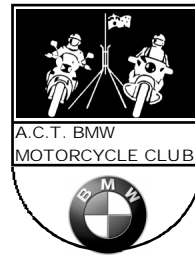


BMW Club

March
2005

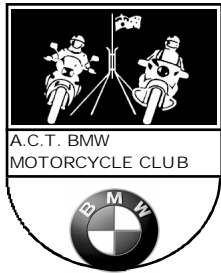
Shaft Drive Lines



ACT BMW MotorCycle Club Inc.

Member of the International Council of BMW Clubs





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'Shaft Drive Lines' — March 2005 — Volume 25 No.2

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo Australian Club, 78 Franklin St FORREST
Next Meeting: Monday 28 February 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
The deadline 10 days is before the next meeting.
All disks & photos etc. will be returned upon request.

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

Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc. Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

Privacy of Club Member Information

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a declared policy as regards *Privacy and Spam*.

Details of the Club's policy were given in our May 2004 Newsletter

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

This month's cover:

Dallys Parker at Namadji—
read about Murray and Dallys' touring holiday in this edition.

The Presidential Hooah



I hope you are all enjoying the excellent riding weather at the moment and looking forward to a break in March. This year with the Easter holiday and Canberra Day close together, taking 7 days leave will nett you two weeks holiday. A few people are heading off to Bright for a few nights and thence over Mt Hotham and down Mallacoota way so watch the email traffic and what's on page for that one.

The Avalon air show is also on in the week leading up to and over the Canberra Day weekend and there are a few club members interested in going down. We dropped in to the last show on our way down to Tassie. They always have a great display with war birds and the air force – ours and the US - displaying some terrific planes and flying displays.

I hope those members who ventured down to Nigel's enjoyed the weekend in sunny Tuross. I had to make a trip to Sydney and was glad I was in the car when we ran into a furious storm near Sutton Forest. I felt sorry for the couple of guys I saw on bikes as the rain was that heavy cars were pulling off the road because of the lack of visibility.

We are all looking forward to seeing the new R1200 RT and R1200ST which will be showing up during the Ulysses AGM here in Canberra in March this year. The specs on both the new bikes read really well with the newer more powerful engines and less weight to pull around. I hear that there may also be a new F650 showing up as well. Along with the R1200GS and the K1200S it should be a bumper year for BMW motorcycles. Good to see a few new R1200 GS turning up with club members. I had trouble getting Wolfe's attention at breakfast recently as he couldn't take his eyes off his new machine.

Don't forget our AGM is coming up in April so have a think about who you might like to nominate for the committee. We have a few vacancies with no nominations as yet, including Ride Coordinator and Merchandising Officer, so if you would like to give us a hand or know who may like to get involved send us a nomination.

Well enough from me get your leg over and come on out.

Safe riding

Peter

In this month's issue:

• What's On	4
• Vice Report	6
• Airheads ride schedule	7
• A road somewhere	8
• Touring F650GS style	9
• Tuross Head Barbecue	11
• [p;2004 Newsletter Index	12
• Rally Report	13
• Final call for TJ's Competition	14
• Ads	16
• Proxy form for AGM	17
• Nomination for Committee	19
• February Committee meeting minutes	20



One Sunday morning ... on the road to Bungendore



What's On - Rides, Events & Meetings

- **Next General Meeting is on Monday 28 February 2005, at the Italo-Australian Club, Forrest—however it will be held downstairs in the Seminars Room**
- **Still looking for new Committee nominations - AGM 4 April**

February 2005

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

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

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

2 Chomp and Chat - 'Asian Mekong Delta' Restaurant, Alinga St, Civic, 6.30 pm

5/6 The Cold Flame Rally (See Upsidedown Greg's Rally report at page 13 for details)

6 Alternative Sunday breakfast—Mystery Ride. Southsiders depart from Rolfe at 8.30 am

17 Committee Meeting

18—21 Bright

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

April 2005

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

3 Alternative Sunday breakfast—tba

4 Annual General Meeting 7.45 pm, Italo-Australia Club, Forrest

6 Chomp and Chat—tba

14 Committee Meeting

23—25 Weekend trip to Buchan Caves

26 General Meeting, Italo—Australia Club, Forrest (note this is on **Tuesday** night)

More What's On

2 March - Chomp and Chat

Mekong Delta, Alinga Street, Civic. Those who went last year all gave it good reviews for both the quality and quantity of food, so RSVP to John McKinnon by Friday 25 February.

5-6 March—The Cold Flame Rally

Organised by Hal of TJ's Tyres and held at the Junction of the Snowy and the Pinch Rivers, on the Barry Way South of Jindabyne. See Greg's Rally Report at page 13 for more details

6 March - Alternative Sunday Breakfast

Another Mystery Ride followed by breakfast at a mystery venue. For this ride only, Southsiders should leave from Rolfe at 8.30am, while Northsiders meet at the usual spot at Watson at 8.30am

Canberra Day Long Weekend (19/21 March)

This will be a weekend ride to Bright. The plan is for a Friday 18 March departure from Canberra for Bright via Cooma, The Elliott Way, Walwa. Overnight Bright 18 and 19 March. Depart Bright 20 March for Mallacoota via Mt Hotham, Omeo, Bruthen (The Great Alpine Road, www.lakesandwilderness.com.au/GreatAlpineRoad/Default.asp). Overnight Mallacoota 20 March and return to Canberra Monday 21 March via one of several routes yet to be decided.

Those who would like to come but can't make it on the Friday can plan to leave on Saturday and join the Friday travelers in Bright on Saturday.

If you haven't already confirmed your participation with John McKinnon, you'll need to make your own accommodation arrangements.

