshow and Museum)

11 December

- MRA Toy Run

View from road between Hill End and Turondale
(Greg's photo)

The Vice Report

I thought it was about time that I entered the TJ's touring competition so headed off, camera in hand, to discuss tyres with Hal. In my case I need a tyre for the front. The K1200RS has a standard size tyre so lots of options in stock at TJ's. Prices of the tyres were all much of a muchness so Hal explained the options. The current tyre had the center grooves and I liked this option as I ride daily and it has to rain sometime in the future. However the downside is the eventual shape of the tyre which in my case had contributed to the rather heavy steering. Hal suggested an Avon Azaro as he said it would make the front lighter and give me good mileage. He offered me a trial of an Avon for a few days. It appears that this tyre has a good water dispersion tread so I decided to give it a go. So far I am impressed and will report back on the capabilities including mileage and cornering (as I learn to ride my bike).

Not to be outdone Leena pointed out that the rear tyre on F650 CS Scarver was a bit worse for wear. See the picture of Hal laughing at the bald patches... Fortunately the Scarver also has a standard size so again there were options. Hal said that the 205 Dunlop had been replaced with a 220 and that there was also a Dunlop 208. With some input from Leena we opted again for the Avon Azaro. A tyre not only has to be functional but has to look good, Hal thought Leena need a sexy tyre on her bike.



Seems that choosing the tyre for the Scarver was the easy bit; the wheel nut is a whopping 55 mms. How could anything that big be in the tool kit; Hal had already looked. After all how could something that large fit in the tool kit. Hal didn't have one and neither did any of his accomplices, nor for that matter did any of the club members I spoke to. We costed one at \$93 plus \$20 for an adaptor. Quite frustrated by this time, how was I to manage in the event of an emergency, so I decided to RTFM and went to the filing cabinet. Lo and behold the manual showed a picture of the tools in the tool kit which included an adapter (similar to an oil filter tool). Armed with the manual Hal and I removed the seat of the Scarver...lying hidden below the tool kit was the offending item and the oil filler funnel. Enough said, with her new tyre fitted Leena is set to take on the world.

Colin Ward

ph: 6255 8998 (h) 04122 62212 (m)

Gravel Surfing stuff

The last weekend in May saw 16 gravel surfers and 6 "honorary" gravel surfers line up at TJ's Tyres for the club run to Hill End.

The "honorary" gravel surfers who would be doing 20 kms of good gravel into Hill End (and another 20 kms back out again) were Ian & Margaret Warren (K12GT), Neil Willis (R100R), Sheryl Moon (Vespa Scooter), Olaf Moon (R1150RT) and Claire Holsinger (R850R).

They all handled the gravel with aplomb and most of them opted for a route home with even more gravel, taking in a further 25kms of gravel between Abercrombie and Crookwell road and then another 7 or 8 kms between Grabben Gullen and Gunning. All up a total of about 75 kms of gravel for the weekend, including some deep gravel on the Grabben Gullen leg, and not one complaint. I think some of them might even enjoyed themselves. *Well done to all of you and thanks for coming along.*

We had a good mix of "official" gravel surfers with riders from the BMW Touring Club of NSW, the DSMRA and some other locals joining us. The full line up being Dale & Craig (KTM640's) Steve (NX650), Bernie & Peter (on F650 Dakars), Timmo & Andrew (on F650GS's), Fred, Barry & Hoss (R1150GS's), Tim (R100GSPD), Mark and John (R80G/SPDs), Ron (R1150 Adventure) and Rob and myself on R1100GS's.

The day started off bloody cold and didn't get much warmer. The roads were mix of your standard council issue gravel roads, farm roads and the tighter rougher Bridle Track.

Most of us missed out on the crossing of the Macquarie River as we were running late on Saturday afternoon and decided to take the Bridle Track instead. There were no major mishaps and everyone arrived at Hill End safely.

After sorting out our accommodation we adjourned for a good night at the pub, which was followed by a very frosty morning. A couple of bikes needed some encouragement before starting in the morning and then we headed for home via various routes.

It was good to meet so many new faces on a club ride. Let's do it again soon.

COMING EVENTS:

July - trip to Mount Coree in the snow - date weather dependant.

Aug 14/15 Off Centre Rally -

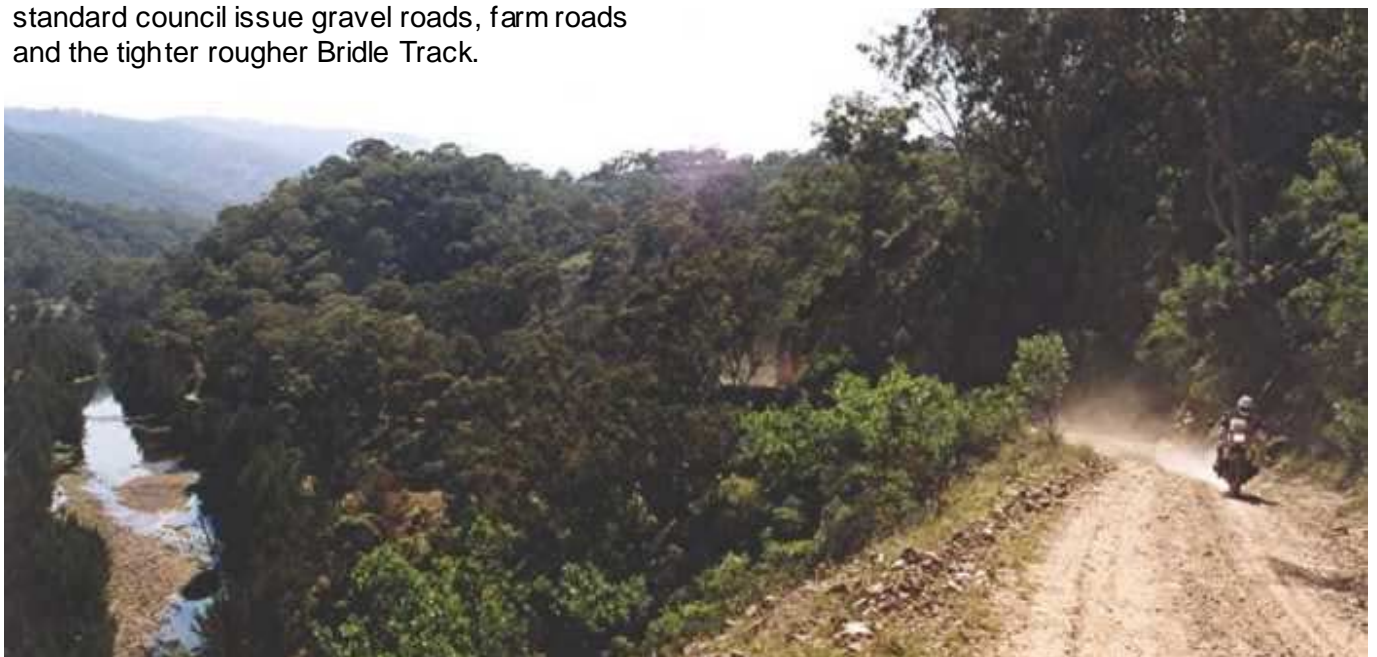
Innamincka - South Australia

Aug 28/29 - Not yet sorted

Contact me on **0407 415 294** or

upsidedowngreg@yahoo.com.au if you want any information about any these rides.

