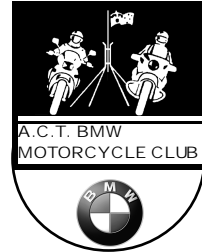


BMW CLUB

2004

SHAFT DRIVE LINES

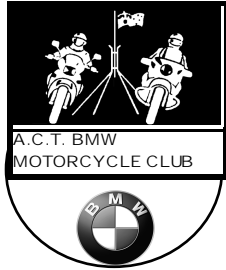


ACT BMW MotorCycle Club Inc

Member of the International Council of BMW Clubs



August 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 26 July 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: editor@actbmwmcc@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:

Leena and Colin Ward, and Jeanette Hahn, at a 'non-coffee' stop at Lockhart, en-route to Corowa for our 'Christmas in July'

The Presidential Hooah

Well after about many years of enjoyable breakfasts and memories at the Gibb, the club is moving on to a different venue in Bungendore. Members have voted with their feet to move on to the Arte café near the service station on the main (coast) road through Bungendore. It is the building with the long covered veranda just before the service station – look out for the lane going up the side to a (good?) gravel parking area at the rear. We will also continue to offer an alternative venue on the first Sunday of the month so keep an eye on the what's on page and come along for a bit of a ride and some different faire and socialising.

We had a good weekend in Corowa to celebrate Christmas in July with the Victorian club – found a beaut breakfast venue but we would have to leave Canberra by 5am to make it in time. We enjoyed a winery tour by bus on the Saturday – lots of sampling without worrying about how much we drank - followed by an evening meal at the RSL. Wow are the clubs big down that way – legacy of days before Victoria got its poker machines.

The country side down that way was very green after some good rain but typically browned off as we got nearer to home. Met some interesting characters – Neville had bought his R1150 GS adventure in October

2003 and 68,000 on it already. He had also been awarded his 500,000 badge from his travels on his previous machine. He is off to Canada/Alaska with 5 mates and their bikes (\$1700 shipping fee) and expects to add another 9000 to the clock.

We also heard about the Victorian club's icicle ride which sounds like a lot of fun. Pay \$20 – leave at midnight on a mystery ride – stop for soup after 2 hours and further nourishment after another 2 and end up with a breakfast at about 7 am – this year at Frankston? Marina. They had about 120 bikes this year. We could have an icicle ride each morning in winter, but we should try something like this locally – when it is warmer - what do you reckon?

As advised in the minutes we would like to invite a guest speaker to monthly meetings. If you know of any interesting people or topics let us know. Also don't forget to let us know if you are coming on the ranges ride as we need to finalise numbers now in order to book accommodation. We also have planned a few rides for those who can't make the trip.

But in the mean time, get your leg over and come on out for a ride!

Safe riding

Peter

Don't be put off by a bit of cold weather!

Join us on Sunday mornings -
now at the Arté Café, Bungendore.

Good company, coffee and breakfasts

Make your own way, or depart Shell Gateway Service Station, Mitchell, or 'Red Rooster' (top end of Queanbeyan), at 8.30am



"...forget the breakfast - just look at that gravel out there!"



WHAT'S ON - Rides, Events & Meetings

Club events are highlighted

**Next General Meeting is on Monday 26th July.
Sunday mornings now at the Arté Café, Bungendore**

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	

- 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**
at Bushranger Hotel, Collector
- 4 Chomp and Chat - Piccolo Mondo,**
Narrabundah shops
- 12 Committee Meeting**
- 14-15 Ride with overnight stop, followed by**
Eastern Creek on Sunday
- 23 General Meeting**
7.45 pm Italo-Australian Club, Forrest
- 28 August - 12 September**

September 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			

- 1 Chomp and Chat - to be advised**
- 5 Sunday (alternative) Breakfast**
Paragon Café, Goulburn
- ... to 12 September**
NSW Ranges Ride
- 16 Committee Meeting**
- 25-26 Weekend at Bermagui**
Annual club event
- 27 General Meeting**
7.45 pm Italo-Australian Club, Forrest

MORE WHAT'S ON

14-15 August - Weekend Ride

Details not yet finalised but now aiming towards a good weekend ride to a warmer spot than Canberra in August - somewhere up the coast. (No need to go on to Eastern Creek unless you are particularly interested.) Priorities are a good ride and a pleasant place to stop overnight. Details at General meeting or contact Colin Ward

? August - Vets & Vintage Gluhwein Run

Details at meeting and to be advised by email

28 Aug to 12 September - NSW Northern Ranges ride

See page 6 for details

5 September Sunday breakfast and a day ride

Starting from breakfast at Goulburn.

"Ride to Thirlmere Railway Museum. Steam train rides \$9 and \$16 for ride + museum entry combined. The ride will take a more direct Cafe Latte route (via Berrima coffee and eateries) and a longer, more scenic route. We will leave the Goulburn cafe at 11:00 am with a view to getting back to Canberra at 6:00 pm."

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.

10 October - Club Concours

Combined with Sunday breakfast - venue to be advised

15 - 17 October - GP - Phillip Island

Still looking for expressions of interest at this stage. 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.bmw-safari.com

7 November - Mystery Ride



Sunday morning at The Bentley, Gunning

And ... MORE WHAT'S ON

13 November 'The Snowy Ride'

Destination: Thredbo. An annual fundraising event for the 'Steven Walter Fund' the Children's Cancer Institute of Australia. "The 2003 ride was enormously successful with 2100 riders attending - from all over. It is not a race or rally, it is meant to be an enjoyable safe ride through some of the riding areas in the country"

There is an entry payment of \$50- which a raffle ticket in a major draw of donated Honda.

?? November - Temora

Day ride (for Airshow and Museum)

11 December - MRA Toy Run

.....