4 April - Annual General Meeting

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

23—25 April—ANZAC Day weekend

Weekend trip to Buchan caves. Buchan Caves is inland from Orbost in Victoria and was a favoured destination for the club in past years.

See gippsland.com/web/ParksVictoriaBuchanCaves/

for more info. It will also lead to an accommodation link which will give you an idea of what is on offer other than camping at the caves.

Buchan is on the Victorian end of the Barry Way which

Membership renewals and fees are due now.



The Bungendore Bears

Pillions may have noticed some "imported wildlife" in the trees on the way to Bungendore for Sunday breakfast.

One of our members counted over 24 of these cute furry little critters recently and wondered why there are teddy bears up in the trees. A bit of research found the answer.

A young working guy who lives locally just puts them up whenever he finds some, (or is given them -'what an opportunity folks, see your bear here!'). There are still a lot in trees where you have to look very carefully because the bears and the tree trunks are brown. Only the tasteful ones get 'stolen' or 'rescued' while the fluoro bears remain.

Apparently there are also some shields up the trees too, but nobody seems to know why. If you find out, let us know.



**Don't stop reading now.
The club needs you!**

We're still looking for nominations for the new Committee. There are a couple of positions for which there are no nominations as yet. It doesn't matter if you're male or female, rider or pillion, all you have to be is enthusiastic and willing. If you've ever thought "I wish the club would do such and such...." then this is a great opportunity to be involved. None of the positions require a big time commitment; averaging one hour per week maximum. If you're interested, or even half interested, have a "no obligation" chat with Peter Stanfield.

The Vice Report

The Christmas holidays sure seem like a long time ago and I haven't spent much time on my bike thus far into the year. However, I did venture to Marulen for the first Sunday of the month breakfast with about 17 or 18 others. Despite a minor mishap at Tarago (and the first claim for the year for the much coveted 'Step-off' award) we had an enjoyable ride in pleasant weather. Breakfast was fine and despite the influx of bikers and only two staff we were served with little delay. Turns out that another group of a similar size having arrived moments after us decided not to stay.

Sunday 13 February saw more than 40 people and about 30 bikes at Bungendore for breakfast. The weather was cool and overcast as we left Queanbeyan with me in my summer jacket. I had forgotten how draughty my K1200 is as it has been at Geckos on consignment for a couple of months.

There was an interesting email on the Gravel-Surfers web site from one of the Stay-Upright Instructors. He was writing about the recent acquisition of the BMW F650 Scarvers and the use of these on the courses. Here is part of what he wrote:

"Anyhow, I worked a learners course this weekend and low and behold there were a couple of brand new F650CS (Scarvers) awaiting our use. The bikes had 12km on them so were literally only ridden from the dealer to the training facility. Us instructors decided it was our duty (yeah a tough job) to scrub the tyres in before we started using them in anger so we punted a couple around the track (Sutton Road training track in the ACT). Now I wasn't expecting much but must admit I came away pleasantly surprised.

For such a fresh engine it performed very well. I ended up taking one home for the night (spending all day in first and second gear wasn't doing much to run them in) and again was quite surprised at how well they go stop and handle. Noting that they are still very new and need a lot more running in, top gear acceleration between 85 and 120 was more vigorous than I was expecting (i.e. it went better and 50 horses should) and with bugger all vibes. As a one up city come occasional highway bike they would excel. Oh and the fuel consumption is amazing at anything between 23-28km/l depending on speed (this is backed up by someone I know who has one)....

Reason for this post (email) – basically to say that for those looking for a bike that will provide good road power and handling these (or the GS) might be worth a look. It was a real eye opener for me."

There are some changes in timing for the March and April meetings. Note that the AGM is on 4th April and that you will need to be a financial member to both nominate for the committee and/or to vote at the meeting.

So many roads and so little time

Colin Ward



Airheads Ride Schedule: March 2005

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 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. Note that rides may be changed by general agreement. Oilheads and Waterheads welcome!

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.

A Road Somewhere

A back road to Bathurst (or there and back again... no, someone's done that, haven't they)

It started with Mark Edwards – he wrote to the Club Yahoo group about how good the road to Oberon was these days. The last time I took it, on a miserable wet day and thankfully on 4 wheels, it wasn't enjoyable at all. However that was some years ago now so probably time I tried it out again. Then there was the prospect of going to the Karuah River Rally, something I used to do every year when I lived in Queensland but have only done once since moving to Canberra. As it turned out, I chose not to go on an overnight run, but that was no reason not to go out for a decent day run.

If it was as good as Mark said, no need to take the GS then, is there? The LT would do the job admirably and was begging for a long ride. I made a pact with myself as I left town that I wouldn't set a wheel on the Hume Highway that day so I set out for Goulburn via Bungendore. A tad cool riding along and it looked like rain down toward the coast but it cleared into a beautiful day as I left Goulburn and pointed the LT toward Taralga. This is a lovely piece of road, good surface, fairly open bends, no traffic to speak of, just point and squirt, as Gwendolyn's speed warning chimed away between my knees to remind me of imminent license loss should I get caught doing this.