Upsidedown Greg



Breakfast at ~~Tiffanys~~ Captains Flat

A hearty breakfast rewarded the early morning “ice breakers”

The organizers were very relieved to see over 30 people turn up for breakfast at the Outsider Café at Captains Flat on Sunday 6 June. The café owner Gunther had asked for numbers a fortnight earlier so he could get supplies and extra staff organised – luckily we guessed correctly. Thankfully there was no fog or rain to tempt you into staying in bed instead of braving the clear, cold morning on the long ride to Captains Flat otherwise we would have been left with egg on our faces instead of on the plates.

Fortunately nobody came to grief on the Captains Flat bridge which hadn't been painted frosty white for our arrival, it was genuine frost.



After de-chilling around the fire we strolled around to look at Gunther's eclectic art works – paintings, collages, murals, sculpture, mosaics and drawings. Mark had a belated 'significant number' birthday candlelit breakfast with Tim while Leena and Anne hopped into the bath to admire the artwork including John Travolta on the wall!

The promised BIG breakfast was a bit like Noah's Ark – two of everything – sausages, eggs, toast, tomatoes, bacon plus lots of yummy mushrooms. Some chose the “healthy” option of fresh fruit that was accompanied by a stack of thick hot pancakes and drizzled with maple syrup and fresh cream.

A good ride, good breakfast and good company – an excellent start to our once a month breakfasts at new venues.



On July 4, the 'Alternative Sunday Breakfast' will be at

Bentley café
****Gunning****

Departure at the usual times and places.

If you're not that way inclined, and on the other Sundays, it's Bungendore as usual.



July 2004

Latest News

K1200 LT

The new K1200 LT has arrived! Featuring many enhancements such as an automated centre-stand and increased engine performance, the new K1200 LT is a welcome revision to the BMW Motorrad range. Book your test ride today!

Stock take Demonstrator Clearance

It is time for us to clear our current demonstrator range. Come in and twist our arm on one of our BMW Motorrad demonstrators in stock!

Face The Power!

What has;

167 hp?

Around 20 kilo's less than a K1200 RS?

The ability to lap the Nordschleife loop on the Nürburgring racetrack in 7.57 minutes?

The all new K1200 S will be released at Intermot 2004; Australian deliveries are due to be available from October 2004, just in time for the trip to Phillip Island for the MotoGP!



Rolfe Motor Corporation
No 1 Pty Ltd
A.C.N. 008 629 436

2 Botany St
Phillip ACT 2606

Telephone
(02) 6208 4111

Facsimile
(02) 6208 4112

Service Telephone
(02) 6208 4144

Service Facsimile
(02) 6208 4123

Parts Telephone
(02) 6208 4155

Parts Facsimile
(02) 6208 4123

Dealer Principal
Brian Joseph

Riderwear

We have just received a large order of 2004 BMW Riderwear, just in time for winter! Just as a reminder all current ACTBMWCC members receive a 10% discount on all Riderwear. Please support our efforts to maintain a larger ranager of Ridewear for your convenience.

Regards and good riding!

The team at Rolfe Classic BMW Motorrad

'Ch-Ch-Chill End'

Part-time Gravel Surfer, Claire Holsinger wishes she had a heated jacket for the (C)Hill End ride

Six intrepid adventurers (on five bikes) set off for Hill End ahead of the pack of dirt riders. Sheryle Moon on her beautiful pea green scooter, Olaf Moon on his new R 1150RT, Neil Willis in his shiny black R100R, Ian and Margaret Warren on their K1200GT and myself on the lovely R850R.

Murrumbateman was my first stop to put on more clothing under my bike gear in an attempt to warm up. Feeling confident that I would now be warm I set off to Boorow a to catch up with the others. My confidence was short-lived as I started to get cold again. The wind came out of an icebox and cut through the tiniest of gaps in my helmet and neck sock.

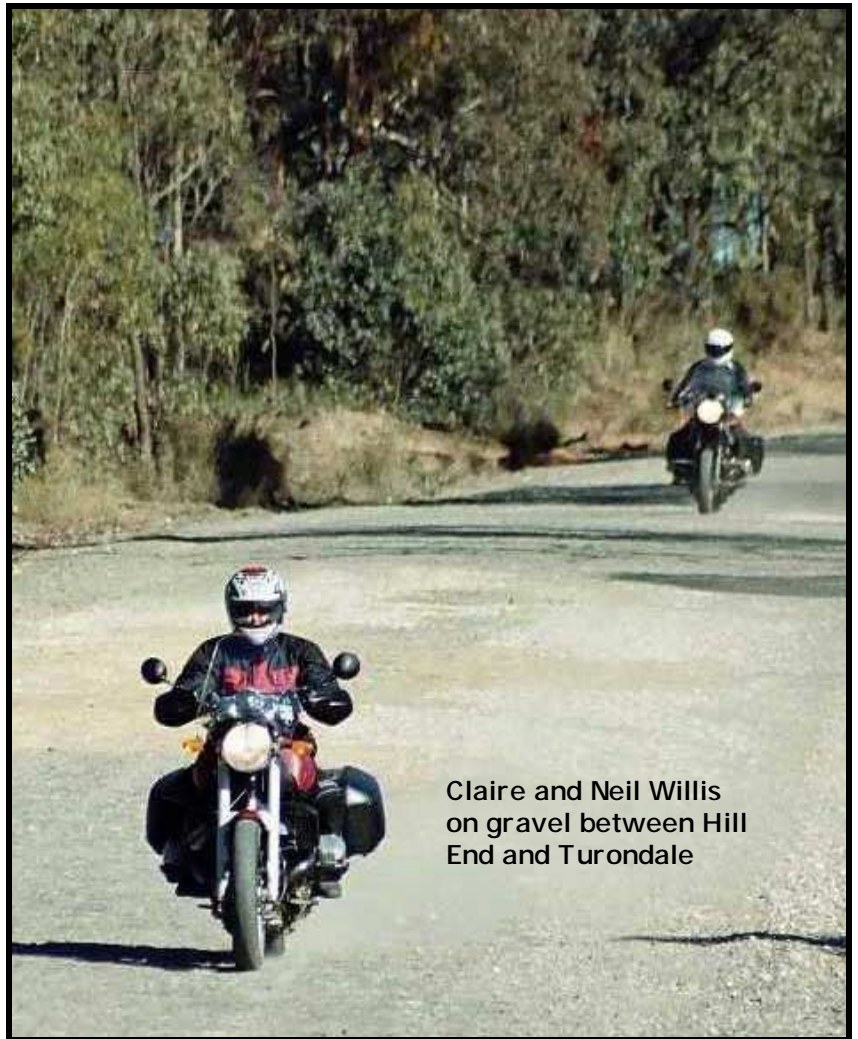
Is it really cold or just me?

