

# BMW Club

February  
2005

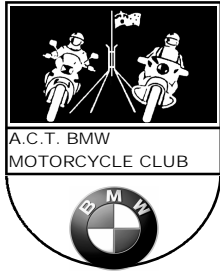
## Shaft Drive Lines



**ACT BMW MotorCycle Club Inc.**

Member of the International Council of BMW Clubs





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## 'Shaft Drive Lines' – February 2005 – Volume 25 No.1

### Meetings:

When: 7.45 pm, fourth Monday of each month  
Where: Italo Australian Club, 78 Franklin St FORREST  
Next Meeting: Monday 24 January 2005

### Membership:

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

The Membership Secretary  
ACTBMWMCC  
PO Box 1042 WODEN ACT 2606

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

### Activities:

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

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

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

### Charity Support:

This club proudly supports 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](mailto: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](mailto: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:

Our Club Secretary,  
Steve Hay, on his F650GS -  
en-route to Sunday breakfast  
at Bungendore

# The Presidential Hooah



Happy new year to all our members.

I hope you received all you deserved over Christmas, kept the rubber side down, and didn't make too many unachievable new year resolutions while enjoying some of that festive season lubrication.

The Committee has already met and planned a number of activities to help get the year going. We will be continuing our theme of breakfast at a different location on the first Sunday of each month and will be out at the Arte Café in Bungendore on most Sundays unless advised otherwise. Chomp and Chat will continue at different locations to give you a chance to join us in a social setting and give some feedback to our mystery newsletter contributor, *The Twisted Fork*, if you have any complaints about the food.

On 6 February we will be heading off to Marulan for breakfast (yeah I know it will be a tad late) but we will then head on to Thirlmere to visit the excellent railway museum. On the weekend of 19/20 February we will be off to Tuross for an overnighter plus barbecue at chez Nigel.

March is a bit mixed up with Canberra Day and Easter close together but we are planning on heading off to the Avalon Airshow which was a cracker last time. We will look at having some fun getting there on the twisties – through the Snowies and Bright, Mt Hotham? etc and on other great roads the way back - suggestions? It has also been suggested that we could stay in Melbourne and train out to Avalon as we did prior to the Tassie trip.

The BMW Nationals are also being held in Stanthorpe this year which looks like providing a lot of fun and some terrific roads in the area and options in getting to and from. Have a look elsewhere in the newsletter, the what's on page, and on our website: [www.actbmwmcc.org.au](http://www.actbmwmcc.org.au) for more information.

Our AGM is coming up as well – it will be held on Monday 4 April due to the clash of other dates in March. Have a think about who you might like to nominate for the committee or come along and give us some feedback on how the club is going and what else we might do to make it more enjoyable.

On the bike front, Rolfe have some terrific deals on demonstrators at the moment so drop in – if you can get through the door because of the number of bikes of the floor – and see what sort of deal you can wring out of Rob and his team. Great to see that the R1200 GS received the International Bike of the Year award. I would like to have one of those in my shed – but then I would be sure to get rubbished by the gravel surfers for never getting it dirty.

I am also looking forward to seeing the new R1200 RT which really looks like a nice package. It looks like BMW has incorporated some of the recommendations of owners – bigger screen, non-linked back brake, cruise control plus less weight and more power! It will also be great to see some the new K1200 S on the road locally. I wonder which member might turn up with the first one – I reckon I know who is most likely!

Well enough from me, get it out of the shed, get the leg or legs over and come on out and help share the summer bugs around.

Safe riding -  
Peter

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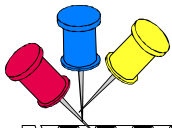


Rare bike—or rare outing of bike—as spotted at our Christmas picnic



# What's On - Rides, Events & Meetings

Club events are highlighted



- Next General Meeting is on Monday 24 January 2005
- Now looking for new Committee nominations - AGM 4 April

## January 2005

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31						

- 24 General Meeting  
7.45 pm Italo-Australian Club, Forrest

## February 2005

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- 2 Chomp and Chat - Bizanti Restaurant, Woden  
6.30 pm
- 6 Alternative Sunday breakfast - Marulan Truck Stop, then an optional ride to Thirlmere Railway Museum
- 17 Committee Meeting
- 19/20 Weekender - BBQ at Nigel's at Tuross and overnight stay (own accommodation arrangements)
- 28 General Meeting  
7.45 pm Italo-Australian Club, Forrest

## March 2005

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- 2 Chomp and Chat - 'Mekong Delta' Restaurant, Civic, 6.30 pm
- 6 Alternative Sunday breakfast—tba
- 17 Committee Meeting - tentative date

As Easter Monday is the 4th Monday of the month, there will be no meeting in March. The AGM will be held on Monday 4th April 2005 at the Italo-Australian Club, Forrest

# More What's On

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## 2 February - Chomp and Chat

6.30pm at Bizanti, Corrinna Street Woden. We will be asking for RSVPs at the meeting and by email.

## 5 February - Alternative Sunday Breakfast

Marulan Truck Stop. The committee took a bit of convincing, but was assured that the ride through the back roads is worth it ... and a big breakfast awaits. Followed by an optional day ride up to Thirlmere Railway Museum. Leave from the Red Rooster, Queanbeyan at 8.00 am.

## 19—20 February - weekender to Tuross Heads

Nigel has kindly offered his place at Tuross Heads for a barbecue on Saturday 19th February. Why not make a weekend of it and book some accommodation for yourself in the area?

## 2 March - Chomp and Chat

Mekong Delta, Civic. Those who went last year all gave it good reviews for both the quality and quantity of food, so mark this one in your diary.

## 5 March - Alternative Sunday Breakfast

To be advised.

## Canberra Day Long Weekend (13/15 March) and Easter (25/28 March)

Contact Peter Stanfield if you're interested in riding down to the Avalon Air Show (on from 15—20 March).

If you're not going to the Nationals over Easter, maybe you'd like a shorter trip away, perhaps down to Bright subject to accommodation availability. If this isn't possible, then the club will consider a Canberra Day Long Weekend trip. More details in the next newsletter.

## 4 April - Annual General Meeting

7.45pm at the Italo—Australian Club, Forrest. Nomination and proxy voting forms appear later in this newsletter.

**The Veteran, Vintage and Classic MCC ACT are holding their 28th Annual Rally at Exhibition Park in Canberra (EPIC) on the weekend of 22-24 January.**

**The rally theme is 'Celebrating 2-Stroke machines'**

**Several runs are planned for weekend, with machine judging at EPIC on the**

## A bike/truck/motor show is being conducted in aid of the Warne-Norris Family Appeal

Saturday 22 January, commencing at Midday

Geelong St Fyshwick

(which will be closed off after business trading finishes for the day)

There will be hot rods, trucks and bikes on display, with trophies for best presented bikes, Harleys and other breeds.