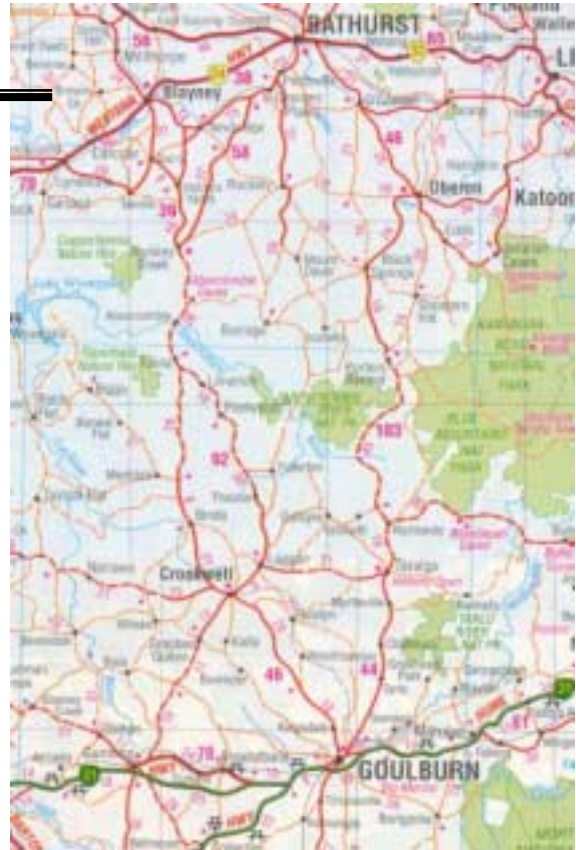
Taralga was full of horses & carts, for no apparent reason. And lots of signs for and against wind power generators, shame the steam rising from local ears couldn't be harnessed really. I almost took the Wombeyan Caves turnoff but chose to save it for another day. All bitumen up until now but a few curves later saw the road turn to gravel of the most benign kind. It only lasted 5km and the LT sat on a steady 80km/h for most of it. After that the road is bitumen again for the drop down to the Abercrombie River and back up again. That must be one of the steepest climbs I've ever seen.

Once the river is behind you the gravel starts again and runs for about 10km before a new bitumen road takes you via Porters Retreat and on to Oberon. From here a left hand turn takes you to Bathurst on the O'Connor Road, a well surfaced road with a nice swooping series of curves in the middle of it.

Lunch was called at Bathurst and, while I consumed the produce of a local bakery, a chap in full Light Horse regalia rode his horse up and down the street waving the Australian flag, much to the delight of the locals.

So, where to from here? There was a road sign pointing to Goulburn but I wasn't sure what the road was like so I started on the road south to Blayney. A nice-enough country highway but hardly exciting and I had to watch my speed all the time. Coming out of Blayney, another signpost pointed to Goulburn so I gave in to temptation and took it. After all, how bad can it be?

The road runs over rolling countryside through Barry and Trunkey Creek, meeting the other road from



Bathurst along the way. A little way past Trunkey Creek, Abercrombie Caves are just off the road. I took a narrow bitumen road down to the caves area for a quick look but will go back some other time to explore. A spot for a club camping weekend perhaps? Just south of the Caves the road turns to dirt for about 5km before coming out near Tuena. Very dusty and not as easy to ride as the Oberon road but OK as long as you give the oncoming traffic some room while keeping yourself from being run over by 4WDs. After another bitumen stretch there was 5km more dirt, more bitumen, another 2km of dirt, yet more bitumen (like they didn't want you getting discouraged and turning back) and finally 6km of soft fine blue gravel. It was mounded into wheel tracks and quite floaty to ride on. Didn't do wonders for my peace of mind, but I'd come this far so no point chickening out now.

The bitumen finally returned for good for the run down to Binda. Like many towns in this area there's old stone houses all over the place, some better cared for than others, but definitely worth a look if you like that kind of thing. From there it's an easy run down to Crookwell and back to Goulburn to retrace my steps home via Bungendore. About 650 – 700km for the day, mostly easy to do and very nice countryside.

The LT coped with the dirt quite well, being long in the wheelbase and heavy enough to sit on the surface and not move much. It didn't escape the trip totally unscathed though, the magnetised door inside the topcase lid, the one with the vanity mirror on it, snapped off and broke the mount as well. Stop laughing, this is serious! How am I going to check my lippy now?

And not a wheel turned on the Hume Highway.

Martin Gilbert

Holiday Touring F650GS Style

Murray and Dallys Parker got out and about in their summer holidays.

Last summer holidays, Dallys and I were in Europe (winter), hence we didn't get much riding in (read none!). This year was a little quieter so we made up for it by doing short one and two day trips in the local region.

Dallys grew up in Canberra and was into horses in her younger days, so she knew the country areas really well and had wanted to show me around for some time. This is why we bought our F650GSs, as they seemed the ideal bike for this sort of thing. I nearly bought the R1200GS (THE very first one in the ACT), but my ducks disease got the better of me and I went for the smaller bike. While I miss the big engine (I used to have an 1150RT), I don't miss the bulk. The 650s are quite surprisingly powerful for their size. I went to the Moto GP at Phillip Island last year with the bike loaded to the gunwales and sat on a respectable 100kph (ish) all the way! So I figured that anything Dallys and I wanted to do would be easily catered for.

Our first day out took us to Wee Jasper via a loop of the Mountain Creek road and Doctors Flat road. It was a beautiful day and the difference in greenery out there was incredible. The grass was tall and lush and the cows were all lying around saying they couldn't eat another mouthful! The roads out this way are in really good condition and I reckon I could have done them on my RT, well maybe to Wee Jasper anyway. We rode through town and headed for a picnic ground on the Tumut Rd a few Ks out that we'd seen on the map. With my budding geologist expert, I got a guided tour and explanation of the limestone country out this way and how the caves were formed etc. Very informative!

We had a nice lunch under the trees listening to the

birdies and eventually made our way home. The Doctors Flat road starts out really well and then gets a bit lumpy as it winds its way in and around the foothills closer to Uriarra. Dallys hadn't ridden on dirt before and while a little apprehensive, but made it without much trouble at all. We weren't in a hurry or needing to stay with others, so we just took our time. It's amazing how much



Mount Clear Camp

of the countryside you see when you take that approach! We arrived home safe and sound; having covered a fair bit of territory, learnt more about the bikes and picked up a few new riding skills.