By the time I reached Boorow a I was so cold that I couldn't respond quickly when my foot landed on gravel while parking. Slowly my bike lay down. And just like the words to a song: "if a bike falls while parking and you have your helmet on, does anybody hear you swear?"

Luckily a swarm of helpers came to my assistance and the bike was sat upright and on her side stand. Thanks Neil and Ian.

"Am I the only one who is feeling cold?" I asked the others. No. Unanimous support for a warm cuppa and a break from the chill. Others had experienced some misfortune with manure that was now coating on windcreens and rider fronts. So a break was

needed. My first thought was "Just wait 'til I tell Greg that I have now joined the ranks of those who stop at Boorow a for coffee!"



Claire and Neil Willis on gravel between Hill End and Turondale

With warm bellies and a bit more energy we set off for the next leg to Bathurst via Frogmore, Wyangala "mud puddle" Dam and then Woodstock. Not so cold and not exactly warm either. We passed Greg waiting at a corner for dirt riders and left him to the task. Stopping for fuel in Mandurama gave Sheryl and Olaf the lead (they had refuelled at Wyangala) and we met up again in Bathurst. Hunger was now the big issue. There was a bit of getting lost in search of the bakery but we finally made it.



After the traditional adventure lunch of a pie and coke, we set off to Hill End. Lovely sweeping twisty bush roads can be delightful until you have the sun in your eyes at a low winter angle. That makes it hard to see the little sheep scamper near the edge of the road and the little goats until they have crossed the road in front of you.

Are we there yet?

At the turn off to Hill End we stopped to mark the corner and count heads. The sign at the turnoff said "Hill End 25 km". I thought I had ridden a long way and was nearly there until I saw the sign to Hill End saying 20 km – bugger! This dirt riding is hard work. Are we there yet?

Neil rides on a dirt road everyday so he didn't waste any time getting along and I wasn't in his dust cloud for more than a few moments. There was quite a bit of traffic coming the other way – getting the hell out of Hill End for the weekend and driving just as wildly. With the sun in my eyes, and dust from the last car that passed it was hard to see the large truck taking up most of the road. At least he moved over a bit.

Skippy skips away

At a spot of road works I noticed something move near my left foot. Briefly glancing down I saw a kangaroo scrambling to get away from the left pot and trying not to slide under my bike. I have no recall of the next moment because I think I reverted to automatic pilot and kept going, and so did the kangaroo – thank goodness.

Neil looked like he had been waiting for ages at the sealed road announcing the beginning of Hill End. Three cheers for Sheryle doing that

road on her scooter. I am always happy when everyone arrives safely.

Not the Hill End Hilton

Our accommodation and El Rancho was extremely basic, and apparently one star above sleeping conditions at the pub. The water saving shower was hardly worth the trouble of running around to get wet, and then cold again. The only heating for the bunkrooms was the electric blankets on the bunks, if you were lucky enough to find a power point to plug it in. So there was no loitering around on the veranda in the chilly



The campground at Hill End, but... ...where's Steve Irwin?

evening. Off to the pub for food and drinks – no, the other way around – drinks then food.

A comforting hot meal

Lovely old rural pub, warm fire in the fireplace, rumble of conversation with locals taking the front rows seats overlooking the road into town and a well stocked bar.

Outside in the courtyard small fires in braziers collected groups avoiding second hand cigarette smoke inside. The food was tasty, plentiful and just in time. Adventure riders had all arrived and stories were shared. There is something about gathering around a fire and talking that warms more than the body. Perhaps it was all the ➔

Tasmanian-born riders who kept the air warm around us with outrageous stories of their adventures. Apparently all true.

But it was a long cold night in the tin shed bunkhouse.

The Golden Days

Hill End is quite pretty in the morning sunshine and worth a stroll around the streets to read the photo signs. They tell the story of the golden days of a thriving township with about 25 pubs and lots of shops. It is also the place where the biggest gold nugget was found. In the photo in the pub, this huge gold nugget looks like a giant turd propped up next to the bloke who found it. I guess black and white photography does give the real effect. Gives a whole new meaning to the term "nugget".

A warm welcome home

The journey home was less eventful, though still very cold. What bliss to get home to a heated house and a really hot shower. Hill End is worth a visit. Just ask Ian and Margaret about their B&B accommodation, which was far more comfortable than the freezing cold bunkhouse. And well done to all associate gravel surfing road riders.



Upside down Greg may have been inspired by Claire's chilly experience to find a supplier of heated vests.

They are Australian made and are available from Charlie Wear Heated Clothing, Collins street, Melbourne. Phone 03 9435 6200 or fax 03 9435 6211

Standard price is \$310 however a \$50 discount applies if there are 10 or more orders. Contact the Committee if you are interested.



Art exhibition and sale



At Gib St Café

Bungendore

... To 4th July

Organised by Sue Costigan
and Alan Harlen

(with Editor's apologies for forgetting to put details in last Newsletter)



-----Original Message-----

From: Greg Newman [mailto:gregn@rolfeclassic.com]
Sent: Tuesday, 15 June 2004 5:04 PM
To: Peter Stanfield; Martin Gilbert
Cc: Stephen Littlehales
Subject: Riderwear

Dear Peter and Martin,
We have just received a HUGE order of BMW Riderwear, just in time for winter! This order represents a renewed level of commitment to stocking a range of Riderwear, far more comprehensive in type and size than we have ever stocked before. We need everyone's support to ensure that we are always able to carry this level of variety, so please pass the word around.

Best regards,
Greg

– AIRHEADS –

Airheads is a group of motorcycle enthusiasts who ride to different destinations in the district weekly or fortnightly depending on the season. The schedule includes short Saturday rides suitable for older Airheads alternating with longer rides and overnights more suitable for modern machines.

Airheads Ride Schedule: July/August/September 2004

Where: All Airheads rides start from the Ampol Servo, cnr Federal Highway and Antill St. WATSON

When: Departure time: **July & August: 10.30am; September: 10.00am; October: 9.30am**

(overnights may commence earlier, please phone to confirm.)