The Club's **BIG** ride... NSW Northern Ranges Ride 28 August to 12 September

The time has come for a commitment to join the ride.

So far, 22 people have put up their hands to indicate they are coming.

To help you make up your mind, the itinerary has been planned as follows:

- Sat 28 Aug Depart Canberra for Gulgong
- Sun 29 Aug Gulgong to Gloucester via Cassilis, Sandy Hollow, Singleton, Dungog
- Mon 30 Aug Gloucester to Port Macquarie via Walcha
- Tue 31 Aug Lay-day in Port Macquarie
- Wed 1 Sep Pt McQ to Dorrigo via Walcha, Uralla, Armidale, Ebor
- Thur 2 Sep Dorrigo to Tenterfield via Grafton, Glen Innes (Gwydir Hwy)
- Fri 3 Sep Tenterfield to Broadbeach via Casino, Nimbin, Murwillumbah, Border Gate, Nerang
- Sat 4 Sep Lay-day in Broadbeach
- Sun 5 Sep Broadbeach to Toowoomba via Nerang, Canungra, Woodenbong, Warwick
- Mon 6 Sep Toowoomba to Alexandra Headland via Hampton, Crow's Nest, Yarman, Kilcoy, Beerwah
- Tue 7 Sep Lay-day Alexandra Headland
- Wed 8 Sep Alexandra Headland to Texas via Toowoomba, Warwick, Stanthorpe, Bonshaw
- Thu 9 Sep Texas to Coonabarabran via Yetman, Warialda, Bingara, Gunnedah
- Fri 10 Sep Coonabarabran to Canberra free choice depending on individuals

This is a short version and does not include any side trips, sightseeing etc and leaves out some of the towns on route. **Total kms varies between 3800 and 4200 depending on return route.**

From Wed 8, individuals may choose to stay with the group and come home via Texas or run directly home via one of several routes available.

Accommodation: The plan is to book accommodation in advance. There is a good range of motels, hotels and caravan parks in all places with the exception of Gulgong which has a limited choice. We will be looking at 3.5 star standard as a minimum. Please indicate your preference for accommodation type.

Deposit: A \$50 per head deposit will be required on confirmation of your intention to join the ride.

Preliminary meeting (for those who have already indicated) was held on 18 July.

If you have any queries, give John McKinnon a call on 62919438 (AH)

The Vice Report

Seems there is no let up with the authorities in their attempts to curb speeding motorcyclists. Those who mooned the cameras or covered their rear number plate with a foot may soon be in for a surprise. The following 'reliable' information is being circulated in respected motor cycle circles. Just thought I would share it with our club...

"A former brother from the organisation who now works for 3M rang me today to confirm the purchase of a special translucent adhesive numbered amrt10363-8 has been purchased by a company in Victoria as the winning tenderer in Vicroads/Citylink quest for front number plates.

The deal is this as we understand. The company who at present is unidentified has found a way to imprint the registration information i.e. letters and numbers onto the translucent film with a laser. This information is almost unreadable/undetected to the naked eye, but when scanned by a digital speed detection device (by taking your picture) or Etag systems for those of us who use the tollways here in Melbourne, it (your rego details) can be clearly seen on the photo. It does not hinder the passage of light from a headlight or distort it and is not distorted in any way regardless of lumens power of the headlight or whether it is on or off.



It is virtually impervious to heat or damp and is unaffected by solvents once adhered to the glass. It will be one size so they say and once it is on, it requires no further attention. Date on implementation? they are gearing up to print all number plates on the database by no later than 15 October 2004.

Rumour has it, all motorcycles in Vic at least will be front registered by Nov 1. The rest of the states are waiting for the finished product before making their respective orders to 3M. However, 3M has ordered the extra film to allow for the demand."

Not sure how this will work with all bikes. The F650 Scarver has two separate oval headlights about 100mm * 70mm.

Colin Ward

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

- 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: August/September/October 2004

Where: All Airheads rides start from the Ampol Serv o, 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 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.

Saturday October 2: **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 October 16: **Goulburn (200kms return)**

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

Saturday October 23: **Gunning (150kms return)**

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

Saturday October 30: **Eden (overnighter)**

Ride to Eden via Cooma, Bombala and Cann River. Visit the local attractions and stay overnight. Return to Canberra via Candelero, Bemboka, Nimmitabel and Cooma.

* 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!

BMWs and Bentleys

by Eggs Benedict

Lots of BMWs, a Ducati, a Vespa, a Subaru, a Volvo, a Toyota and a Jaguar in the car park but NO Bentley at Bentleys on Hume, the venue for our second alternative monthly breakfast.

About thirty club members sat outside in the morning sunshine in the tranquil hamlet of Gunning...tranquil except for the dull hum from the Hume Highway in the background.

On offer were the usual bacon, eggs, sausages and mushroom combinations as well as pancakes with maple syrup and bacon. Not sure if anyone was tempted with the seldom seen menu item (for very good reasons) of savoury mince.

The food, especially the bacon was OK though quantity wise the "Bentley Breakfast" was a lot smaller than the "Big Breakfast" at Captains Flat.



There were some grumbles about the slow service. Just a thought - perhaps we should regard the club breakfasts firstly as an easy morning ride, a chance to socialise and finally to eat, that way we won't get so stressed because the food doesn't turn up quickly.





August 2004

Latest News

K 1200 S

The all new BMW K 1200 S will make its international debut at InterMot 2004. With an engine output of 167bhp and 130Nm of torque enabling a 0 to 100kph sprint of just 2.8 seconds, the K 1200 S will certainly make it to the top of many motorcycle enthusiasts wish list this year. We expect deliveries of this exciting new motorcycle to take place from late October this year.