A vintage catch

Our second day out included a third! I'd been promising to take Dallys camping for years, and now with the right bikes, I could. We decided to head down through the Namadgi on the Boboyan Rd to Shannon's Flat and out to Yaouk to see what we could see, with the aim to end up back at the Mt Clear campground nestled at the bottom end of the National Park. The staff at the Visitor's Centre were very welcoming and informative when we stopped to pay our ground fees, which were a whole \$5.00 – outrageous! Even the Club could afford a night there.

The Boboyan Rd turns to dirt shortly beyond the turn off to Yankee Hat (great spot) and was fairly rough in places due to the high traffic load. A lot of people use this road to get to Adaminaby and the Snowies, and there are lots of logging trucks too. We kept our cool and made our way leisurely along, separated by about 200 -300 meters due to the dust.

At Shannon's Flat we turned right and headed out toward Yaouk through the foothills and out on to the flat valley area between the ranges. It is quite picturesque here, but probably "as cold as a mother-in-law's kiss" in the winter, as this area is well inside the northern end of the Australian Alps. We stopped for lunch at the Yaouk bridge (marked by a flag pole avec Aussie Flag) and enjoyed the sound of the river, which was reasonably full from recent rains. A heard of inquisitive locals tried to get closer to the bikes for a better look, but the cattle grid at the gate kept them back! We took in a few local roads to see where they went, but most go to private property or back into the National Park and were locked. I had some fun giving the bike a squirt here and there to see what she could do and it went really well, even loaded with panniers and gear. I reckon Upside down Greg could make it do some tricks, but it would need a new frame afterwards!

We made our way back to Mt Clear without incident and set up camp promptly....right on a bull ant's nest! I didn't mean to, it was an innocent looking hole in the ground, honest! Luckily, it was only an escape tunnel or something and only a few came out and onto the tent to lodge their protest. After short negotiations (which they won), we picked the tent up holusbolus (is that a word?) and moved it about five metres away and weren't bothered again. Mt Clear is a great spot with good facilities and there was only one other family there. We tied a string around our bottle of wine and plonked it in the creek to cool off. Dinner and wine were had staring into the bush TV (what is it about log fires?), along with a few million mozzies and other assorted guests. We talked about our travels until the cobwebs fill our heads and turned in for the night. It was a full moon night too and the grey/blue light was amazingly intense. You certainly didn't need a torch for the omni occurring-wine induced trip to the loo! We were up early and took in a leisurely breakfast while the bush slowly came to life. We didn't leave till after lunch, which was not such a good idea, as it was scorching during the pack up and we were well and truly cooked in our riding gear by the time got home. However, it had been another good adventure and I could finally tick the "camping" box!



Dallys relaxing in Limestone Country

Our next adventure was down to Braidwood via Bungendore, back through Captains Flat and home via Queanbeyan. Most of the Club knows this route quite well I'm sure, but we'd not done it on our bikes before. We had coffee in Braidwood with motorcycle GP legend Peter Goddard (well he was a few tables over, but that's good enough for me!), took in a few shops and finally made our way out of town. There's some nice country down this way and the roads are pretty good with some great twisties in the foothills. I reckon Ron could scrap a peg or two here....even in his car! We had to do the "dust separation" thing again as we made our way to Captains Flat. I noticed lots of roads leading off into the bush here and there and figured that the Gravel Surfers knew this area well. The wind was fairly howling and made the last leg from Captains Flat to Queanbeyan a battle to keep it straight and on the correct side of the road. We certainly didn't break any Club record for that leg! We were getting buffeted all over the place and we were flat out at 90kph and more often less than that. By the time we got home we felt like we'd been in a tumble dryer, but we had also learnt some new skills, and after all, there is no such thing as a bad ride!

The holiday period was over far too quickly. Our journeys may not have taken us very far, lasted long in the saddle, or really qualified us true Gravel Surfers. But we learnt lots about the bikes and saw some interesting places you wouldn't normally see by standard car, and you've gotta be happy with that!



Yaouk Bridge

Tuross Head Barbecue (at Nigel's)

We've found a solution to the drought just organise a club event outdoors and it'll be sure to rain. The plan sounded perfect, a Saturday in February down the coast for a barbecue perhaps we could ask Nigel if we could go to his place at Tuross Head? Nigel, being a very obliging guy, was only too happy to host the barbecue and offered his backyard for the campers.

We decided to take the "support vehicle" as my little red Peugeot was dubbed on the November trip to Temora and while it was overcast, it was great driving along with the roof down, with the wind whipping through our hair (well, one of us noticed it more than the other). It was about 1.30 pm when we got to Braidwood and his editorship decided it was time to eat. I knew exactly where to stop, outside the deli that sells Cornish pasties. But he came back with a mutton pie, the pasties having sold out. And a special treat for me, some Welsh cakes! The pie was declared "extra tasty" and it was back onto four wheels again. With about 10 km to go, we felt a few spots of rain so the roof had to go back up. I refused to believe that we wouldn't get wet if we went faster. I may be blonde but

We met up with some of the gravel surfers at the local shops and heard about a potential "Step-off" nominee who decided to take an involuntary dip in a creek on the way down.

To the sound of thunder and with flashes of lightning in the now dark grey sky, we arrived chez Nigel. It was easy to find, it was the house with the bikes parked in the front. Unfortunately Nigel wasn't feeling well but insisted that the show must go on. As the rain started to fall and more people arrived, we took over his lounge and garage. Luckily the rain didn't last and we soon migrated outside again. Nigel's house is very close to beach with wonderful views from the backyard where the gravel surfers had set up their tents for the night.