Contacts: Peter Wilson - 0402 248 553 or Peter Robleski - 0407 280 477

Saturday June 26: **Nowra (overnighter)**

Ride to Nowra via Bungendore, Tarago, Goulburn, Bundanoon, Moss Vale and Kangaroo Valley. Visit local attractions including the Naval Aircraft Museum and overnight stay. Return to Canberra via Ulladulla, Batemans Bay and Braidwood.

Saturday July 10: **Bungendore (120kms return)**

Morning Ride to Bungendore via Barton Hwy to Murrumbateman, then onto Murrumbateman and Bungendore Roads. Morning tea at Bungendore and return via Mac's Reef Road to Canberra.

Saturday July 24: **Wollongong (overnighter)**

Ride to Wollongong via Bungendore, Tarago, Goulburn, Bundanoon, Mittagong, and Thirlmere. Visit Thirlmere Railway Heritage Centre. Ride on to Wollongong for overnight stay and return to Canberra via Robertson, Moss Vale, Bundanoon, etc.

Saturday August 7: **Goulburn (200kms return)**

Ride to Goulburn via Bungendore and Tarago; morning tea at Goulburn; back to Canberra via Breadalbane, Gunning and Gundaroo.

Saturday August 21: **Gunning (150kms return)**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday September 4: **Harden (240kms return)**

Ride to Harden via Sutton, Murrumbateman, Bowning and Binalong, morning tea at Harden and return to Canberra via Boorowa.

Saturday September 11: **Bungendore (120 Kms return)**

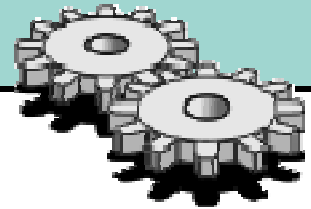
Ride to Bungendore via Barton Hwy to Murrumbateman, then onto Murrumbateman and Bungendore Roads. Morning tea at Bungendore and return via Mac's Reef Road to Canberra.

Saturday September 18: **Wagga (overnighter)**

Ride to Wagga via Tumut, Adelong and stay in Wagga overnight. Return via Junee, Cootamundra, Harden, Binalong and Bowning.

* Airheads rides are also approved ACT Vintage Veteran and Classic club rides. This schedule can also be seen on the web at www.actbmw.mcc.org.au. Note that rides may be changed by general agreement. Oilheads and Waterheads welcome!

THE USE OF UHF CITIZEN BAND RADIOS



Ian Hahn Looks at the technicalities of using Ultra High Frequency (UHF) Citizen Band Radios

At the last general meeting I inquired if anyone knew of a dedicated frequency being used on UHF citizen band two-way radios for the use of motorcyclists. No definite answer was available.

I have consulted the several sites on the www and have found out the basic rules and channel allocations. Some of these allocations have been '**established by tradition**'.

I will list the channel allocations as from the Australian Communications Authority site. For ease of understanding I will only use the channel numbers and not the frequencies.

I have included the local repeater channels and their locations.

Channel	Use	Additional information
1	Repeater. (Not in ACT)	Do not use. (See explanation below)
2	Repeater. Via Isaacs ridge.	Do not use. (See explanation below)
3	Repeater. (Not in ACT)	Do not use. (See explanation below)
4	Repeater. (Not in ACT)	Do not use. (See explanation below)
5	EMERGENCY	Allocated in law. Use only in an emergency.
6	Repeater. (Not in ACT)	Do not use. (See explanation below)
7	Repeater. Via Mt. Ginini.	Do not use. (See explanation below)
8	Repeater. Via Isaacs ridge.	Do not use. (See explanation below)
9 and 10	Free	
11	Call channel.	Use only to establish contact. Not for general use/conversation. Allocated in law
12 to 21	Free	
22 and 23	Telemetry and telecommand. Do not use.	Used to remotely control equipment. Not to be used for voice.
24		Convoy channel with CTCSS. (see below).
25		Convoy channel
26 to 30		Free
31 to 34	Repeater. Duplex.	Do not use. (See explanation below)
35	EMERGENCY (Duplex of 5)	Do not use.
36 to 38	Repeater. Duplex.	Do not use.
39		Free
40	Road channel	Highway information for trucks.

Repeater or Duplex channels

These are not for general use.



Channels 1 to 8 and 31 to 38.

These are what is known as duplex channels and when in certain areas they operate to allow for additional range. Put simply you must have your transceivers set to duplex and if you transmit on channel 1 the repeater receives this transmission on channel 1 and retransmits it on channel 31 to the other transceivers which are set on duplex and channel 1. The duplex setting on the transceiver is automatically set to receive on channel 31.

Note the allocation of channels in the Canberra area. As you move around the country this will change to different locations, but will still be 1 to 8 and 31 to 38. Unless you know what you are doing do not use these channels. There is an Australia wide map at 'UHF Repeaters Index @ ExplorOz' showing all the repeater sites and locations state by state.

If you have to use channel 5 for an emergency remember although you do not have your transceiver switched for duplex, if you are in the range of a channel 5 repeater your message will be re-transmitted on channel 35 giving you additional range but you will not receive any replies via the translator.

It seems that there is no channel set aside in law for the use of any particular group. As in one chart from the www channel 1,2,3,4,6,7,8, and 31, 32, 33, 34, 36, 37, 38 have been allotted for repeater use. Channel 5, 35 are for emergency use and channel 22, 23 are for Telemetry and Telecommand which is the operation of gates, pumps, valves etc. in the rural community, so do not use these as they could open a gate and let stock out or start or stop a pump.

I also know that a lot of rural bushfire units use UHF communications and if you hear them on the frequency you are using change to another. If transmissions are excessive and you want to change channels we, Jeanette and I usually signal by raising or lowering the finger to mean go up or down one channel.

A designated channel for the use of motorcyclists would be most unlikely, but with agreement with other motorcyclists / organisations we could nominate a preferred channel and publicise it in motorcycling magazines.

As for the purchase of intercom, rider to pillion and transceivers, bike to bike there are many different types, brands and price ranges to consider.

First there is the simple set up, which can be as little as \$200.00 for each bike. There is also the top of the range at around \$800.00. These include bike to pillion, bike to bike, inputs for stereo music and mobile phone.

My suggestion is to recommend using channel 26 for motorcyclists. The reason for this is there is two (2) channels either side of it which could be used if the traffic on 26 is excessive. If any one knows of some other channel that is being used please let me know.

If you are real keen and want to scan all the free channels you can set up your small hand held UHF transceiver to only scan the free channels. See your instructions if you can find them.

Ian Hahn.



I wonder sometimes.