Winter Riding

With winter's icy tendrils well and truly finding its way into most of our bones, it might be time to check out the latest range of Riderwear. Keep all your bits nice and warm!



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

Demonstrators

We currently have demonstrators covering almost all of the available models in the BMW Motorrad range including; R 1200 C Montauk, R 1100S, K 1200 GT and R 1150 R Rockster just to name a few. Don't forget that we also turn these bikes over on a regular basis and are always happy to help you save some \$\$ on a low kilometer demonstrator.

Regards and good riding!

The team at Rolfe Classic BMW Motorrad

RASEMBLEMENT DE MOTO (... 'La Grenouille dodging 102')

(Murray Parker reports on a day at the historic town of Nimes, in the South of France, and on the issues concerning French motorcyclists

Following our successful bike test-ride at the Nimes BMW shop, Graeme (now an RT owner), his long suffering better half Jan, and I decided to go into Nimes proper for some well deserved lunch. You may recall in the last episode that Nimes was once an influential religious, business and government centre back in the Roman days, so there are many ancient buildings and structures to visit and explore - enough to keep a motorcyclist's attention out of a Two Wheels magazine for a day (at least!).

We parked a little way from the main coliseum (a smaller version of the one in Rome) and wandered around looking for a restaurant. There were a number of motorcycles parked at the coliseum, so we went over to have a look and while we were there more and more motorcycles arrived. Before long the place was packed with all sorts of people on all sorts of bikes. I commented that it was nice of the township to put on a welcome gathering just for us. I mean, how did they know we were even interested in motorbikes?! But Graeme wasn't so sure, and with his better grasp of the lingo he found out what was going on. It appeared we had walked into the centre of a motorbike protest rally - rassemblement de moto!

Before long the banners were starting to appear in the crowd and some form of organising was taking place. Apparently the tax on helmets (now that they have to wear them - even on scooters!) and bike rego was going up, and that more and more restrictions were slowly making their way through legislation unchallenged. Of most concern was the clamp down on speed, which was becoming increasingly policed on the open highways to

make motorcyclist comply with the legal (130kph!!!) limit.

The atmosphere started to feel like it was changing and not wanting to get caught up in an international incident (or create if I had the chance!), we decided to stay on "Plan A" and find some lunch. The lunch conversation centred on these same issues and how we are



experiencing them back home. By the time we returned there wasn't a bike to be seen. It was as if it hadn't happened. We couldn't believe our eyes. The place was deserted. But then Jan noticed something on the glass doors of the local Hotel de Ville (Town Hall).

There was red paint graffiti (at least I was hoping it was paint!), spattered all over the glass with words (in French funnily enough), that read "Liberté de lois, règlements et coûts élevés impôts vous piqûres!" That translated to something along the lines of "Don't restrict our motorcycling freedoms or enforce senseless draconian laws. Think of the low impac



motorcycles place on our clogged road and car park systems. Don't force people into cars and make the situation worse. (Or we'll do donuts in your front yard and get your goat pregnant, you naughty people!!!!)", or words to that affect. It's amazing how so few French words translate into so much English. I may have used some writer's licence, but you get the picture.

Seeing as there was no more activity, we made our way to the car and commenced the journey back to Aix-en-Provence. It gave us an ideal opportunity to reflect on the events of the day and draw parallels with the motorcycling scene in Australia. While the content might be different (and 130kph certainly is!), the issues are the same and it looks to centre on Governments deciding issues without much, if any, consultation. Luckily that doesn't happen back home?!? Nobody likes to take the drastic action of a protest, but sometimes it has to be done to get the point across. I think motorcyclists are a similar lot all around the world and will put up with much argy bargy without too much complaint until it gets beyond a joke. Perhaps it's the "liberté" that motorcycling gives us? Perhaps we should all



take action sooner before the issues become major ones. At least it gives us an excuse for a bike rally!

Till next time, équitation sûre.

Your foreign correspondent

Murray

PS. I was so impressed with the performance of the 650 engine in the Scarver from my test ride in Nimes, that Dallys and I eventually bought F650GS's when I got back home. See you in the dirt!

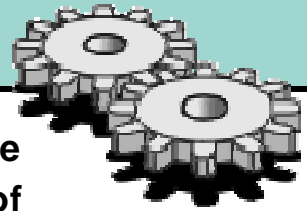


Sunday morning at Bungendore Gunther shows off his newly fitted long range fuel tank ready for his four month odyssey around Australia and New Zealand.

Nous lui souhaitons une très bonne balade et attention aux kangourous et agneaux!



Bike Communications



Ray Coxon clearly explains the operation and the features of on-bike intercoms

If you get onto your motorbike to get away from the incessant chatter of other humans, this article is probably of little interest to you. I suspect however that, mainly because of our new-found dependence on mobile phones, most of us expect to be able to 'communicate' with the people around us at will.

Helmets have made communication between pillion and rider, or between two riders, practically impossible. Touching and pointing can attract the attention of a pillion or rider but it is hardly communication.

In the 35 years since the advent of the transistor radio (1965 - 1995, when all the components became available to solve this problem) nothing was done. We were cool with long periods of no communication. That's why I think the mobile phone was what changed things. Now there is a strong push for immediate communication everywhere, including while riding.

Experience

The technology involved in all this grew out of military aircraft during the second world war. In 1963 I joined the RAAF and have been used to high quality inter and intra aircraft communications of generally high quality. I have been continuously working with and maintaining aircraft intercoms and radio systems ever since. So in 2000, when this nice lady I know decided she would love to travel all around the country on the back of my motorbike, it didn't take me long to figure out that my aircraft experience could be put to good use.