A gold coin donation for entrance with proceeds of the event to go to the Warne Norris Family appeal.

Anyone wishing to organise a stall can do so at a cost of \$20. This will also be put towards the Trust fund.

The organisers are requesting support from the Motorcycling community by bringing bikes for the display and competitions, as well as just turning up to support the event.

Queries to Robyn Major, President MRA ACT - Mob: +61 413 274 805

(from Old BMW Clubs)

# A REMINDER TO COME AND JOIN US AT THE BMW NATIONALS 2005



## STANTHORPE

It is now January 2005 and  
Easter is just around the  
corner!

Could you please remind your  
members of this event and to  
emphasize if they can register  
as soon as possible. I would like  
to stress that accommodation  
needs to be booked early! Our  
web-site is very comprehensive  
and bookings for all events can  
be made on line.

[Www.bmwclubqld.asn.au/  
Nats\\_2005/](http://www.bmwclubqld.asn.au/Nats_2005/)

Registration numbers for all  
events will certainly help with  
our organizing as we are  
wanting to make this the most  
enjoyable Nationals.

Thanks Again!!!!

Leanne Tymms  
Secretary  
BMW Nationals Committee  
2005.

## BMW National Rally 2005

Every year BMW Clubs nationally (bike and car)  
organise a rally.

Stanthorpe is about 3 hours drive from Brisbane  
and the Gold Coast, 'with great accommodation,  
and surrounded by some fantastic roads.'

'The 2005 Nationals have been designed to be more appealing  
to the BMW motorcycle enthusiast generally with a mix of  
traditional nationals activities (show'n' shine), and with motorcycle  
safaris (touring & adventure events) in the area and social events  
that appeal to the majority of motorcycle riders.

Stanthorpe is situated on the granite belt on the New England  
Highway near the NSW border. The area is a mecca for  
motorcyclists of all breeds. There are open undulating roads (New  
England Highway), tight twisting mountain roads (Bruxner  
Highway, Gwydir Highway) and mild to serious adventure routes  
(Sundowner National Park, Girraween National Park, Southern  
Downs State Forest). The Stanthorpe area boasts over 50 quality  
wineries, Girraween National Park, Bald Rock National Park  
(largest granite monolith in Australia) and for those who wish to  
explore the local area there is Tenterfield the home of the  
Tenterfield saddler, Warwick the rose city and for the more  
serious day tripper Byron Bay is only 3 hours away'.

**Now is to time to decide and make some  
firm travel plans!**

# Still Thinking about Touring New Zealand on your own bike?

At the club's November 2004 meeting, Dave Milligan of Get Routed spoke about shipping bikes to New Zealand. As mentioned in earlier newsletters, the club is thinking about organising a group to New Zealand tentatively in March 2006. Here are some of the important details as extracted from Dave's information sheet; contact John McKinnon for a copy of the original information sheet.

**Who is the company?** *Get Routed operates a motorcycle shipping service between Sydney and Christchurch.*

**How much does it cost?** *Bikes up to 2.30 metres long cost \$1430 (covers most bikes). Bikes over 2.30 long cost \$2065, K1200LT's \$2800<sup>1</sup>*

**What does that include?** *The cost includes container lease, loading and unloading, sea freight both ways, transport from ship to storage area at each end, transport from storage area to ship at each end, the use of bike specific cradles and tiedowns. Customs and Quarantine clearance at both ends, secure storage of all bikes prior to your arrival (it's not possible to have the container arrive the same day you arrive in New Zealand), agency fees, storage handling fees and wharf handling fees. Also included is the bike's NZ Temporary (Tourist) Registration and Warrant of Fitness. Each bike is packed securely into a shipping container on its own individual cradle.*

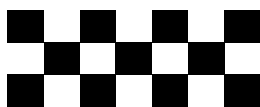
**What do I have to do to the bike?**

- **Clean it!** *Bikes must be spotlessly clean, preferably steam cleaned all over as they have to go through Quarantine inspection on both sides of the Tasman. In particular the chain, sprockets, wheels, motor fins, main stands, underneath of the engine or any other areas likely to contain dirt which may harbour weed seeds.*
- **Empty the petrol tank.** *A small amount of fuel in the tank sufficient to get the bike to the nearest service station is acceptable.*
- **Disconnect the battery terminals.** *It's the owner's responsibility to disconnect and tape them.*
- **Take off the panniers.** *These must be disconnected from the bike. Get Routed suggests they be used as your luggage when flying to New Zealand and also to wrap them in two layers of bubble wrap to protect them in the cargo hold.*

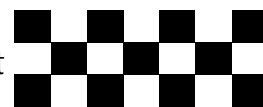
**Anything else I should know?**

- *The cost does **not** include airfares, travel insurance, accommodation or shipping insurance.*
- *Owners are responsible for arranging comprehensive insurance cover for New Zealand.*
- *For Customs clearance in New Zealand a small bond is payable. This must be paid prior to the bike's shipment from Australia. This is a simple formality against owners selling their bike in NZ and failing to pay the GST to the NZ Government. The bond is 12.5% of the bike's insured value.*
- *A \$600 non—refundable deposit is required by Get Routed. Early bookings are recommended.*
- *Personal effects will not be carried in the shipping container. Empty panniers and top boxes are OK but they must be unlocked and closed with sticky tape so Quarantine can inspect them.*
- *Pick up and drop off time is 9.00am so you need to organise your flights accordingly.*
- *Shipping time is about a week each way so you'll be without your bike.*

<sup>1</sup> Dave Milligan explained that the differences in prices are determined by how the particular bike (and how many) may be packed in a container. Options discussed included the owner removing the front wheel to reduce the overall length and therefore the cost.



Planning for the trip, shipping reservations, etc. will have to get underway early, so please let John McKinnon know now (or asap) if you are genuinely interested



# Airheads Ride Schedule: January to March 2005

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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 and overnights suitable for older machines.

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

**When:** 8.30am [departure time](#)

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

## Saturday Jan 22: Boorowa (230kms)

Ride to Boorowa via Bowning and Binalong, breakfast/morning tea at the Clocktower Café; back to Canberra via direct route (Lachlan Valley Way and Barton Highway).