This time I was wondering how many of our fellow clubbers get to ride a chunk of iron overseas? Certainly, a quick whip through Tuscany, the Scottish Moors or the south island of NZ would stir my interest – but Bali? You'd have to be mad you say.

And we were – or are! Sheryle had last been to the magic Indonesian Island in 1982, and I in 1980, well before the bomb - and things have certainly changed! The quiet sandy strip along Kuta Beach has become a maze of fancy hotels and air-conditioned shops around Kuta Square, and the beach hawkers are now licensed, making them slightly less demanding of the tourists who are just trying to take advantage of that great Kuta surf break.

But the most noticeable change is the lack of Bemos (three wheeled taxis) contrasting with the huge increase in motorcycles. Anyone with work in Bali now seems to ride a small bike. Mostly, they are Honda and Suzuki 125cc street machines, with the occasional Kymco (Chinese, made in Taiwan) and Yamaha thrown in. At about \$12 million rupiah, they are cheap (6300 R = A\$1) being often under \$2000. There are also a large number of scooters, mostly the Vespa manuals, made in India.

Local hazards

Some of these are highly modified, more in a Harley-Vespa style. Bikes clog the streets and threaten to run you down at every intersection. A World Bank sponsored project to install huge storm drains under the streets of Kuta and Legian makes the traffic here even worse, with large trenches, scaffolding and piles of sand to contend with, whether you are motorized or pedestrian. And if you fell into one, uncovered of course, it would be a serious drop for the day.

Outside of the main areas of Kuta and the capital, Denpasar, the roads are very good, with smooth hotmix surfaces and few, but dramatic, potholes, often caused by the regular earthquakes. The country roads are divine, with little traffic and some amazing sweeping curves around the very active volcanoes of Batur and Agung.

Our holiday took us rapidly out of Kuta and Legian, and via hired car and driver (about \$50 per day) we headed north around the coast to Candiasa, Amed and beyond to Tulumben, a small village with awesome SCUBA diving on a wreck of an American warship, the "Liberty" in very shallow water. We stayed for three days and dived constantly amongst large fish, tortuous swim-throughs and coloured coral. A perfect place to relax.

Ubud

Our driver collected us again and drove up the very winding road to Kintamani, with its awesome lookout to the volcanoes. Here a bike would have been a treat, but we were heading for Ubud, town of art, culture and fine food - and what a feast. Ubud is now the highland capital, with magnificent spa hotels and food to die for. Sheryle and Sian attended the cooking school at Casa Luna, run by an Australian woman, married to a Balinese. We sat by the pool and sank a few Bintangs, the local pilsner which is excellent, then lined up for a Balinese style massage – a little too "deep tissue" for some.

In Ubud, one of the coffee shops featured a magnificent BMW R25 (or maybe it was an R32), for which I promptly offered 20,000,000 Rupiah, but was told that \$60 million would about do it – we are really talking telephone numbers here, but the Australian dollar equivalents (about \$10,000 for the latter) aren't too bad. I'm afraid the bike was not bought, but a photo is attached!

Back in Kuta, we took the kids to the Hard Rock Hotel, a monument to American extravagance and bad taste, just to let them finally wind down in the largest swimming pool in Bali, and to eat some western style food. But for us, a motorcycle ride was more in our minds.



Bargaining for a bike

In Bali, you bargain for everything. It was not uncommon for us to start at about 10% of the asking price with a big smile – both prices were patently ridiculous, but we usually reached a compromise quite quickly, with the aim not to get too hung up over the odd 2000 rupiah – after all its only 30 cents!

And so I am sent off to bargain for motorcycle rental. The confusing element is that there are literally hundreds of persons calling out “transport?” from the pavements, but that could mean anything. More importantly, we wanted specific bikes.

My earlier enquiry to the Big Bike shop of Ogis (sic) made us realise that for R550,000 we could rent a Harley Fat Boy or a BMW R1150RT, of which there are about 10 on the whole island – but not on Sundays. On that day, the “Big Boss Club” rides out for a day run on their mass of Harleys and BMWs, headed by a police escort out of Kuta. There, 30 bikes roared past us en-masse, with the road clearing ahead of them as if by magic, in the swathe of sirens and flashing lights – hardly a relaxing start to the day I would suspect.

The other complication is that foreigners are supposed to have an International Driver’s license, long since lost in Australia *and* a month pass from Denpasar. We gave this a miss, having been told that if you ended up in a police roadblock, they would amount to little, but a R20,000 rupiah note would see you on your way with no further issue. We’d already struck this problem in our hire car, where the driver sorted the matter in seconds. To get around this on our bikes, I also wanted to charter a guide, riding his own bike.

So the negotiation ebbed and flowed as you might imagine. Sheryle was going to try out a new Yamaha Nuovo and I, a Honda “Tiger”. The latter was a four stroke 200cc “monster” by local considerations, and given its light weight,



driving of Bali. A deal was settled and Anok, our local guide and renter duly arrived at the hotel the next morning with three bikes.

Helmets were available of course, but of rudimentary design and un-useable sizes – basically mine was a little too small and Sheryle's was large – but they were better than nothing. We donned long trousers and shirts, hot stuff in the steamy 32 degrees of Bali.

Some road rules?

But the riding made up for it. It was absolutely fantastic. On the road, the local rules made more sense, and we never felt under threat. Circular round-a-bouts are followed in the normal manner, but the triangular ones are driven to the right (!), giving way to the left. Otherwise, all rules are basically the same, drive on the left (when you are not driving on the pavement) and give way to the right. Red lights mean race through and orange means slow slightly to give way to large trucks – simple really. Top speed is about 80Km per hour, so a near misses are unusual, but people ride close, very close. Higher speeds are possible in the country, by why would you, when there is so much to see?

I chose to ride in “position 3” (right side of the left lane) as taught in Australia, only to be overtaken by a truck on the inside, the first time was excessively exciting, but after that it was just normal. Then I moved to “position 2” in the lane, the middle, and was overtaken by motorcycles on the left and trucks in the right hand lane going the wrong way!. Having just got used to this, I found a bike heading towards me on my left, but he was just taking the short cut to a driveway – apparently normal procedure. Again, it was just a matter of learning the “local rules”.

Riding in “position 1” on the left of the left lane, was the safest provided you looked out for kids, dogs, washing, drying rice and festival lanterns, all of which appeared at regular intervals. We were told by Anok, that running over a dog causes little consternation to Balinese, except that we would then be expected to pay for the cremation and ceremony which takes place over a full day – and you have to be there – any excuse for a party, which I guess many Australians could live with.