As an electronics technician, my first thought was to build my own, but thought I would research what was available on the market first. I found that there were a couple of battery powered intercoms and a rather dodgy sound-powered setup where a plastic tube went from one person's mouth to the other person's ears. The only real system available was the BikeComm unit, with intercom, 27 Meg CB radio and mono music from the radio/cassette. (I owned a K100RT at the time.) So that was the way I went.

Now, everyone else I know who uses the BikeComm unit is happy with it, but mine was a lemon. It had excessive mike noise at speed and I could never hear the pillion at any speed over 45 kph. I tried everything to fix it and even gave the designer/builder Don Pearson a go, but although he agreed that there was something wrong, we never did come up with a fix.

Around this time, Paul Alexander introduced me to the Autocom unit. It was designed for motorcycles, for high wind noise environments, had VOX and stereo music, and was wired for two-way radio and mobile phone. The big thing for me was the intercom though. To have clear voice communications with the pillion and VOX (Voice Operated Microphone) so that it was quiet when no one was talking. Stereo music was another bonus on an RT.

I have been using the Autocom for 18 months now and it is a dream. It is expensive at \$AU1400 by the time I bought a UHF CB radio and mobile phone kit, but I feel it was well worth it. It has performed flawlessly and the support from BlueRim (the Sydney dealer) has been great.

But enough of me. Let's look at the equipment and what it does.

Intercom

Intercoms (**I**nternal **C**ommunications) systems are an amplified audio system with a microphone for each person, and earphones for each person. On a motorcycle there are only two people so the microphones are simply wired so that each microphone feeds the other person's earphones with a bit of amplification in between. The amplifier increases the power of the sound signal and cleans it up a bit. If either person talks, the other will hear.

There are three common ways to manage this microphone to earphone link. Hot Mic(rophone), Press-to-Talk and VOX. →

- **Hot Mic** simply means that microphone is always 'hot' and you can always hear the other person. This means you don't have to do anything to talk but it also means that their microphone is always roaring in your ears adding to fatigue and causing distraction.
- **Press-to-Talk** means that you have a button on the handlebars that you must press and hold while talking to the pillion. They also need to press their button when they want to answer you or initiate a conversation with you. This means that you haven't got roaring from the other person's microphone in your ears all the time but it can be difficult to operate the other handlebar controls while holding down the microphone switch. This can be a dangerous distraction in town when things gets busy.
- **VOX** or voice operated microphone means that the microphone is turned off but listening for your voice. When you speak, the microphone turns on and the other person can hear you and a couple of seconds after you stop talking, the microphone turns off. This is the best compromise of the methods discussed so far, no switches and no background roaring when no one is talking.



The secret to a good intercom on a bike is the microphone. Ideally, the microphone needs to be directional and noise-canceling. In my experience a motorbike intercom will need to be one or the other to work acceptably.

Directional means that it only listens in one direction so that when placed just in front of your mouth, it will suppress noise from any other direction.

Noise-canceling is a clever technique where two microphones are glued back-to-back and the microphones are wired so that their outputs cancel each other. The microphone is placed with one side close to (touching) your lips and the other facing away from you. What happens is the noise (wind and engine) is heard by both microphones and cancels out. When you speak, the sound is much louder on your side microphone than the side facing away and this difference is what is passed through the amplifier to the other person. The result is that you just hear the voice content.



The quality and performance of earphones and amplifiers are largely academic. The difference in sound between an expensive and a cheap set is probably not detectable in the noisy environment of a helmet.

Extras

The basic intercom is rarely enough these days. Once designers have solved all the problems of creating a successful intercom, they notice that it is a trivial matter to add in other features like two-way radio, broadcast radio, cassette and MP3 players, and mobile phones.

While it might appear that to add these very complex features would be difficult, to the intercom they are simply either microphone signals (out) or earphone signals (in) and the intercom doesn't care what else the equipment supplying them does. All the intercom has to do is to add the signals together in the right way.

It could get very confusing if all the inputs were blaring away at the same time, so there is usually some sort of protocol for what will be heard. For instance, in the Autocom, when the phone rings or the two-way receive a call, the music from the stereo is muted; and while the rider or pillion is speaking, the stereo sound is halved in volume.

Controls

An important feature for the intercom of a motorbike is that it should have the minimum number of controls, ideally none. With motorbike gloves making the fingers clumsy and both hands required all the time for riding, any time spent messing with knobs and switches is bad.

Installations

A modern intercom can be wired into the bike electrical systems or be separate and battery powered. If all you want is to be able to talk to a pillion and listen to music, then you can have the intercom in one pocket of your Dri-rider and the Sony Diskman in the other. You would have a couple of cables to get tangled up in but you can use it on any bike.

Alternative you can do as I have and completely wire the system into the bike. The disadvantage is that you would have to remove the installation when you upgrade the bike.



So, do you want one?

If you are happy with your own company or don't want to be interrupted while managing the dynamics of riding a motorcycle, then maybe you don't need an intercom. If however, you long for someone to talk to on those long rides, then the technology to do so has finally matured to the point where it is not only practical but easy.

My next article on this subject will cover bike-to-bike communications and mobile phone issues.

Here are three interesting websites for you to look at if interested in learning more:
<http://www.bikecomm.com.au/>

<http://www.autocom.co.au> is the AutoCom company's website and <http://www.bluerim.com.au> is the Australian Distributor.

<http://www.soundrider.com.au/Products.htm>





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(that's not just special, it's extra, extra special)

With a thundering liquid cooled V-Twin, classic styling and new age performance, the Vulcan 800 Classic is very special. But for a limited time, we're adding \$2000 worth of extras including windshield, back rest, side plates, horn cover and headlight visor - at no extra cost. And we're taking \$1500 off the price. The Vulcan 800 Classic. At \$10990, it's not just special, it's extra, extra special.