## Saturday Feb 5: Bungendore (140 kms)

Ride via Barton Highway, Murrumbateman and Bungendore Roads, then on to Tarago and to the Kings Highway and back to Bungendore. Breakfast/morning tea at Bungendore and return via Kings Highway, Queanbeyan, Sutton Road and then onto Canberra.

## Saturday Feb 19: Harden(250kms)

Ride to Harden via Barton Highway, Bowning and Binalong -breakfast/morning tea at the "Ironhorse Café". Return to Canberra via Boorowa and the Barton Highway.

## Saturday Mar 5: Weston Creek (100kms)

Ride to Weston Creek via Federal Highway, Majura Road, Monaro Highway, Tharwa, Tidbinbilla Road, the Cotter and Uriarra Crossing. Breakfast/morning tea at Weston Creek and then select your route to return home.

## Saturday Mar 19/20: Nowra (overnighter - 275 kms/day)

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.

\* Airheads rides are also approved ACT Vintage Veteran and Classic club rides. This schedule can also be seen on the web at [www.actbmwmcc.org.au](http://www.actbmwmcc.org.au). Note that rides may be changed by general agreement. Oilheads and Waterheads welcome!

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## ACTBMWMCC Merchandise

The Club has for sale a range of good quality clothing (embroidered with the club logo—as at right) 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. Orders can be collected at the next meeting.



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

**In response to many requests we now have a new peaked cap with club logo for \$20.**



# Capital Rally - by Upsidedown Greg

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I ventured out to the Motorcycle Riders Association Capital Rally for a couple of hours on Saturday the 8<sup>th</sup> of January. The rally was held next to the Goodradigbi River, in the Brindabella Valley between Canberra and Tumut.

There were around 50 bikes present and attendees were treated to superb weather, a nice campsite by the river, some great scenery on the way to the rally and the excellent catering of George Scarfe.

There were a wide range of bikes being ridden by the rallyisti with Harleys, Jap sport bikes and BMW tourers mixing it with a handful of dual purpose machines and full on dirt bikes.

The most interesting bike in attendance was the NSU ridden by Anders Mykkeltvedt. At least I hope he made it to the rally. I actually spied Anders as I was heading home and he was stopped by the side of Brindabella Road leading up to Piccadilly Circus. Anders is the proprietor of Eurotune Motorcycles in Queanbeyan and he used to be the BMW dealer in the days when motorcyclists held that role.

He is a top notch mechanic and his spanner skills would have come in handy because the NSU was overheating and causing him some problems - hence his position by the side of the road. He had just adjusted the mixture to make it run a bit richer and was ready to set off again. With a maximum speed of 30kph up the hill and only 30kms remaining to the rally site he should have made it just before dark.

Those of you who turn your nose up at gravel roads should spare a thought for Anders as he covered around 20kms of roughish dirt road on a 100cc single cylinder bike putting out around 6hp without any suspension to speak of to get to the rally site and then another 20kms on the way home,



## Coming Up.....

The next rally on the calendar is the Karuah River Rally held by the BMW Touring Club of NSW. It is held at the Frying Pan Creek Campsite in the Chichester National Park near Dungog.

This rally is fully catered (food and soft drinks) so you don't have to worry about packing sandwiches, your cooking implements or chasing up some road kill on the way in.

This is one of the bigger rallies (around 200 attended last year) and it is held at possibly the best bush campsite in Australia. There is plenty of camping space, green grass, and a flowing river with a swimming hole.

Touring route is via Richmond and then the Putty Road to Singleton, then across to Dungog. Or you could take the Hume Highway and go through Sydney for a quicker trip. It is only about 500kms this way and could be a good option for the trip home if you are short of time.

For gravel surfers you could go out through Crookwell to either Bathurst or Lithgow and then through to Rylestone. Turning north at Rylestone and taking the gravel to Bylong, and passing between the Goulburn River National Park and the Wollemi National Park as you head across to Sandy Hollow, before making your way to Singleton, and then onto Dungog. Around 700kms this way.

Either way it is worth the trip.

### March

Set some time aside for the Cold Flame Rally. Organised by Hal from TJ's Tyres this rally is usually held on the 2<sup>nd</sup> weekend in March down past Jindabyne on the Barry Way. More details in next month's magazine.

## From the Editor

Many apologies to Greg for omitting his name as author of the great article on 'Rallies' which appeared in the December 2004 issue of 'Shaft Drive Lines'.

# "Got Everything Packed For The Trip, Honey?"

I an Warren reports on the ride to Young and Temora

## I CAN'T BELIEVE I LEFT THE BLOODY CAMERA BEHIND !!!!!!!!!!!!!!!

Now that I have that off my chest, we shall start.

We met the other half dozen motorcycles whose owners (singles and couples) joined us out near Hall on the northern outskirts of the A.C.T. at 9am and our route was as follows (get out the maps, folks) from Canberra north to Boorowa via Yass then west to Young. South from Young to Wallenbeen and then west to Stockinbingal (overnight) and then on Sunday morning further west to the air show at Temora.

Saturday morning was already warming up when we headed north towards Yass and Boorowa, and the trip was pleasant with gently undulating countryside showing plenty of cattle and sheep using the grass that the last two weeks' rain had provided. It was clear to us, though, that the rains had gone and the temperatures were going to climb through the roof with forecasts for Canberra that day being 32°C and higher on Sunday. Stopping off in Boorowa for a morning coffee showed that we had made good time because the coffee spot didn't open until 10am and we were early. They soon opened up when 10 or 12 people were seen on the patio area waiting, though. The plan to head via Murringo was confirmed and we started out on the relatively short 50 km to Young with Pam Paull in her red Peugeot which immediately became known as "the support vehicle".

Ray Coxon and I had installed an intercom system on the BMW K1200GT and so Margaret and I had a chance to try it out during the first part of the trip. The only fault was she was able to hear me clearly and with good volume, unfortunately her level to me was very low (a blessing in disguise?) but I'll work on that problem (?) later. It also interfaced to a 400MHz bike-to-bike system so other riders could plan ahead without stopping and warn following riders about road problems. Undoubtedly a good safety addition to any bike.

The main aim of Saturday was to visit the cherry festival in Young and to spend the evening in Stockinbingal. Young was very hot and busy. Motorcycle parking places were rare, and the group ended up parking in three different areas and then meeting to have lunch at a local bakery. We must have seen all of the cbd several times before getting off our vehicles after finding a parking spot. Lunch for Margaret and me was a super-fresh bun filled with prawns and salad and mayonnaise. I was wearing a pair of shorts under my protective motorcycle pants, and made the mistake of not taking off the outer layer. Walked around like a mobile waterfall what with the perspiration and etc. and I envied Ian Hahn and Martin Gilbert who had disrobed some. Vicki Dawes, good friend up the road from our home, was a Young resident in her early years and still has family there so we were aware of some of the goodies available in town. Her husband, Bob, warned me severely NOT to go to the Rivers Super Store because of the tempting range and prices. We spent a little time in the Rivers Super Store.