More bikes arrived and it was time for the men to start cooking the barbecue. A beer, a barbie and different bikes to check out - what more could the cooks ask for? With everyone fed it was time to relax and sip and chat. Not all the talk was about bikes, conversation topics included Mamdouh Habib, NSW land tax, the recent changes to NSW traffic fines, American Indians and a nude male cleaning service in Melbourne. No, not for cleaning naked men, but cleaners (men) who clean in the nude.



The scenic camping area

The last arrival was a mate of Nigel's on a BMW with sidecar which created a lot of interest. There aren't too many sidecars in the club, so the chance to look at a different one close up soon turned the conversation back to bikes, the Paris-Dakar etc.

Eventually, it was time to pack up and go. The gravel surfers headed for their tents and the rest of us back to the solid roof accommodation.

This was our first barbecue at Nigel's and it proved to be every bit as enjoyable as we'd been told. The only disappointment was that Nigel wasn't feeling 100% and couldn't enjoy it as he would have liked to.

Pam Pauli



Mark: stunned by the conversation perhaps?



Tree art at Nigel's

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★
 ★ Thank you very much to Nigel for having us. ★
 ★ It was really kind of you. ★
 ★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

2004 Newsletter Index

Sure you read it in the newsletter, but which one?

Rides - Australia

McKinnons Loop	February
Karuah River Rally	March
Night Riders	March
Headin' North (Ranges Ride)	May
Mates Rates (coast ride)	June
Corowa (Mothers Day)	June
Hill End	July
Christmas in July in Corowa	August
Getting Dirty Out West	September
A Ride for All Seasons	September
Don't Lose Your Sunglasses (Ranges Ride)	October
Dancing With Clouds	October
Another Great Explorer	October
Koscuiszko Rally	December
BMW Safari Tasmania	December

Rides - Overseas

Beemer Bali	July
La Grenouille Dodging 101 (France)	June
La Grenouille Dodging 102 (France)	August
Bike Riding in France	October
Lost in Space Sri Lanka	December

General interest

The Best Motor Cycle Ever Built	March
Making Movies	April
National Rally	May
National Delegates Meeting	May
Club Privacy Policy	May
Bloody Marvellous Weapon or Bavarian Money Waster?	June
Killaroo; Close Encounters of the Fourth Kind	August
International Delegate's Report	September
Mark's Awakening	September
Rallies	December
Take Time to Smell the Roadies	December
Mastering Staying Upright	December

Technical

Use of Citizen Band Radios	July
LRP Fuels	July
Bike Communications	August
Bike To Bike Communications Part 1	October
Bike To Bike Communications Part 2	November
What's In My Tank Now?	December
Get Wired	December

The Rally Report

by Upsidedown greg

Upcoming rallies:

March 5/6 - The Cold Flame Rally.

Note that this rally is not on the second weekend as I previously reported.

Organised by Hal from TJ's Tyres this rally is held at the junction of the Snowy and Pinch River on the Barry Way about 60kms south of Jindabyne. The Barry Way is one of the most scenic roads in Australia and makes the journey to this rally something special. This is the 20th running of the rally which is bring your own everything. There is approximately 50kms of gravel to cover going to the rally site but it is in reasonable condition and easily covered by competent road riders when the weather is fine.

There will be a contingent of gravel surfers going to the Cold Flame so let me know if you want to come along. 0407 415 294 or upsidedowngreg@yahoo.com.au

What you missed:

Karuah River Rally - 12/13 February

The BMW Touring Club of NSW held their 28th annual Karuah River Rally over the weekend of 12/13th of February.

There are plenty of great tar roads on the way to Dungog where the rally is held so I decided to take my "town" bike (Kawasaki Z1300) and leave the GS at home. I had arranged to stop in at Bilpin in the Blue Mountains on the way to the rally so decided to take the route inland from Goulburn rather than submit myself to the boring Hume Highway.

I rolled out of the garage at 7.00am and made my way to Goulburn where I headed north towards Taralga on a good quality tar road that wound through surrounding undulating countryside. There was very little traffic on the road and I settled into a good pace and concentrated on hitting the right lines through the sweepers and just generally enjoying myself.

From Taralga I continued towards Oberon. There is some gravel road remaining on this stretch but it only amounts to about 15 kilometres and even latte drinkers shouldn't balk at it. The first 5km stretch on the Goulburn side of the Abercrombie River didn't present any problems, but I throttled back to around 80kmh just in case as I had a long way to go and didn't want any surprises this early in the day. The Z1300 soon settled into the job at hand and the 5kms passed very quickly. The road into and out of the Abercrombie River valley is winding but tar sealed so no problems there. Once out of the valley the last 10kms of gravel appears. It is wide and smooth so normal touring speeds weren't a problem.



Good quality tar soon appeared which took me to Oberon, then Hampton before meeting the Great Western Highway. I turned right here heading back towards Sydney before stopping at Mount Victoria for fuel and breakfast. I then headed across to the Bells Line of Road and onto Bilpin. The Bells Line is a nice road but usually busy with traffic and police. I took it easy.

After a couple of hours at Bilpin I headed to the Putty Road with my friend Andrew leading the way on his Z1300. You don't often see a Z13 on the road and here were two of them on one of the most popular motorcycle roads in Australia. At the half way road-house we parted company and I continued to Singleton and then towards Gresford and Dungog. The Putty Road has a reputation as great motorcycle road and it is. Check it out for yourself. The roads between Singleton and Dungog cover some very nice country-side but the road surface is a bit rough in places with the tar becoming a patchwork of temporary fixes which haven't quite worked.

At Dungog I headed into the Chichester State forest on Monkerai road before covering the final 15kms of gravel road into the site. I arrived at the rally site at 4.30pm after covering about 650kms.