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FOR SALE

F650 GS silver blue 2000 model. 17,500 km, two screens (Givi screen fitted), expandable panniers, low seat kit fitted, latest fuel injection program loaded, heated hand grips, new front tyre, ACT rego, delightful bike to ride and sorry to sell. **\$9000 ono.** Phone Claire 0407 808 660 or email bikers@webone.com.au



PRODUCT/SERVICES REVIEW

OK, so you have just shelled out more of your hard-earned on some bike-related stuff. Whether it's a new bit of riding clobber or a different brand of tyre maybe there are others among us who would be interested to hear how it went.

Be honest now, we are all guilty of wasting cash on something that hasn't quite lived up to the hype (hey, hype is what advertisers are paid for). Well folks, now is your chance to praise, or bucket those decisions. By simply filling in the form below (either electronically or by hand), and returning it to the editor of this august journal, you can advise others on how to be as wise or as foolish as you were.

Where the money went:

.....

Other similar products/ services that I considered:

.....

Boy, was that the right choice!

Yes

D'oh

Would I recommend to others?

You bet

No way

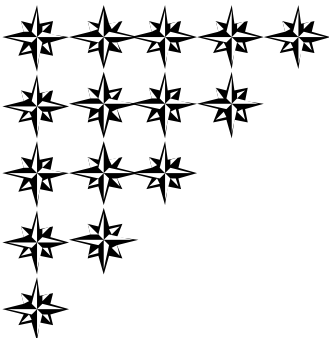
Any other relevant comments?

.....

.....

.....

OVERALL RATING



Absolutely top shelf (I swear I am not being paid to say

Very happy

She'll do

Fair

What was I thinking?

My name (or alias)

.....

Note: This club will not be held responsible for any 'discussion' resulting from partners/spouses discovering your spending habits via this journal. Besides, you don't have to tell us how much you squandered.

This form is also available on the club website, www.actbmwmcc.org.au.



Christmas in July in Corowa



Some of us got into the Christmas spirit early this year. Pam Paull reports on the midwinter “Christmas in July” at Corowa with the Victorian club.

What’s that green stuff?

The Wards, the Hahns and the Paulls rendezvous – ed on Friday morning at Coolac. Over a warming coffee at the Old Windmill Café we checked the map to decide our route to Corowa. Ian Hahn suggested the road from Gundagai to Junee, turning off just past Nanus and going through the hamlets of Wantabadgery and Oura to Wagga. What a great ride! Practically no traffic, gentle sweeping bends, a few crests and all around wonderful vistas of GREEN countryside, not something we’re used to seeing around the ACT. A pleasant diversion on one stretch as a large flock of sheep wove their way around us and then we were soon in Wagga for lunch.

The next stage took us west towards Lockhart (the verandah town) and a chance to stretch our legs and incidentally make a few purchases at an antique shop. (Had we known we could have told him about the antique TV sets that were in our motel rooms in Corowa.) Then it was the final southbound stage and another scenic ride down to Corowa.

The McKinnons and the Stanfields arrived in time for dinner at the golf club on Friday night – fortunately Leah’s hands had thawed out enough to allow her to hold a knife and fork.

Pre dinner drinks and drinks and drinks

On Saturday Mark Bottomley and the Victorian contingent arrived just as the winery

tour bus turned up. All aboard and off on the winery tour – Jones, Chambers, Stanton and Killeen, St Leonards and Drinkmoor (who had some good wines despite the kitsch name).



Roger Paull and Ian McKenna (Vic Club’s official photographer) at winery #1.

The Victorians must be a lot of latte drinkers too because they were hanging out for a coffee stop at All Saints Winery. Lots of room in the back of the bus for purchases – no problems getting them home thanks to those who took their cars (they do have their advantages). It was a very pleasant way to spend an afternoon and put us in good spirits for the Christmas dinner that night



John ... at winery #5?



Dinner

Another rare sight for the Canberrans as we left for dinner – rain! More Victorians turned up at the Corowa RSL club for dinner. Some got into the mood with Christmas hats only to be asked by the club to remove them “because this is an RSL club.” As an aside we checked with the National RSL for the history behind the tradition of removing hats in their clubs and were informed that many RSL clubs like the one at Corowa are run more as a commercial enterprise rather than as an RSL sub-branch and the “no hats” is probably one of their local dress rules.



Pam, (behind the camera), tries out for the position of our Club's official photographer

About 30 people sat down for our “Christmas in July” dinner complete with turkey, plum pudding and Christmas crackers....and the jokes are just as corny in July. Lots of bike talk, a few tall stories, a chance to swap information on good rides and two short speeches by club presidents Peter Stanfield and Ian Snaddon. Some of us were quite envious to hear of the Victorian club's plans for a trip to Nepal later this year, hiring Hondas and Enfields locally, doing a flight over Mount Everest and some white water rafting besides lots of riding. Next year 6 Victorian club members are shipping their bikes over for a 6 week ride through Canada and Alaska. Olaf Moon's suggestion in last month's magazine that we do a club ride to Bali doesn't seem so way out.

Everyone enjoyed the night and it'll be the Victorians turn to arrange another “Christmas in July or maybe June or August” next year.

Homeward bound

The finale to our weekend away was a short ride to Rutherglen on Sunday morning for breakfast. It must be a record with everyone fed and on the road by 9.00 am. Shame it's a bit far away for regular breakfasts because the service was quick. After a busy weekend everyone was keen to get home though not necessarily on the Hume. A few of us meandered back via The Rock, Wagga, Junee (where the railway roundhouse museum and licorice factory were rated highly by Leena and Colin Ward), Cootamundra and Harden.