For you single males – this is called "petticoat government". Bought two shirts for me at ridiculously low prices. Visited a quilt exhibition and a photography exhibition at the Millard Centre (quite good – and gnashed my teeth at having left my camera at home; idiot). A walk of about a kilometre over to Carrington Park where we bought yet more soft drinks and then watched some sheep dog trials. Talked with one of the competitors and I must have put the mockers on him – he timed out during his trial. The trials must have been difficult for the dogs with very high temperatures and sheep that were far from co-operative. We finished our time in Young looking in the stores before meeting back in a central location. Most of the stores were still open late in the afternoon and Jeanette Hahn and Leah McKinnon were found in the depths of the CWA shop looking at the largest cherries you can imagine. At 35¢ each we finally concluded they were ceramic fakes. Departed about 4pm for the wonders of Stockinbingal past many farms – all with "Cherries for Sale" signs out front. I noticed the historic pub at Wombat as we blasted past the intersection, but will have to leave the cultural bits for the next trip.

During the trip south and then west, there was some spirited conversation about the road signs between riders on our bike-to-bike radios – did the sign saying 30 km to Stockinbingal mean the middle of the cbd or the outer suburbs? Was there a casino there, or an Olympic size swimming pool perhaps? None of that came to light. We arrived at the hotel (only one in "town") to see one of those mile-and-a-half freight trains making its slow way westwards and were split into two groups immediately;. Those who just HAD to have a shower immediately or sooner, and those who went to the bar and tested the local beer. Plenty of beer. Lemonade. Orange juice.





Just about ANYTHING because the temperature out here on the wheat plains must have been  $\geq 40^{\circ}\text{C}$  in the late afternoon with warmer winds coming down from the north west. Some of us went for a walk and were lucky enough to see ANOTHER train and two trucks going through town. Couple of lazy dogs added to the excitement as they mounted guard over lovely shady spots under the trees. Dinner that evening at a local restaurant. Well, actually, the only restaurant. Quite good, really, with a pleasant menu and the usual bike lies and laughter to add to the evening. Then back to the hotel where we paid for our accommodation (\$22 per person per night) and retired to our rooms where the only feature bowing to the weather was a ceiling mounted fan.

Next morning I was up early as is my habit, and went outside the hotel for a walk about 5.30. Met one of the elderly locals who was on his couple of kilometres perambulation early in the morning. We talked about the lack of rain (of course) and about how the river levels were dropping (of course) and he told me about how much water the cotton farmers further down south were taking (of course) and so on. He was yet another ex-farmer who talked with his teeth clenched most of the time – they get that habit over years to prevent flies gaining access, I suppose. I saw another road-train heading east and waved to the driver who waved back, and that just about made my morning you understand. Everybody in the group had breakfast in the upstairs “lounge”



with cereal, coffee and tea/coffee and we talked about the locust plague we had heard was moving from the north and west that had caused the previous day's flying at the air show to be cancelled. Hmmmm. In the bar the previous evening, one of the locals commented that it “starts about 10 km out of Temora”.

Left the pleasures of Stockinbingal about 9.15 and met the locust plague at the 10 km sign west of Temora. It was like a light snow storm being blown across the roads and was very marked where it started – made a hell of a mess of all the bikes and cars in the area. One bright spark had put shrink wrap over his windscreen and was seen replacing it in the town. Lots of the local vehicles had shade cloth stretched across the front of their cars so the radiators wouldn't get clogged. We made it to the air show and still had to pay the full \$10 entry fee despite the signs everywhere saying flying was mostly cancelled due to the locusts. The trip was worthwhile, however, as a visiting Catalina was there and took off and did a few passes over the exhibition before heading home to the coast. The “Cat” was painted in the Black Cat colours of the RAAF during the Second World War when we had over 100 of them here and were used for mine laying, spy flights, downed aircrew rescues and the like. Built in San Diego by Consolidated, this old war bird still sounded pretty good with the Pratt & Whitney twin Wasps making their unforgettable sound. For the aeronautical buffs, I'm still not sure if this was a PB2Y-2 with military equipment removed – making it a PB2Y-3R or an ex-navy ambulance version (PB2Y-5H).

(As an aside – I worked with an American who flew Cats from the Swan River in W.A. during WWII. He commented that the USAAF had fuel and Qantas had a speed boat. The speedboat was used to ruffle up the Swan River so the flying boats could break the surface tension, and the Qantas Cats were given fuel. He commented that the Qantas Cats – which used to fly the famous “Double Sunrise” flight to Trincomalee in (then) Ceylon were interesting to look at. Where the USAAF had a radio, Qantas had stored fuel, where the USAAF had food lockers, Qantas had fuel stored – he said he didn't have the courage to examine “the head”.)

After spending a couple of hours looking at (what was now) their static displays we headed back east just as the little ex-RAN Squirrel helicopters performed the only flying display of the day. Again it was stinking hot, and with a following hot wind it was not as pleasant as it could have been.



Ah, the joys of cycling in spring and autumn that we can look forward to.

We all made short order of the trip back towards Canberra on Burley Griffin Way which is named after the winner of the competition in the very early 20<sup>th</sup> century to design the National Capital, Canberra. Spent most of the trip between a comfortable 115 and 130 kph. The bike performed exceptionally for the whole of the trip – tons of passing power, outstanding braking available – but not used – and about 5 litres per 100 km fuel consumption. Good.

We all stopped in Harden for a drink. Yet another, and badly needed. My throat was feeling a bit raspy and I ended up buying two bottles of Fanta to drink. Margaret drank one bottle of fruit juice – can't be as drying back there on the rear seat, or something. Jeanette Hahn complained to husband Ian that her hands were very hot. Ian checked and ended up removing the fuse for the heated handgrips. Some of the riders called their family in Canberra imploring them to go around to their houses and turn on the air conditioners, PLEASE.

The remainder of the trip back to Canberra was good with the sun behind us, the temperatures still in the high 30's. Roger Paull pulled off to the side of the road at Murrumbateman for a "butt rest" and Margaret and I performed the same ritual on the outskirts to Canberra with only about 30 km left to go. We arrived home to find our youngest son Michael had the air conditioner turned up full because he knew what we would feel like when we got home.