This rally is a very popular one as it is in a great location and is fairly close to both Sydney and Newcastle. The "official" count was around 270 bikes.

I soon found Fred Pensko (R1150GS) doing what he does best – relaxing in a chair telling stories, and not long after caught up with Nigel McFarland (K100RS) who was resplendent in his Ulysses club shirt. It was very colourful and no doubt handy in assisting older riders with short memories to find their riding companions.

The usual prizes were awarded and the raffle drawn before people settled in for the night. A rain shower at around 9.00 pm provided the excuse I needed to head off to bed early.

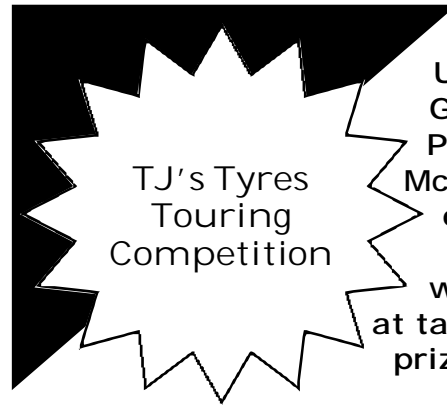
Nigel, Fred and I hit the road at 7.30am for the trip home. Back into Dungog and across to Singleton for fuel. It was then onto the Putty Road. Sunday is usually an all day peak hour on the Putty for motorcyclists, and not just for the sports bike jockeys. We soon came across some moving road blocks, with half a dozen cruiser riders out for a Sunday ride. I realise those cruisers don't have much ground clearance so they don't corner like other bikes but these guys looked like they were out for their once yearly ride as they wobbled their way around the corners, looking for that elusive ideal cornering line. I don't imagine they will find it anytime soon.

At Colo Heights we stopped for morning tea. That's right morning tea. I tried to have a pie and coke but Nigel insisted that at morning tea you must have a hot drink and a piece of cake. We ordered our beverages and a serving of apple crumble each. After an appropriate wait the apple crumble arrived. The servings were huge, in very large bowls more reminiscent of German WWI army helmets than dessert bowls. We didn't complain and quickly tucked in. Our only concern was about the cost, I have paid close to \$10.00 for servings 1/3 the size of this little meal. At that rate the morning tea thing could come in at over \$30.00 ahead. We need not have worried as the whole lot came to around \$6.00 a head for the apple crumble and the hot drink. Surely this place will be on the club's alternate breakfast ride list soon. It is only about 350kms from Canberra, and whilst I realise that for some of you that distance would mean an overnight trip, for the riders in the club a 6.00am start should have us sitting down around 9.30am for a late breakfast. I'll talk to President Peter about this and see what he can arrange.

From Colo Heights we soon hit traffic as we passed through Windsor and then Penrith as we travelled the Northern Road to Narellan. Then it was a rather quick trip home along the Hume Highway. The highway is so boring that I guess we might have slipped over the speed limit once or twice. The first time was the entire stretch between Campbelltown and Marulan and the second time was the entire stretch between Marulan and Canberra. I arrived home safely at 2.30pm after another great motorcycle weekend. Put the Karuah River Rally on your calendar for next year. It is well worth the trip.

Greg

Greg will have a Gravel Surfers report in next month's issue (Ed.)



Upsidedown Greg, Fred Pensko, Nigel McFarland (and others) have all been working hard at taking out first prize this year.

Just a reminder that entries must be received by March 1st 2005— so rush to TJ's and have your photo taken with your bike, and with Hal for maximum points.

Full details of how to enter the competition and how to score points were in the May 2004 edition on the Newsletter. (Otherwise you can find the details on our Club website.)

The winner, i.e. highest point-scorer, receives a set of tyres up to the value of \$450.

Find your eligible snaps and get your entries to Martin and Alison.

The club meeting is your LAST CHANCE to enter.

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

OR by post to:

**The Secretary,
PO Box 1042,
Woden ACT 2606**

All photos, discs, etc., will be returned once the scores have been calculated.

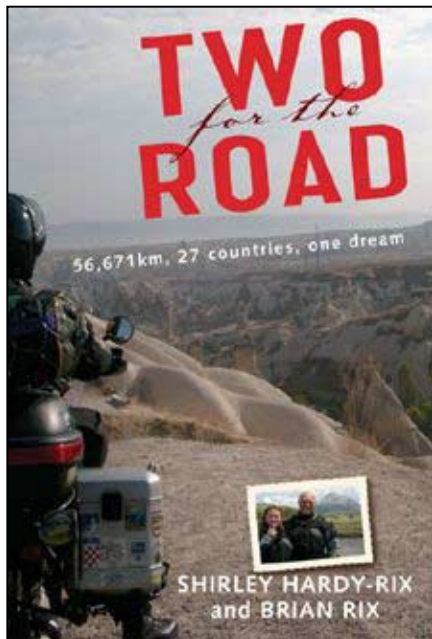
Here's how it's done....



Competition entry and 20 points for David Compton for this photo with Hal at TJ's Tyres



Ian Hahn is also off to a good start in TJ's competition



BMW Motorrad Press Release 14/02/2005: 'Across the world on two wheels'

Macmillan Australia has just published the epic account of Melbourne couple Shirley Hardy-Rix and husband Brian Rix and their BMW-mounted ride from Great Britain back to Australia.

In "TWO for the ROAD", the intrepid 'seize the day' pair retell their adventure of a lifetime as they crossed continents in search of inner peace and a stimulating challenge.

Shirley Hardy-Rix and Brian Rix set out to fulfil a lifelong dream of motorcycling around the world. In an incredible 350-day journey, they crossed 27 countries and covered 56,671 km.