Then there are the sites, and sights! Five people riding on a step-through 90cc Honda is

eldest son sitting in front of dad, mum carrying baby and daughter on the luggage rack – oh, and by the way, all are in bare feet or maybe wearing Irish safety boots – thongs. Or the day we saw dad, with son as pillion, carrying two bicycles across the luggage rack. Or the case of a loan rider, with a load of scaffolding bamboo, carried cross-wise on the rack, gives new meaning to the term “wide load”. Or how about the guy carrying two band saw blades, in loops around his body – 4 metres long and 30cm wide? I was trying to imagine the damage in a potential accident, but I'm sure he wasn't!

Even the westerners are at it, riding around with surfboards slung in a steel frame on the side of their bike. You see everything. Our trip was superb, through the sculpture village of Mas, up to Ubud again for a really top cup of coffee by a lily pond, then back home, about three and a half hours.

On the return, we stopped a local warung (café) to meet with the Kuta Scooter Club.

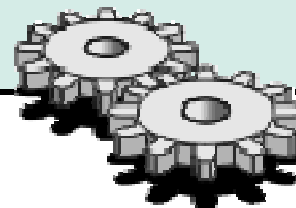
There modifications to Vespa scooters to make them truly loooooow and loooong, was a sight to see. I took photos of Sheryle, in Harley Bali style, astride a very custom Vespa which could seat three easily and in comfort. Ground clearance - less than 5 centimetres!

We had a particularly good holiday in Bali. It's cheap, easy to get there, almost in our time zone and loads of fun.

And the Balinese people are, in the vast majority, incredibly easy going and helpful. The bomb is not forgotten, and security at big hotels includes mirrored under-body car searches, but it's definitely not intrusive. The groan in the eye of the customs officer as we came back to Australia with our mass of “purchases” was almost laughable – “it must be a Bali flight” he grinned. And apparently Australian's go back and back – many 12, 17 or 30 times.

Would we go again, to ride – yes, definitely – better get the trips coordinator to start organizing! How about it John? (or maybe Italy or NZ? if you prefer?)





Fuels aren't fuels, to parody an old slogan. Mal Elliott discovered that what started to be a simple customer enquiry exercise, concerning fuels suitable for pre unleaded motorbikes, turned into an interesting study

My R100RS had 10.5:1 compression when new and was designed when higher compressions were normal and computer controlled ignitions were the fantasies of the sci-fi types. As a method of solving a bit of pre-ignition when working the bike hard I had considered using premium unleaded and an additive. I then realised that I still didn't know enough to make an informed decision. If I had pursued the tack I was considering, adding an additive to premium unleaded I would have been wasting money.

Aware that the supply of Lead Replacement Petrol (LRP) is going to dry up in the near future, and that there is a lot a user disquiet with the current batches of domestic fuels I decided to ring around the oil companies and ask a few questions. The initial exercise was to tabulate the RON values of the fuels and then sit and think about it. I rang BP, Ampol/Caltex, Mobil and Shell. They all have an unleaded (ULP), a premium unleaded (PULP) and a LRP brew.

The RON ratings for these fuels are consistent; ULP 91-92, PULP 95-96, LRP 96. If you have a thing about which additive is used for the LRP then this will be of interest; BP – phosphorus, Ampol/Caltex and Mobil – manganese, Shell Clyde – phosphorus and Shell Kurnell – manganese. Canberra mainly gets Shell from the Clyde refinery. Manganese leaves a manganese oxide dusting around the exhaust pipe, and we all know manganese oxide is a

red-brown colour. Caltex advised that LRP, 96 RON, is becoming scarce and only a couple of servos in the ACT still carry it, and that their PULP is only 95 RON!

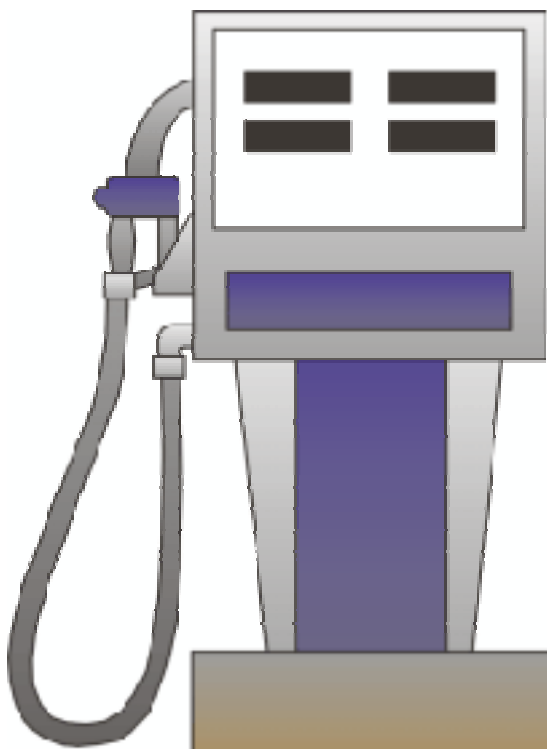
The conversations, with technical branch people, then took interesting turns when my application was discussed.

The 10.5:1 compression led the discussions to higher octane fuels, suitable for said compression. All companies said I should use their highest rating fuel with an valve seat lubricant (VSL) additive. The Mobil technician was quite switched on and said I should be using Avgas, for which one needs a licence to purchase. The importance of not confusing a VSL with an upper cylinder lubricant (UCL) was stressed by Mobil. All technicians were adamant that a 'multipurpose' UCL/VSL is now here near as effective as a dedicated VSL.

Valvemaster

(manganese) and then **Flashlube** seems to be the VSL preferred by those I spoke to.

All oil companies are in the process of introducing a higher octane unleaded fuel. At 98 RON the fuel is known as BP Ultimate 98, Caltex Vortex Platinum (Ampol Platinum), Mobil Synergy 8000 and Shell Optimax. The BP fuel has been around for a while. The Caltex fuel will go into the LRP tanks and will come on stream mid 2005, and is not to be confused with their current PULP, Vortex Gold. The Mobil Synergy 8000 is mainly available in Sydney, Albury and Melbourne at present.



The Mobil tech started to be a little more specific and was directly comparing their 98 RON Synergy 8000 against the 98 RON Shell Optimax product. I was suspicious that this was simply salesmanship but the Shell tech was matter of fact enough about his product to support the Mobil comments. The guts of this info, according to Mobil, is that racing bike owners using Shell were experiencing problems not experienced by Mobil users. The tech then explained that Shell Optimax is denser fuel and doesn't burn as cleanly (easily?) as the Mobil product.

The Shell tech's comments were more expansive; because of the aromatics Shell chose to use to achieve the desired carbon-hydrogen ratio in their Optimax fuel there are problems for some bike users. The Shell fuel requires leaner tuning, runs cooler and thus doesn't burn off carbon as well, and generally requires a one grade hotter spark plug. The problems are mainly experienced in cruising applications, and not in high revving applications like motocross. This last comment is slightly at odds with the Mobil comment, but focussed on the same area.