Perhaps another train and another couple of road-trains had gone through Stockinbingal while we were away – dammit, I missed the excitement.

Ian.



## Is There Something You Would Like?

BMW Mobile Tradition  
seeks your input!

From: Stewart Garmey, BMWCA Delegate to the  
International Council of BMW Clubs

BMW MOBILE TRADITION is the Division of BMW AG charged with the responsibility of looking after models in the BMW range once they reach 15 years of age. Parts remanufacture is just one of the many aspects to the Division's responsibilities, and while remaking a 2002 bonnet hinge may not seem important, BMW is committed to ensuring the older models are cared for through ready parts supply at reasonable prices. Mobile Tradition also looks after the heritage collection as well, ensuring that the cars and motorcycles that have made BMW what it is are represented in the collection in Munich. As an aside, as a member of the worldwide family of BMW Clubs, you do have exclusive access to this collection on a prearranged basis, a privilege not extended to the general public. If you are planning a visit to Europe and would like to see the collection, I would be pleased to arrange it for you through the International Office.

Mobile Tradition also manufactures and markets BMW memorabilia in a huge range of scale models, clothing, books and posters, and general collectibles. It is all on view at [www.mobiletradition.de](http://www.mobiletradition.de) and you do receive preferential buying and shipping pricing as a part of your membership.

To further extend the range, Mobile Tradition is seeking your input into what you would like to see added to the range. If you have a favourite model, or would like a watch with a specific model face for example, Mobile Tradition would like to hear from you. Commercial consideration will take precedence of course, but if there is sufficient interest in a specific item, expect to see it in the range at a later date.

I would be pleased to receive your input for passing on to Mobile Tradition.

***You can contact Stewart through Martin  
Gilbert***



At the MRA's ACT  
Christmas Toy Run  
11 December '04



# Time To Start Saving?

## 'BMW R 1200 ST: More Power, More Excitement, More Technology

- 16 percent more power than before
- 20 kg lighter than R 1200 RT
- 0-100 km/h in 3.5 seconds
- Close ratio six-speed gearbox
- Striking and aerodynamically-proven fairing
- Sydney Blue paint scheme set to be popular Down Under

Sports touring riders will thrill to the new BMW R 1200 ST, the third iteration of the new generation BMW Boxer-powered motorcycles.

Following in the highly successful wheel-tracks of the BMW R 1200 GS - 2004 International Bike of the Year - and to be launched in Australia concurrently with the BMW R 1200 RT long-distance tourer, the new BMW R 1200 ST is aimed at touring riders with a more sporting bent.

With its 81 kW and 115 Nm of torque, the 1,170 cc Boxer engine complete with new balancer shaft powers a further slimmed down machine that weighs in at less than 230kg fully fuelled.

Lighter weight combined with extra power delivers a more agile machine that devours winding roads and fast, challenging bends.

Excellent handling and riding characteristics, combined with comfort-oriented sporting ergonomics, allow an enthusiastic riding style even over long distances. With its wide range of equipment and accessories and high levels of comfort and safety the R 1200 ST meets all rider requirements and sets new standards for sporting motorcycles.

The BMW R 1200 ST shares its motor with the BMW R 1200 RT. Both use a developed version of the new generation Boxer engine revealed in the 2004 BMW R 1200 GS touring enduro, modified to rev 500 rpm faster, peaking at 7,500 rpm.

The high-performance BMW R 1200 ST accelerates to 100 km/h in 3.5 seconds, and has a top speed in excess of 200 km/h.

Both the BMW R 1200 RT and BMW R 1200 ST engine modifications also include a different intake system, new silencers as well as modified camshafts. New pistons allow a higher compression ratio of 12.0:1. The engine boasts the latest generation Electronic BMS-K management with dual ignition and anti-knock control, and a fully-controlled three-way catalytic converter with two oxygen sensors.

This also allows the engine to cope with low octane fuel, where Premium is not available.

An innovative onboard network with CAN-bus technology improves reliability and saves weight and no longer requires conventional melt-down fuses, the system automatically switching off the suspect components when necessary. An electronic immobiliser is also part of the system.

The easy-to-read, all-new instrument panel is carried over from the BMW R 1200 GS and features a circular speedometer, ovoid rev counter and LCD information panel displaying oil temperature, tank level, distance to empty, fuel, time and the gear currently in mesh.

The Boxer twin drives through a six-speed gearbox with helical gears for smooth shifting ease and low noise.

## BMW's Media Release of 12 January gives the first 'official' details of the upcoming R1200ST



Sixth gear is no cruiser overdrive, but a short ratio designed to maximise the engine's output.

The BMW R 1200 ST employs a frame fundamentally identical to the BMW R 1200 RT with a welded steel structure front frame. The rear frame is made of straight steel tubes welded together.

As on all four-valve Boxers, the front and rear frame are bolted firmly to the engine/gearbox unit, jointly forming the load-bearing structure. The longitudinal arm incorporated in the front-wheel Telelever rests on the engine block, the Paralever swinging arm pivots on the rear frame.

The lightweight Paralever with weight-optimised drive shaft, and adjustable TDD spring strut locate the rear wheel. The ten percent saving in unsprung mass over the previous model as well as extra ground clearance are key features of the new machine.

The extra-stiff Telelever is ideal for providing the smooth, comfortable, faithful response desired by sports riders. The system is carried over from the BMW R 1200 GS though modified for full-time on-road use, with front wheel spring travel of 110 mm.

New cast wheels carry BMW EVO brakes with Integral ABS (partly integrated version) fitted as an option. The front wheel measures 3.5 x 17 inches and the rear wheel 5.5 x 17. Tyre dimensions are 120/70 ZR17 at the front and 180/55 ZR17 at the rear.

Front brake discs are 320 mm, while the rear discs are 265 mm in diameter, slightly smaller than the previous model, saving unsprung weight.

A 21-litre fuel tank made of extra-strong synthetic material delivers a substantial touring range. True to its comfortable touring intentions, a two-piece, adjustable seat is offered with seat height ranging from 780–830 mm.

A height-adjustable handlebar gives 25mm travel which offers the choice of an upright riding position for touring or a more crouched-over stance for sportier duties.

The windscreen offers three manually selectable settings each moving the screen 20mm further upright.

Coupled with the adjustable rider's seat, motorcyclists of all types should feel at home aboard the BMW R 1200 ST. As usual, BMW offers a low rider seat as an option.

Controls and switches have been carried over from the award-winning BMW R 1200 GS and include the very handy adjustable clutch and brake levers. Just as the drive shaft is sealed for life, so too is the hydraulic clutch circuit.