They started by racing around the famed Isle of Man TT circuit on Mad Sunday, survived Iran's traffic and travelled through Taliban strongholds under armed guard.

Their story is an unforgettable account of the ups and downs of sight-seeing on two (relatively luxurious) wheels: taking in the majestic scenery and the potholes.

Motivating the pair to trade their daily routine for the unknown was a fear of the 'if onllys' of life: to live their lives to the fullest and not put off till retirement what they really wanted to do.

After Shirley's sister died of cancer, the couple's resolve hardened and the trip was planned and executed. With their route planned, their BMW R 1150 GS was shipped to the UK and the route home begun.

Together they travelled from London to the Isle of Man, Ireland, Scotland, England, Bavaria, the Czech Republic, back to Germany and France, through The Alps to Italy and down through Eastern Europe, Greece, Gallipoli, Istanbul, Iran, Pakistan, India, Nepal, Thailand, Cambodia, Malaysia, and then to Singapore. They flew their bike to Darwin and rode home the long way.

Brian Rix is a detective with the Victoria Police Force. He has served in areas including the Armed Robbery Squad, Special Response Squad, Drug Squad, Homicide Squad and undercover squads. Travelling the world on his motorcycle had been a constant dream during his 28 years on the job.

Shirley Hardy-Rix is a freelance journalist and writer. She has published three true crime books – Cops, Crooks & Catastrophes and More... Cops, Crooks & Catastrophes, two collections of humorous police stories, and True Blue: the history of the Victoria Police Valour Award. During her years as a crime reporter Shirley covered murders, robberies and major court cases. She was in Russell Street when the police station was bombed and was the first journalist to air with the story.

Two for the Road sells at \$30. More information on the Rix's journey on www.Aussiesoverland.com

BMW Motorrad Press Release 31/01/2005: 'Boxing Harder, Sharper and Smarter in 2005'

This release gives details of:

- Indicative prices for new Tourer and Sports Tourer.
- Key options and on-sale details.
- K 1200 S production resumes.
- Revised 2005 BMW Motorrad range now available.

An extract from this Release is quoted below. See BMW Motorrad's website for full details.

"BMW Motorrad Australia is delighted to announce its two new highly anticipated Boxer touring machines will begin deliveries during March 2005.

The all new BMW R 1200 RT Tourer and R 1200 ST Sports Tourer mark the opening of a new chapter in high-performance long-distance riding exhilaration.

Lured by the call of the open road, customers keen for a full day in the saddle will readily warm to the 81 kW BMW R 1200 RT, complete with dual 32-litre colour coded panniers, and priced in the region of \$27,600, plus on road costs.

For long-distance riders with a more sporting bent, the pannier-less BMW R 1200 ST combines all of the advanced technology and enhanced engine refinements of the BMW R 1200 RT in a more compact and tautly styled package.

Indicative pricing suggests the BMW R 1200 ST will reach the market at an RRP of around \$21,500, plus on road costs.

Australian specification is to the usual high standard expected by BMW customers. Factory options include anti-theft alarm (\$495), electronic suspension adjustment (available from June priced at \$1,250), cruise control (\$500), seat heating (\$375), rider's low seat (NCO when ordered ex-factory), white indicator lenses (\$50), electronic oil check control (\$75) and chrome plated manifold (\$175). ...

Both machines will be previewed to the media in the first week of March 2005 and will go on sale immediately after..."



Lost & Found

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**

LOST - Left at the Christmas party at the Botanic Gardens, the BMW club cap won by Robin Elliott for her celebrity heads win. Call **Mal on 0410 491 948**

For Sale

BMW R650LS 1984 1st registered 1985. Excellent original condition around 85,000 km. Good tyres, sports mufflers. Light silver in colour. The LS has a small bikini fairing in matching colour. Much recent work (over \$1,000) including rear shocks, wheel bearings, clutch and throttle cables, battery, speedometer (over \$400!), seat and seatcover. Lovely condition, runs beautifully and looks great. **\$3200 ono.** Currently unregistered. Phone **Steve 6255 9114 home or work 6265 4877.**

R100 RT 1979 in pieces. 100% complete apart from front mag (I have wire wheel), cast iron discs, panniers, top box, Fournales air shocks with pumps, single seat.
R90 1976 modified for sidecar. Leading link 15 inch wheels/ car tyres, 33 litre tank; needs carbies and wiring loom.
R100RS near complete fairing. Plus extra panels and dashboards. Some parts new. Spares, tools etc.
Sell as a lot \$2500 ono. Touring Seat Brand New Corbin /7 style **\$350. Muffler.** Brand New 2 into 1 Stainless Steel Staintune Complete System to suit R100 Models. **\$500** (ideal for outfit). Phone **Colin 0416 000 458** (Newcastle)

BMW Sahara **Boots** size 44 (9.5), only worn a couple of times hence as new condition, cost \$450 sell **\$350.** Phone **Greg Knight on 0409 047 123**

Comfort rider and pillion seat for BMW K1200 LT 2004. Used for about one month. Wiring for the riders seat modified so you do not have to remove the fairing to plug it in. Requires plug to be fitted to bike loom. Plug supplied. **Ian 02 6288 8126**

MORE ADVERTS ON PAGE 18

Wanted

The **alloy sidestand** on my **1981 R100RS** has broken where it bolts onto the bike and is, I suspect, irreparable. A new one from Rolfe costs \$338.20, so I am after a good second-hand item. I don't need the bolt, ball, spring etc but am happy to take them as part of a package. Call **Clive Banson 0417 103 467**