An excellent weekend and we're already looking forward to next year.

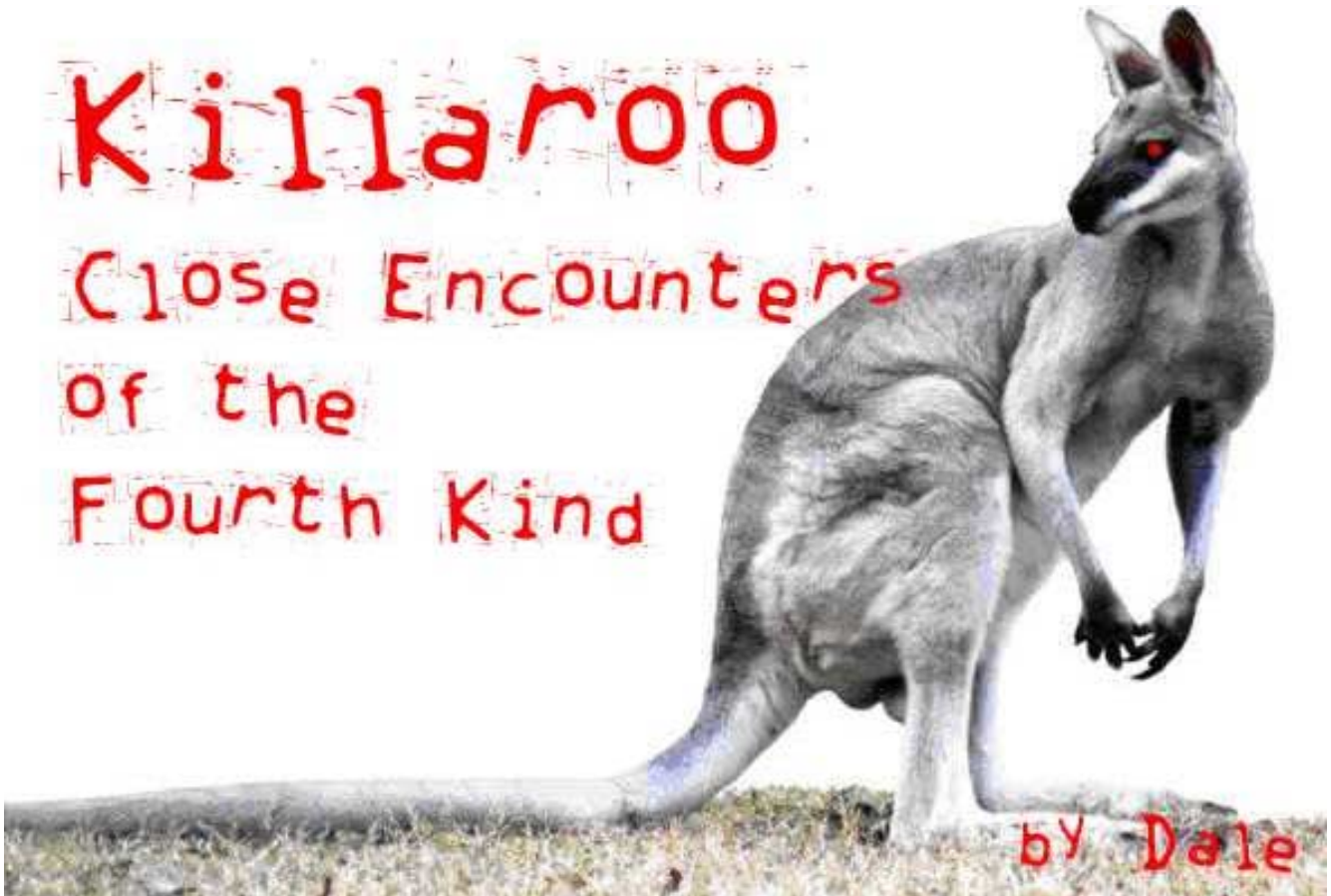
Many thanks to Leah and John McKinnon for doing such a great job in organising the weekend dinner and winery tour – it was much appreciated by everyone.



... always time for a coffee

Killaroo

Close Encounters of the Fourth Kind



I think it is fair to say that most of us have had a close encounter at some point and have 'tails' to tell. I thought I might write an article for the club about the potentially fatal dangers that our national icon poses to motorcyclists in the 'Bush Capital'.

As you may be aware, the roo topic has hit the forefront of the media both with Googong Dam and road safety. A media release from the ACT Government highlights the dangers of roos moving closer to suburbia. As with the topic of culling roos at Googong Dam, the animal liberationists are more concerned with the animal than the numerous injuries, damage, and maybe the occasional death.

The Enemy

Lets take a closer look at our sworn iconic enemy. Kangaroos can be seen at any time, but they are seen more often in the early morning and at dusk when they are moving between feeding sites and daytime rest areas. The chances of seeing kangaroos on the roadside increased:

- ◆ In winter and spring;
- ◆ After a long dry period;
- ◆ Driving through rural areas; and,
- ◆ Either side of a full moon.

The most prevalent kangaroo species in the ACT region is the Eastern Grey Kangaroo (*Macropus giganteus*). Sometimes known as the "Forester" the Eastern grey kangaroo is the heaviest marsupial in the world. The Eastern Grey stands up to 2.4 metres tall, weighing up to 95 kilograms. . Males are larger than females who rarely



exceed 45 kg. The coat is the ideal camouflage for our environment making it that much harder to detect them. Eastern grey kangaroos live in small groups but may congregate in large numbers when feeding. It is usually active from late afternoon until early morning, resting in the shade of trees and shrubs during the day. Strong, muscular legs propel the animal across the grasslands at speeds of 60 kmh. They are able to clear lengths of 8 metres in a single bound and heights of up to 3 metres in a single leap. Eastern grey kangaroo estimate population in 1996 was 10 million.