Two H4 vertically-stacked freeform surface technology headlights ensure excellent road illumination and give the BMW R 1200 ST a unique face.

The machine bears a distinctive look compared with its mechanically similar R 1200 RT sibling. Subdivided into two sweeping sections, the fairing conveys a powerful impression of searing forward motion and light handling.

The BMW R 1200 ST is offered three colours: Sydney Blue Metallic, Piemont Red Metallic, and Granite Grey Metallic. The upper section of the fairing and the front wheel mudguard are both finished in a contrasting colour, offering the customer the choice of either Light Magnesium Metallic or Dark Graphite Metallic. These highly attractive colour combinations give the machine an individual touch. Irrespective of body colour the seat always comes in black.

A new side stand complete with starter interruption function holds the motorcycle securely in place on any surface and is easy to operate. The side stand folds out easily with the rider on his seat, while a main stand is available as an option.

Newly designed case supports are perfectly integrated into the motorcycle and are fitted as standard.

Two 32-litre side panniers and a top box are optional and use the same four-point locking system as on the BMW R 1200 RT, but unlike the tourer, the panniers of the BMW R 1200 ST are finished in black, not colour coded to the motorcycle.

Final Australian specification for the BMW R 1200 ST will be announced at launch in Late February 2005, along with pricing details.'

**From the BMW website — <http://www.motorcycles.bmw.com.au>**

# Christmas Dinner 2004

**A beautiful and central venue, great food, good company. What more could we have wanted at the Club's annual Christmas Dinner and Presentation night at the Botanic Gardens on 2 December 2004?**

Well, it could have been a bit warmer but at least it wasn't blowing a gale or Christmas beetles.

About 60 people, many resplendent in their loud shirts, enjoyed pre-dinner drinks and finger food. While Colin Ward sold lots of raffle tickets for the BMW jacket kindly donated by Taffy Williams for the Warne – Norris appeal. Taffy said he'd only worn the jacket once – to a Torville and Dean show, as evidenced by the ticket found in the pocket!

There's a song called "I wear my sunglasses at night" by Corey Hart and there were plenty being worn as the sun dipped slowly in the western sky to soften the effects of the loud shirts on display. Lowe's has a wide variety of Hawaiian shirts and it seemed like the full range had been bought by club members just to wear on the night..

After feasting on "traditional with a twist" fare of turkey, beef and ham it was time for the presentations. It's odd how those "step-offs" seemed even more embarrassing when related to a crowd that's imbibed the odd amber ale

or two. You can see the list of concours winners and other awards on page 17.

Some "Celebrity Heads" got everyone laughing and the contestants guessing wildly. To keep in the festive spirit everybody took a gift from the lucky dip box when queuing up for desserts. While some people were thrilled with their gift, others looked a tad disappointed that their groping in the box yielded a gnome or a pair of fluffy dice or a



toy motorbike. You just can't get good taste presents for under \$2 these days.

The food had finished, the last drops of wine were wrung from the bottles and it was time to go home. The committee was pleased to get so much positive feedback on the dinner, being told it was "best ever" was very heartening. Thanks to all those who came and made it such a great night.



# And the winners are .....



Trophies were presented at the Christmas Dinner in December

**Club Person of the Year:** John McKinnon  
**The President's Award:** Roger Paull  
**Step Off Award:** Roger Paull  
**Loud Shirt - female:** Leah McKinnon  
**Loud Shirt - male:** Malcolm Morris



## Concours winners (at Tidbinbilla) and Judge Colin Ward's comments

**1. Cruiser** - Tom Cruiser has been a little off-colour this year and well he did win it last year so left his bike outside Tidbinbilla and therefore out of the judging..

### **2. Tourer** - Gerry Van Ewyk R1100RT

Comments: Perhaps the best presented of all the bikes. Engine, wheels, exhaust, bodywork all look like they had been cleaned and not just washed after the last ride. Considering the kilometres on the bike this was a worthy winner.

**3. Sports** - Colin's was the only real sports bike present on the day. Given the scratch from the little lay down the bike had on the ranges trip and the resultant port hole in the pannier (now fixed) he could not justify the entry.

### **4. Roadster** - Leena Ward F650CS.

Comments: Two years old and 15000ks on the clock. Ridden by a little old lady eh chicky babe. Lovingly maintained as a rostered duty by Colin. I'll ride it if you wash it.

### **5. Off Road** - Dallys Parker F650 GS (with L Plates)

Comments: A new bike that is still being run in. May have seen a bit of the dirt but is in good clean condition.

**7. R-Series Classics** - Few and far between on a fine Sunday Morning in October. Perhaps the Airheads were elsewhere on the day.

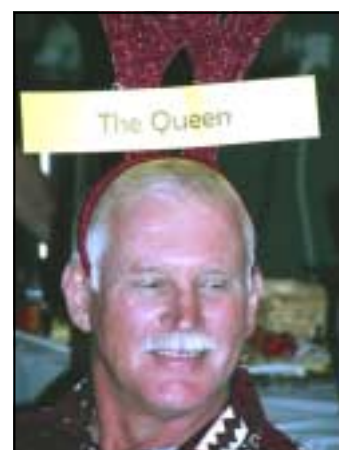
### **8. R-Series Post Classic** - Jack Foley R 75

Comments: There were a couple of bikes entered in this category. Given the age and kilometres, Jack's recently acquired treasure won by a clean pannier.

Did I miss any categories? Ah yes there was one other, not sure how it got to be number 6 on the list. Many riders appeared to enter this category as an after thought. Allison even thought her R80 unwashed as it was could be a contender. My port holed pannier even caused me to consider this option but there could be no serious challengers.

### **6. Rat Bike** - Upsidedown Greg – An R1100 GS.

Comments: I admit I haven't been on any GS or off road rallies so I can say that I have never seen a bike with so much tape, so many dings, scratches, bits missing, dirt all over the place and yet so loved by its rider. There was however a moment at Geehi when I thought even Greg might shed a tear. He said to us that he thought there was a problem with his suspension and he would get it looked at. He went off mumbling only to return to inform us that the upper rails (both of them) had fractured under the seat.



# Our Christmas Picnic (with Showers)



The skies were threatening as we rode down to Honeysuckle Creek for the club's annual picnic— it stayed fine long enough to take these photos and then it bucketed down giving the bikes a free wash. Despite the weather, there was a great turn up of members.



# - at Honeysuckle Creek



Fortunately the group who'd booked the shelter took pity on us and let us huddle out of the rain so the bread rolls didn't get too soggy.