Recently purchased a **2004 R1200C Montauk** and seeking **original flip seat/backrest** to replace the narrow pillion seat. Contact **Shaun Bennetts - 0417 258426 or 62171439 (W),**

For Sale Second Month

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**

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**

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

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**

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**

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**

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**



Wanted Second Month

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

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

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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

R1150RT, Red, 2003 model with 32,000 k's. All the options including Bagster tank cover (red) and small tank bag, top box and panniers (all with BMW inner bags), 27Mhz radio and intercom system fitted with two System 4 helmets. Excellent condition, ACT reg to 05/05, full service history. **\$18500** - genuine offers considered. Also available, full set of clothing and assorted accessories. Contact **David:** email to dandmcompton@smartchat.net.au



The Black Knight, aka **R100RS JPS**, a collector's special. 138,800kms, Koni shocks, Metzeler tyres, Staintune exhaust, sheepskin, full BMW toolkit, Krauser panniers. Regularly serviced by Doug; new steering head bearings, timing chain and guide, speedo repair and recalibrate, LH light switch assembly, battery and alternator. Voted by Jimbo as best sounding bike in the club. **Offers** not



exceeding **\$6500** considered. Offers over \$6500 accepted without further discussion. **Contact Mal Elliott on 0410 491 948 or email malelyot@tpg.com.au**

BMW R90/6 1975 250, 000 km. Unregistered. **\$4000**. One owner since new. Rickman Polaris full fairing with radio cassette. Twin discs, Dyna electronic ignition, reinforced frame and sub frame, special seat with new foam and cover, Presley panniers, touring footpegs. Engine rebuild from big ends up 2000 km ago, reconditioned drive shaft, new final drive. Spares include complete gearbox with all new parts for a rebuild. Only needs front tyre for registration. Contact **Ian on 02 6288 8126**



Wanted

Tank bag for R 1150 RT. I'm looking for a BMW tank bag at something less than the new part price or a suitable alternate. If you don't have one for sale I would appreciate feedback on recommended brands and styles. Call **David 0409055414 or email: rendell1@bigpond.net.au**

Front crash bars to suit **1988 K100RT**. **Contact Mal Elliott on 0410 491 948 or email malelyot@tpg.com.au**

**Our 2005 Annual General Meeting will be held on Monday
4th April 2005 at the Italo-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 _____

Minutes of February Committee Meeting

Present: Peter Stanfield, Colin Ward, Peter & Fiona Oliver, Stephen Hay, Roger & Pam Paull, John McKinnon, Ian Hahn, Ray Coxon, Alison Gilbert

Apologies: Martin Gilbert, Lou Coxon

Amendments. None

President: Peter Stanfield. There are some positions on the new committee for which there hasn't been any interest. Suggests the committee consider approaching members and asking them if they're interested in nominating. Peter is not going to the Avalon Air Show now.

Treasurer: Peter Oliver. S10 Smart Saver - \$2186.06 S70 Business Cheque - \$2352.98

Bill for \$400 to be sent to Rolfe's for Christmas edition of Magazine advertising and will invoice NEIB for past advertising.

Vice President: Colin Ward. BMW will be having ride days on the new BMW models at the Ulysses AGM in Canberra next month. Colin will ask for volunteers and arrange a riding roster.

Secretary: Stephen Hay. Other clubs' magazines, bank statements, farewell notes from Paul and Sherry Pelczar who are moving to Sydney, and Brendan Nash at Shannon's, membership renewals, advertising material.

Editor: Roger Paull. Short on material again. Suggested he and Peter O get together to work out a strategy for attracting more advertisers. Three printers approached for magazine quotes. Cyril's Printing \$40 cheaper based on A3 sheet size. Committee agreed that Roger should choose a printer than can deliver the product we require.

Ride Coordinator: John McKinnon. Ride to Avalon Air Show is probably off. Trip to Bright; Canberra Day long weekend. Plan is to leave Friday and stay in Bright on Friday and Saturday nights. Those leaving on Saturday can meet up in Bright. Sunday head down to Mallacoota for an overnight stop and back home on Monday. John to send out an email with more details. Breakfast ride to Marulan went well. March alternative Sunday breakfast to be a mystery ride with Southsiders to leave from Rolfe at 8.30am and usual spot for Northsiders. Suggestions needed for future alternative rides. Possible ANZAC Weekend trip to Buchan Caves (inland from Orbost Victoria). John to send an email on this too.

Social Secretary: Leah McKinnon. Wednesday 2 March, 6.30 pm at Asian Mekong Delta, Alinga Street, Civic. RSVP required.

Webmaster: Ray Coxon. Website is going along OK. Olaf may be interested in being the webmaster later in the year.

Clubs Australia Delegate: Martin Gilbert. Public Liability insurance to be discussed in general business.

Membership Secretary: Ian Hahn. 2 new members this month. 31 renewals. Total Membership = 232

Merchandising Officer: Louise Coxon. Nothing much to report— a couple of orders placed will be ready for the next meeting.

General Business: Colin Ward thinks we may be paying too much for Public Liability insurance and queried how the number of members is worked out. Does it include pillions as well as riders? Our bill has gone up around \$100. Clubs Australia has emailed us with a quote from Allianz for about \$817. We may join at any time on a pro rata basis. Our current insurance is due March or April.

Request for electronic deposit of membership fees. Peter Oliver said it would be hard to reconcile Credit Union statements as they would only show the payee's bank/account number and not the payee's name. He recommends using a money order, payment in cash at meeting or Sunday breakfast or a personal cheque.

Next meeting: chez Paull, Thursday 17 March 2005

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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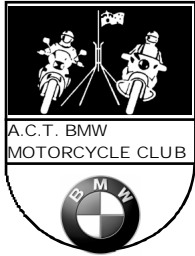
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