Other random comments include; the quality of the Woolworth's fuel will improve considerably when the Caltex alliance is fully developed, and that none of these suppliers are including ethanol in their fuel in the local market. Some companies do have ethanol mix brews on the market in Northern Queensland.

So, as LRP is usually cheaper than PULP, and has the same RON, I would have been wasting my money to mix a PULP and a VSL.

Happy fuelling
Mal Elliott



ADDENDUM

Noticed when passing through Sydney during the long weekend that a number of stations have replaced PULP with 98 Octane, i.e. selling only LRP, ULP, and 98 RON. This is consistent with comments from the oil companies when preparing this article; LRP is still selling more strongly than they expected and 2 new service stations recently constructed have LRP tanks.

**Accommodation -
Thredbo and Guthega**

Brindabella Ski Club is a voluntarily run, not-for-profit organisation providing accommodation for snow sports enthusiasts. The opening of a new 26 bed lodge at Thredbo has resulted in spare bed capacity this winter.

Memberships are available for 2005. Why not try the Club's lodges this winter - and then join the Club for next.

Contact details: booking.

officer@brindabellaskiclub.org.au

More details: www.brindabellaskiclub.org.au



Ian Hahn and Alison Gilbert relaxing in the sun after successfully tackling the Sunday breakfast at Captains Flat

Minutes of MAY General Meeting

Italo-Australian Club, Forrest - 7.45 pm Monday 24th May

President – Peter Stanfield. New ride calendar publisher in the magazine. There have been complaints about breakfast delays at the Gib how ever they appear to be trying to accommodate us. We will be trying out Captains Flat Sunday 6 June.

A suggestion is to make another location the first Sunday of each month a fixture. Mothers Day ride to Cowra went well. German AutoFest has asked if are we interested in participating same spot as last year.

Vice President - Colin Ward. Name tags - Ron can do some more ID badges if required Peter had option from Trophy Link. For anyone contacting committee please remember the Editor's email will not take large attachments.

Secretary - Stephen Hay. 8 Memberships - new members and renewals. One a cheque only. One thanks but no thanks from M Mathews of Monash who now needs two cars. Usual collection of other people's magazines. Email from Community Information Handbook asking for information. Flier from Tarraleah TAS offer of winter special. Collector hotel flier. 2 fliers on Eastern Creek Classic Race Events.

Treasurer - Peter Oliver. Cheque acc \$6428 Smart Saver 2164.25 Cheque to Cardio Thoracic unit yet to be formally presented

Editor - Roger Paull. New Email address for new sletter contributions that are sent as attachments. editoractbmw mcc@yahoo.com.au Contributions sent there should be acknowledged within a few days. If not there may be a problem. If you are not sure if your contribution has arrived please contact the editor. All contributions welcome

Ride Coordinator - John McKinnon. Most rides are listed in the magazine some dates to be firmed up. NSW ranges ride 28 Aug to 13 September. A subcommittee has been formed for planning. An idea of numbers for the trip is needed. A ride is planned to Rutherglen with Vic club 10/11 July. Victorian club member from Albury will arrange accommodation. There will be a ride to Hill end this weekend 27/28 May. Long weekend in June 12/13 to Dubbo.

Social Secretary - Leah McKinnon. Wed 2 June Chomp and Chat Ainslie Football Club. July pencilled in for the Central Café. Greg felt the quality has gone off and suspects it may have changed hands. New restaurants at the Dickson shops have been recommended do we want to find out more.

Editor's note - July Chomp and Chat will now be at the Rendezvous Café in Queanbeyan.

Clubs Australia Delegate - Martin Gilbert. Clubs Australia - The cost of Nationals day run to be reimbursed to the club. International delegate likely to be Stuart Garmie, without competition. The club supports this nomination. The club also supported the revised format for the BMW rally as described last meeting.*

Sec Note * I believe this has now been over taken by events and Stuart now has two competitors for the position.

Webmaster - Ray Coxon. Web authoring course proceeding well. The BMW templates have been looked at. Very good front page in the collection. We will try it in a few months as an exercise for the students.

Membership Secretary – Ian Hahn. Period of 'grace' allowed for non-renewals has now expired. Thirty six emails sent out to non renewals.

Merchandising – Louise Coxon. A sample range has been ordered. No delivery this month as supplier was moving accommodation.

General Business

Dave Payne - MRA event Coordinator. At the winter blanket run two weeks ago the BMW club had biggest turn out. Dave presented trophy for year to be displayed in Canberra Motor Cycle Centre. He went on to promise more competition, for the December toy run. This Toy run is always the second Saturday of December.

Ian Hahn - Bike communication. Suggested we start campaign for default UHF channel for bikes.

Next meeting Monday 28 June



2004 TJ's TYRES TOURING COMPETITION

For ACT BMW Motorcycle Club Members

Hal Caston of TJ's Tyres

Hal Caston of TJ's Tyres sponsors the competition and will give the major prize - a set of tyres up to the value of \$450.

The competition runs from May 2004 to February 2005. Members gain points through photos, (i.e. of member, bike, location/sign), like under the previous rules, or by attending club riding events.

Point scoring is weighted to encourage long distance touring and regular attendance at club rides, which include Airheads and Gravel Surfers organised and advertised rides

HOW TO SCORE POINTS AND WIN

A photo at TJ's Tyres is compulsory for entry into the competition.

10 points—entrant and bike at TJ's Tyres.

20 points—entrant, bike and Hal at TJ's Tyres

And then accumulate points under the Photo Section and/or the Club Riding Event Section

TJ's Tyres Touring Competition - Photo Section

(Remember, to qualify, all photos must include member, bike and landmark or sign)

1. State Borders

Vic	4 points
SA and Qld	8 points
Tas, NT, WA	15 points

2. Specific Sites

Uluru (NT)	20 points
Lake Argyl (WA)	20 points
Bamaga (Cape York) QLD	20 points
Big Lobster (SA)	15 points
Birdsville Pub (QLD)	15 points
12 Apostles (VIC)	10 points
Big Pineapple (QLD)	10 points
Dubbo Zoo (NSW)	5 points

3. **Other equivalent sites or situations, determined on merit, subject to administrator's judgment**

4. **Other points allocated on the following basis for each new landmark**

Other 'big' things (must have sign claiming big-ness)	2 points
Major sporting ovals interstate	2 points
National Park signs	1 point
Dams or lakes (large bodies of water or their signs if dry - not farm dams)	1 point

Club Riding Event Section

You can score points by attending normal club rides. These are the official rides as listed in the 'What's On' column of this new sletter and includes Airheads and Gravel Surfers.