Let's hope the weather is kinder to us next time and we can have an old fashioned picnic with three-legged races etc. Thanks to Ian Hahn for arranging the food.



# Gravel Surfing Stuff

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## We had a couple of short impromptu rides over December and January.

In early December we had a day run to Tumut via Wee Jasper. We covered some good open roads, running through State Forest and farming country, on our way to Tumut for lunch. On our way back we did take a few wrong roads in the forest but eventually found our way to Picadilly Circus before taking some more forest roads through the cleared forest area to the Cotter river and recreation area. Thanks to Vic (R100GSPD), Andrew (F650GS), Timo (F650GS) and Mark (R80G/S) for joining me on this one.

We also did a couple of half day rides. First up was a run along Two Sticks Road in the Brindabella ranges and then a ride through the Tallanganda State Forest between Captain's Flat and Braidwood.

Two Sticks Road is a moderately difficult fire trail that runs from an area not far from Uriarra Crossing through to Piccadilly Circus. Mark (R80G/S), Fred (R1150GS) and myself spent a few hours traversing this road after Christmas.

The road surface is pretty good but there are some rougher patches where erosion has taken its toll. There are also some good views on offer.

As a side trip we did a run up to Mount Coree. This road is a little bit rougher but not too bad until the last 50 metres which were very rough, with a lot of loose rocks making traction difficult. After one failed attempt we parked the bikes and walked the last bit to the top.

In early January Timo (F650GS), Mark (R80G/S) and myself headed into the Tallanganda State Forest to explore a few fire trails. We also stopped off at the Lowden Water Wheel picnic area which is a pleasant place to stop for a meal or a rest if you're in the area. The old water wheel used by timber cutters to generate electricity is still running but no longer producing electricity.

From the picnic area we headed further into the forest taking fire trails through to Little Bombay before heading onto open roads through Farringdon and then to Harold Cross before heading back through Rossi and Hoskintown.



Andrew

### COMING EVENTS:

- \* No firm dates set but a weekender to a destination along the Barry Way should be on the cards some time in February.
- \* 12/13 February - BMW Touring Club of NSW hold their Karuah River Rally - Near Dungog

Contact me on 0407 415 294 or [upsidedowngreg@yahoo.com.au](mailto:upsidedowngreg@yahoo.com.au) if you want any information about these rides. Don't forget to join the Yahoo e-mail group for more up to date information on all gravel surfing activities.

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

### Upsidedown Greg

Our 2005 Annual General Meeting will be held on Monday  
4th April 2005 at the Ital o-Australian Club, Forrest

## FORM OF APPOINTMENT OF PROXY

I,.....  
(Full name)

of.....  
(Address)

being a financial member of the ACT BMW Motorcycle Club Inc, hereby  
appoint

.....  
(Full name of proxy)

of.....  
(Address)

being a financial member of the ACT BMW Motorcycle Club as my proxy  
to vote for me on my behalf at the Annual General Meeting of the Club to  
be held on the 4th day of April 2005 and at any adjournment of that meeting.

My proxy is authorised to vote according to her or his judgment in regard  
to Committee positions and any other club matters that may arise  
throughout the meeting.

.....  
Signature of member appointing proxy

Date.....

\* NOTE: A proxy vote may not be given to a person who is not a member  
of the Club

# Found

**Sunglasses, frameless, wraparound style, bronze tinted.**  
Left on the table at the Christmas Dinner on 2 December.  
Contact **Mal Elliott on 0410 491 948**

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# For Sale

**ACT bike rego plates COLIN.** Would cost \$627 if available from registration authority. Best offers. Ditto **MARY** plate.  
**0411 252 459**

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**BMW R1150 RS, 2001.** 18,500 km, is blue in colour, has panniers that have never been used. The rear tyre is nearly new and the front still has plenty of life left in it as well. The exterior of the bike is unmarked in any way. The registration expires in January but this can be a point of negotiation.  
**\$16,000 ono. Contact Mike Bateman on 6281 6115 or 0432 141 975**

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**ST1300** For personal reasons the bike has to go. Purchased August 2004 but work has overtaken me and the bike doesn't see the light of day as it should. The kids (2) and wife (1) both want time too. Therefore the bike is on the market. Registered new August 04, has less than 2,000 km on the clock. Has had its run in service at 1,500km. Don't need to say an awful lot more about the bike apart from it being stock standard and one of the best bikes I've ever ridden. **\$18,500 ono. Contact nick@millsinoz.com**

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**K1100LT (White) 1997** Side panniers, Top box, Extra low 47,000km, Comes with Walden Miller leather Jacket, Nolan Helmet (clear and tinted visors) and a fully waterproof bike cover. Lovely bike, under instructions from other half to sell due to young child and compulsory station wagon purchase. **\$7,990. Phone Tristan Waller on 0402 098 806**

---

**BMW R60/6 1974** Black, excellent condition, panniers, new tyres, full rego 8/05, eligible for club rego, well maintained original bike. Rego 58648. **\$4,500. Call Brenton on (02) 6230 2670**

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More 'For Sale' at page 24

# Wanted

**Pannier racks to suit BMW R100RS** The panniers I have are the ones with rectangular orange reflectors. Willing to negotiate price and also consider buying your panniers as well if you don't want to split them and they are in reasonable condition with all locks and catches. contact **Bruce on 0419 292 462**

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**Kamparoo trailer**, preferably Kamparoo Sprint with 10" wheels, but will consider Kamparoo Junior and all other trailers in good condition, preferably camping (fold out tent) motorcycle trailers. **Contact Barry Thompson on 02 6232 8163 work or 02 6161 4891 home.**

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**BMW 1150RT**, with panniers & top box, Blue or Silver, 2001 or newer, Contact **Ed Watson on 0421 375 948**

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# For Sale Second Month

**GS1150 A** Due to circumstances beyond my control I have to sell my bike. It has panniers and topbox, new tyres, rego to May next year, 16,000 km, 2003 model. Quick sale required. **\$19,000 ono, ring Mark Jenkinson on (02) 48451119.**

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**BMW R60-5 1972** chrome header pipes & frame, new seat, battery & rear tyre Feb '05 rego, 12000 kms. **\$5000. Phone Bob 0418 487 754**

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**K75RT 1996**, Immaculate condition, electric screen, heated handgrips, radio, ABS brakes, top box, panniers, comfort seat, front and rear crash bars. 35000 km. **\$12,500. Phone Colin on 6238 1060.**

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**R80 RT 1988**, Koni mono-shock, Staintune exhaust, tow bar, gear box by Doug, cast iron disks. Colour varies panel to panel. Unknown kilometres, I am the 9th owner. Just out of NSW rego. Only ridden by my wife for the last 3 years. **\$3000 ono.**