Eastern grey kangaroos are distributed throughout most of the eastern third of the Australian continent, especially along the coast in damp forest and scrub. The 'Bush Capital' has more than a share of that, they can be found anywhere.

Remember kangaroos travel in groups. If you see one there are 'bound' to more around. Once startled they will scatter, crossing your path if need be.

What Can We Do

A media release (177/04) from the Chief Minister suggests that "when driving there are a few simple things you can do to reduce the risk of a collision with a kangaroo:

- ◆ Slow down if you see a kangaroo on or beside the road;
- ◆ A kangaroo crossing the road may be followed by more;
- ◆ Avoid tunnel vision – be aware of what is on the road and roadside ahead;
- ◆ Watch for the signs erected at kangaroo crossing 'hotspots'; and
- ◆ If you have a passenger in the car, appoint one as a kangaroo spotter."

Well clearly this was written with a 'tinlid' in mind. Yet again the humble motorcyclist is overlooked, left alone to look after themselves. So, as responsible motorcyclists what can we do to help ourselves.

Here are a few suggestions;

1. don't ride a motorcycle at all;
2. don't ride a motorcycle between dusk and dawn;
3. if you do ride a motorcycle, ride it faster than the speed of sound. By the time they hear you coming you have already gone;
4. ride faster than the speed of light, they will never see you coming.
5. fit a bull bar to your pride and joy;
6. slow down, but watch out for our other sworn enemy, the ignorant 'tinlid' from behind;
7. fit some cheap (\$2 - \$35) whistle devices to scare them, hopefully before you get there;
8. spend about \$400 to get a Shu-Roo for a motorcycle;
9. eat more kangaroo meat;
10. scream out or whistle loudly as you ride; and/or
11. scan your safety zone more often and further, greater situational awareness.

All jokes aside there are some points worth noting, but that does not solve the problem entirely. If you read the sales brochures for the whistle and the Shu-Roo, they would have you believe that their products work. But, a number of other reports suggest that the effectiveness of these products

(reflectors and ultrasonic devices) is inconclusive. So if anyone out there wants to invest let the rest of us know how it performed. If you would like more information about the Shu-Roo check out their website at www.shuroo.com.



The only other thing left for us to do is to petition the Government to provide better solutions to protect 'us' rather than 'them'.

What Can Others Do

Well the ACT Government has tried to address the issue a number of ways by publishing a number of reports and making information available through their website www.environment.act.gov.au. The website has lots of information about kangaroos, well worth a look. Did you know that if you are involved in an accident with a kangaroo "you must report the accident to Environment ACT on 6207 9777(BH) or after hours 6207 2127 (southside) 62071679 (northside). Be sure to explain whether the animal is dead or alive and give its precise location". If it was me I would be more inclined to call '000' and politely ask for an ambulance to come and pick 'me' up.

The Government is working to reduce road accidents with kangaroos by placing warning signs at 'hotspot' areas where road accidents involving kangaroos have been particularly high. These areas include:

- ◆ The Monaro Highway;
- ◆ Long Gully Lane;
- ◆ Mugga Lane;
- ◆ Caswell Drive;
- ◆ Belconnen Way;
- ◆ William Hovell Drive;
- ◆ Fairbairn Avenue; and Tharwa Drive.



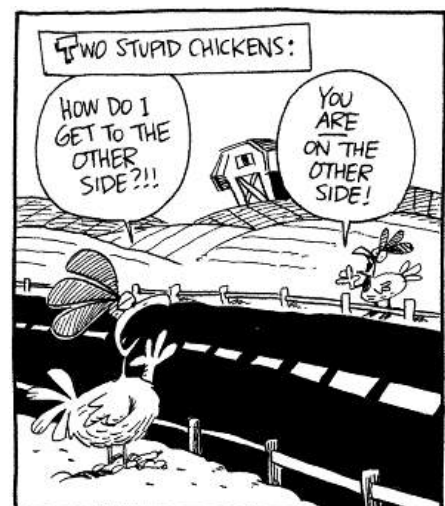
Conclusion

It's bad enough on the road with the 'tinlids' without the threat from our national icon. Sure, they look cute and cuddly but beware, they will cause you serious or fatal injuries in a collision. After reading the official information I am left feeling that my life is worth less than that of a kangaroo. I think the message has been lost.

PS : GS Adventure owners may ignore this, size does count.

Safe riding and may the force be with you,

Dale McAllum



Minutes of Meeting

ACTBMWCC Committee Meeting Minutes - 16 July 2004

Apologies: Alison and Martin Gilbert

Minutes of last meeting: John and Peter

President: Sunday breakfast. The committee agreed that the time had come to move Sunday breakfasts to the Arte Café in Bungendore. Members had already started frequenting the new venue and advised that the service was quick and the food good. We had given Gibb Street ample opportunity to improve with little effect. The newsletter will be noted accordingly and an email sent to advise members of the change.

The different locations on the first Sunday of the month were also discussed. It was agreed that members may experience slower service at the new one-off locations but the breakfast at the Do Duck Inn at Gunning had been very unsatisfactory – not friendly and way too slow.

The Committee agreed that they were happy to accept a somewhat slower service given the one-off nature of the breakfasts as it was all about doing something different – having a bit of a ride to get there and a chance to have a bit more of a social event. Accordingly, members checked with the Bushranger pub at Collector on the way home from Gunning and it was agreed as the venue for the breakfast on 1 August, followed by the Paragon café in Goulburn on 5 September, and Tidbinbilla on 10 October (to incorporate the club concours). A mystery breakfast location/ride will be organised for 7 November.