If you're in the competition, to claim your point/s you will have to make sure that on the day of the ride that the ride coordinator records your presence - it's up to you.

Points are scored on the following basis:

Day ride	1 point
(Sunday breakfast is not a day ride)	
Weekend away	3 points
Club Safari	10 points
Rider Training participation	20 points

So get to TJ's TYRES for your first photo and start building up your points.

Martin and Alison Gilbert are administering the competition, so make some work for them

You can send your photos electronically to:
delegate@actbmwmcc.org.au

Or hard copy versions by post to:

The Secretary.
P.O. Box 1042,
Woden ACT 2606

Looking to insure your BMW Motorcycle? We can help you!*



New England Insurance Brokers Pty Ltd

218 Jimmy Mann Road, Stanthorpe Qld 4380

(PO Box 358, Stanthorpe, Qld 4380)

Phone: 07 4681 2877

Fax: 07 4681 2427

Email: admin@neib.com.au



Motorcycle Insurance Specialists
Insuring members for over 12 years. Quality
product, service and competitive prices.

Ring and give us a try!

(NB Non BMW sports bikes for under 40 riders are excluded)

* Subject to
underwriting

WANTED

RT, RS or other similar fairing to fit a 1981
BMW R65. **Call Waine of 0407 711 947**

WANTED

Second and last month

**Anyone going to the Rally in Tasmania 5 - 15
November 2004?** I would like to embark on the
Spirit of Tasmania out of Sydney, and I'm looking
for some company. I've asked for hostel accom-
modation on the ship and tourist parks/cabins
whilst in Tassie. Unfortunately I'm travelling
alone and would like to see other Canberra
based people going. **Please contact David
0422 408 535 or email
dandmcompton@smartchat.net.au**

TJ's Tyres



Hal has secured
some surplus to
requirements tyres
from SA Police.

They are AVON AV35/36 in the
following sizes:

110/80 ZR18

150/70 ZR18

Exceptional value at **\$100
each** fitted and balanced.

For Sale

1986 BMW K100RT. This is an oldie and a goodie. It is excellent condition and has just been professionally resprayed BMW Mystic Red. It comes with a top box and touring and city panniers, BMW comfort seat, Haynes Owners Workshop Manual, original tool kit, new bike cover and a complete set of replacement light globes. Registered to 11/04. Regularly serviced by Taffy for the last three owners (all in Canberra) and I can provide a comprehensive service history. I am a senior Ulyssian and have ridden it for the past 18 months but I find it is too heavy for me. I have bought an R80RT and having a blast. **\$5300 ono.** (See photo on club website) Call Peter on either 0402 648 333, 02 6266 3921 (work) or 02 6291 4681 (home) or e-mail petersue@webone.com.au

BMW R65 - 1981. Gold in colour, 47,000 very original km. Panniers, new cam chain, fork seals (fitted by Doug Bryant). Very good condition. As is with no Vic rego and some spares **\$1900 firm or with 12 months NSW rego \$2500 firm.** Contact **Andy Dunn 02 6222 3868 or 0413 550 782**

Staintune muffler for a 650 GS in new condition. Call **Dennis Thorncraft on 02 6241 7066 or 0416 241 706**

Various - Shoei helmet RF 800 TZ 1 helmet, small \$300; HJC helmet, clear visor, red/w hite/black, small \$150; Dry Rider women's jacket, blue/black medium \$220; Dry Rider men's jacket, red/black large \$260; leather gloves small \$25; Kelpro deluxe bike cover \$60; Ventura pack frame \$30; Ventura large bike pack \$100. Call **Jim Wilson 02 6288 4380 or 0409 774 380**

Various Parts from a 1980 R65. Lookup my eBay sellers name "bribieisland4x4hire" to see what I have for sale. Includes R65 engine converted to 800cc, gearbox, long travel forks, rear swing arms, various electrical items, rear mudguard, rear light & indicator, indicator lamps, rear sub frame, seat, handlebars, w heels Roger Martin.

FOR SALE

Second and last month

BMW R80, 1990 Victorian rego until 8/04. New front tyre, res. condition has slight oil leak from l/h push rod tube. **\$3500 ono. Ring Dave on (03) 5796 2394 or 0421 806999.**

BMW R80RT 1985. 800 cc with many extras - comfort seat, Staintune pipes, panniers and rack. Superbly maintained "oldie but goodie" - runs flawlessly and has completed many long trips. Many parts replaced new battery, screen, cam chain, front forks, twin disks, tyres etc by Doug Bryant. Gearbox rebuilt, tank resprayed. A full history is available, also toolkit and manuals. **\$5250. Call Olaf on 0418 1110087 or email olafmoon@ozemail.com.au**

F650 GS silver blue 2000 model, 17,500kms, two screens (Givi screen fitted), expandable panniers, low seat kit fitted, latest fuel injection program loaded, heated hand grips, new front tyre, 3 mths ACT rego, delightful bike to ride and sorry to sell. **\$9,500.** Phone **Claire 0407 808 660 or email: bikers@webone.com.au**

BMW K1200 RS - 7/2000 model, 67,000 km, silver/blue, excellent condition, fully serviced (last major at 61,000) heated grips, ABS, BMW panniers and top box, new brake linings, new front and rear tyres, K&N air filter, headlight protector, toolkit, complete repair manual, 6 months rego. **\$14000 negotiable. Ring Dale on 0408 469 442.**

BMW R50/2 1968. Early forks model. Matching numbers. 20000 original km. Full bare metal re-spray to original white colour. Large 6 gallon fuel tank. Optional touring seat restored. Wheels restored with stainless steel spokes. Full Overlander stainless steel exhaust system. Fasteners either replaced or replated. As new Metzler tyres. A stunning and much admired example in exceptional condition. **\$9500.** Call **Steve on 02 6292 5416 or 0409 121 259**

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



APPLICATION FOR MEMBERSHIP (Please cross out the option not required)

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)

2. **NEW Joint / Family Membership \$40.00 plus \$7.00 Joining Fee** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)

(Please don't send any CASH BY MAIL) Total \$ _____

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

Please Print

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

Partner / Joint / Family Details, if different from above

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

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

Postal Address _____
Suburb _____ Postcode _____

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

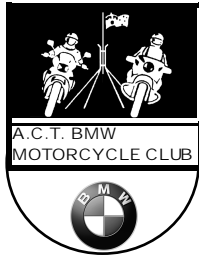
The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

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

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

Signature 1 _____ Signature 2 _____ Date _____

Membership Secretary only Receipt # _____ Membership # _____
Mailing List _____ Badge _____ Sticker _____ Membership Card _____ Date _____



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