**Yamaha FZR 1000.** Never started project. The bike is complete but in pieces. **\$1500 ono. Call Peter Robinson on (02) 4845 1424**

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**1996 R1100RT** Glacier green. Immaculate condition. 62,000 km. Service history. Just recently serviced (Taffy). Rego 12/05. Full Touring luggage. **\$13,500 ono. Phone Gerald Van Ewyk on 6254 0146**

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# Wanted Second Month

**BMW R1100RS** with ABS, panniers and preferably top box. Contact Michael on 0412 967 273 or email: [mickurbahn@bigpond.com](mailto:mickurbahn@bigpond.com)

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**Conti Replica Stainless mufflers** made by Staintune for BMW 1000cc Twins. Would prefer NOS or excellent used pieces. I live in the US so please be willing to ship there. Email: [phactory1@yahoo.com](mailto:phactory1@yahoo.com) Thank you, Philip Rose

---

Our 2005 Annual General Meeting will be held on Monday  
4th April 2005 at the Ital o-Australian Club, Forrest

**NOMINATION FORM FOR  
ACT BMW MCC COMMITTEE POSITIONS  
2005-6**

The club elects at its Annual General Meeting a committee consisting of a President, a Secretary and a Treasurer and up to four other office holders including Vice-President, Ride Coordinator, Social Secretary and Editor.

It has been the recent practice of this club to also elect a Clubs Australian Delegate, a Merchandise Officer, a Webmaster, a Membership Secretary and a Librarian.

So there are possibly 12 positions to be voted on at the AGM on 4 April 2005

Note: the committee, rather than the club membership, is required by the club constitution to appoint a Public Officer in accordance with the requirements of the Association Incorporation Act 1953 as amended, so a vote by members for Public Officer is not conducted.

**To nominate someone for a position, you may use this form.**

I wish to nominate ..... for the position of:

(circle position - one form per position)

- President
- Secretary
- Treasurer
- Vice-president
- Ride Coordinator
- Social Secretary
- Editor
- Clubs Australia Delegate
- Merchandise Officer
- Webmaster
- Membership Secretary
- Librarian

**Signed** \_\_\_\_\_

**Seconded** \_\_\_\_\_

**Print Name** \_\_\_\_\_

**Print Name** \_\_\_\_\_

# 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

## For Sale

**K1200 RS 1999** Charcoal grey. ABS Model with rear rack and bag, panniers, handle bar risers, two screens (sports and comfort), Auto comm Intercomm, good tyres, NSW registration to Aug 05. Excellent condition **\$15,500 ONO** Reg No WQB-75 **Phone Colin on (02) 6255 8998 or 0412 262 212**



**R1100RT** First Reg Mar 2000 Opal blue metallic immaculate condition complete with panniers/top box, Bagster tank cover (Paint matched) and Bag. Full Autocom pro rider comms with uniden UHF radio and 2 helmets. New tyres, spare battery and charger. **\$15,500 Contact Paul 02 6299 9449**

## Lost

**MISSING** - Left at the Christmas party at the Botanic Gardens, the BMW club cap won by Robin Elliott for her celebrity heads win.

**Contact Mal Elliott**

To directly quote (GS rider)  
Roger to Pam:  
"Tell her she's dreaming"





# Minutes of January Committee Meeting

held at Stephen & Jacqui Hay's

**Present:** Peter Stanfield, Colin Ward, Peter & Fiona Oliver, Stephen Hay, Roger & Pam Paull, John McKinnon, Leah McKinnon, Ian & Jeanette Hahn, Ray & Louise Coxon, Martin Gilbert

**Amendments.** None

**President:** Peter Stanfield. Well done Pam for Christmas party. Also well done to Ian for the picnic at Honeysuckle Creek. Planning for Avalon Air Show 15 to 20 March has commenced. Jimbo was nominated to run AGM meeting to elect the next committee. John McKinnon will look dates when Bright may be available. Barbecue will be held at Nigel's at Tuross Heads on 19/20 Feb. with onsite camping or a caravan park or nearby motel. 4<sup>th</sup> Monday in March is Easter Monday, so the AGM will be on 4 April 2005. ANZAC Day falls on the 4<sup>th</sup> Monday in April, so the April meeting will be on Tuesday 26 April.

**Treasurer:** Peter Oliver S10 Smart Saver - \$2186.06 S70 Business Cheque - \$2339.75

**Vice President:** Colin Ward – needs copy of membership database and electronic copy of magazines for the last 12 months.

**Secretary:** Stephen Hay – Mail this month consists of other clubs' magazines, accounts, memberships, statements.

**Editor:** Roger Paull - reminded Rolfe of the deadline for advertising in the newsletter but noted that he hasn't had anything from them for some months. Lots of photos from the Christmas Dinner, Toy Run, Picnic to use in the newsletter.

**Ride Coordinator:** John McKinnon –starting planning for the New Zealand trip in 2006. Breakfast ride 6<sup>th</sup> February to Marulan Truck Stop via back roads. Leave Red Rooster Queanbeyan at 8.00 am. Optional ride to Thirlmere railway museum after breakfast. May be a ride 26<sup>th</sup> Jan to the coast.

**Social Secretary:** Leah McKinnon - The chomp and chat at the Kingo went well. 2<sup>nd</sup> Feb chomp and chat will be at Bizanti Woden.

**Webmaster:** Ray Coxon –Website fairly quiet. He will put a link on for Avalon Air Show. He will be retiring as Webmaster at the AGM.

**Clubs Australia Delegate:** Martin Gilbert – quiet but time to pay membership subscription \$1 per member.

**Membership Secretary:** Ian Hahn – Total Membership = 232 members with 1 new member and 1 renewal this month. Membership renewals to go out with next newsletter.

**Merchandising Officer:** Louise Coxon - nothing to report. She will be retiring at AGM.

**General Business** – Ray Coxon said that the Eastern Creek Raceway is ending its ride days and going to a racing school format costing \$290.00 for a day. He has done it and recommends it.

**Next meeting:** 17 February at the McKinnon's.

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## Want a free set of tyres?

Time is running out, so find your eligible holiday snaps and get your entries in for

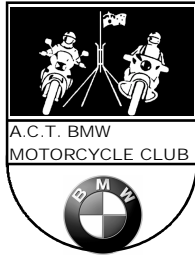
**TJ's Tyres**

**Touring Competition**

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Details on how to enter were in the November newsletter and are on the club's website.



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