Guest speakers at Monthly general meetings. It was agreed that we needed a regular program of guest speakers. Suggestions were someone to talk about/demonstrate thermal gear/sleeping bags, someone from BMW – e.g. the new mechanic at Rolfe, a surprise speaker – pick a name from those present and a surprise topic, a hypothetical with three speakers etc.

Technical day – it was agreed that we needed another technical day before the Ranges ride but we were running out of available days. To be pursued at a later date.

Treasurers Report: Peter O advised that he had banked \$1000 since the last meeting - \$250 membership and remainder in club merchandise sales. Expenditure included: \$193 journal printing; \$123 merchandise; \$60 refunds in clothing discounts; \$20 for badges; \$150 for CPS petty cash. Balance at 15 July – Business cheque account \$6071, smart saver account \$2175.

Editor: Roger needed a few more articles and always welcomed photos. Ray will prepare a report on bike communication systems.

Ride report: John outlined forthcoming rides – see what's on page and advised the planning for the Ranges ride was near finalisation with a meeting of participants at his place on Sunday 18 July – 22 members had expressed interest.

Social: Leah provided details of forthcoming Chomp and Chat venues- see what's on and the Committee discussed possible venues for the Christmas party – Saturday 4 December. A small committee was agreed to examine alternatives and decide on a venue.

Web: Ray advised that he was trying out the new template BMW Australia web site and it looked very promising.

Merchandising: Louise advised that she had another shipment of club merchandise gear that should arrive in time for the monthly meeting. Members were very pleased with the items and clothing and sales were going very well. A special club shirt and sticker will be prepared for the Ranges ride.

Meeting closed at 9.40 pm next meeting on 12th August at Colin and Leena's place



Art exhibition and sale

At Gib St Café Bungendore

... extended in to august

Organised by Sue Costigan
and Alan Harlen



2004 TJ's TYRES TOURING COMPETITION

For ACT BMW Motorcycle Club Members

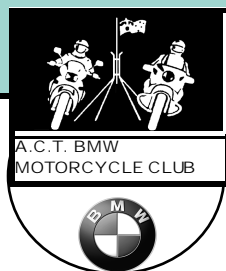
Hal Caston of TJ's Tyres

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

DETAIL OF HOW TO SCORE POINTS AND WIN ARE IN PREVIOUS ISSUES OF THE NEWSLETTER. A photo at TJ's Tyres is compulsory for entry into the competition.



ACTMBWMCC Merchandise

The Club has for sale a range of good quality clothing (embroidered with the club logo) at very reasonable prices. Come along to the next club meeting to see the sample range. You can also purchase or place your order (cash or cheques only) at the meeting with Louise Coxon, our Merchandising Officer.

Polar fleece zip jacket (mens or womens available)	Black, navy or red	\$45
Polar fleece contrast vest (unisex)	Black/red, black/gold, black/grey, navy/red	\$40
Long sleeve denim shirt (unisex)	King Gee medium blue all cotton	\$35
Long sleeve chambray shirt (mens or womens available)	Light blue all cotton	\$48
Mens rugby top	Navy with denim collar	\$42
Ladies rugby top	Navy or red with white collar	\$30
Short sleeve polo shirt (unisex)	Black, charcoal or navy with contrast trim	\$35
Thinsulate beanie	Black or navy	\$25
Neck warmer	Black or navy	\$20

The Club is also obtaining and reselling to members a number of 'Entertainment' Books.

For \$50.- you get your 'Entertainment Book' Gold Card and big, big book of discount vouchers, and the package represents great value for money. You can check out the package at the Club's next general meeting.

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* Subject to underwriting



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Yes please!



Knitting class at Corowa

WANTED

A leaner legal bike for someone who's just got her L plates. Contact Mark on 6125 5530 or email mark.edwards@anu.edu.au

SWAP

K1200RS in immaculate condition swap for R1150RT in similar condition. My bike is a 2002 K1200RS, 19000 km on the clock, deep blue in colour, new tyres, just had 20000 dealer book service, panniers and brand new BMW soft case and rack all keyed alike. Integral power assisted ABS brakes, factory cruise control. Registered until Nov. 2004. Bought and serviced locally in Canberra. Bike valued at \$19000 and worth every cent. Need to swap with a more upright touring bike due to health issues and not prepared to give it away. R1150RT or R100RT in excellent condition with low kilometres will spark my interest. Email shepards@netspace.com.au or call Gary on (02) 6294 0492.

WANTED

Second and last month

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

For Sale

K1100RT. 1998. 80000 kilometres. 12 months rego. \$6000. Call George on (02) 6254 2532

1986 BMW R80RT. Dark blue. Includes genuine BMW tank bag, panniers, crash bar, Koni rear shock, Overlander SS exhaust. Gearbox rebuilt with higher 5th gear. Complete factory tool kit, first aid kit, puncture repair kit and riders manual. Only just run in at 80500km. Rego until October. Tour or commute. \$5000 ono. Call Sean on (02) 6290 1908

For Sale

Genuine **BMW low seat** to fit an R1150GS Adventure. Never used, I bought it hoping I could get it onto a standard GS. \$225. Phone **Richard Gallimore on (02) 6289 5591 (work) or 0427 283 908** or email vagabondskier@hotmail.com

FOR SALE

Second and last month

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) 62226222 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/white/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

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 _____

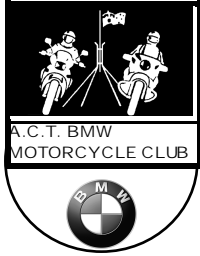
The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

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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