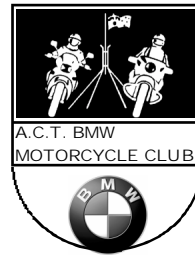


BMW Club

May
2005

Shaft Drive Lines

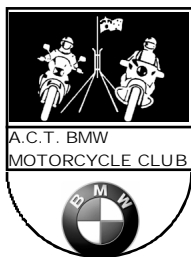


ACT BMW MotorCycle Club Inc.

Member of the International Council of BMW Clubs



Results of TJ's Tyres Touring Competition 2004/5!



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'Shaft Drive Lines' — May 2005 — Volume 25 No.4

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo Australian Club, 78 Franklin St FORREST
Next Meeting: Tuesday 26 April 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. **If you are sending an email with attachments please use the alternative address: shaftdrivelines@yahoo.com.au**

Articles and photos sent as attachments are preferred in Word or JPEG formats respectively. Please keep photos separate and do not embed them in your document.

Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc.

Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

Privacy of Club Member Information

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

Details of the Club's policy are restated at page 22.

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:

Fred Pensko, the winner of the TJ's Tyres Touring Competition, with a fine example of his photographic skills.

The Presidential Hookah



Another 12 months has come and gone. The older you are, the faster time goes. We have a new committee, with a mix of old and new faces and we are looking forward to the challenges of the coming year. The mix of old hands and new blood should make for good year. Welcome to Olaf Moon (Webmaster), Fiona Oliver (Merchandising), Pam Paull (Social) and Mal Elliott (Ride Co-ordinator).

On behalf of all members, I would like to thank those of the previous committee who put in a big effort over the last year, in all areas of club activities, with a special mention for Peter Stanfield who as President over the last two years has made big contribution and significantly raised the profile of the Club. Special thanks to Leah McKinnon, Ray Coxon and Louise Coxon who each put in an outstanding effort during their time on the committee over the last couple of years.

The new committee has met for the first time, and is putting together a set of policies and procedures for managing club business which should make the lot of subsequent committees that much easier. A ride calendar covering the next twelve months is being developed, so if you know of any good rides, day or overnight we would love to hear from you. The last couple of weekend rides have not attracted a lot of interest, but not all rides are going to suit all members. We will be canvassing the opinion of members to get a feel for the type of ride you want to participate in, including more weekday and Saturday runs. Our new Ride Co-ordinator, Mal Elliott will be keeping you up to date with all the info.

We are now affiliated with the Motor Cycle Riders Association, ACT and intend to take a more active role in promoting the interests of our members through this organisation. The MRA has regular meetings with the ACT Government on issues affecting motorcyclists, and we would like to make sure our voice is heard.

Check out the What's On pages, on ANZAC weekend there is a scheduled run to Buchan Caves. For those not wanting an overnighter, a day trip to Mogo will leave from the Arte Café Bungendore at 10:30am on Sunday the 24th.

I'm looking forward to the coming year, there will be something for everyone on the ride and social calendars. Please feel free to contact me if you have any suggestions, (polite of course), gripes or just to have a chinwag.

Take it easy on the road.

Cheers,

John

In this month's issue:

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Welcome to recent new members:

Denis & Yola Murphy
- BMW R1200 and Kawasaki 750



John, Ruthie and Peter at the Old Parliament House ride start (see page 7).



What's On - Rides, Events & Meetings

- Next General Meeting is on Tuesday 26 April 2005, at the Italo-Australian Club, Forrest
- Membership renewals—if you haven't yet done so—are now overdue

April 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
17	18	19	20	21	22	23
24	25	26	27	28	29	30

23—25 Weekend trip to Bairnsdale (Buchan Caves)

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

See also the note - at the bottom of this page - on 'signing in'

May 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				

1 Alternative Sunday Breakfast/ Brunch
The Outsider Cafe, Captains Flat

4 Chomp and Chat - The Jerra, Jerrabomberra
6.30 pm

8 Mothers Day Ride to Araluen

12 Committee Meeting

14 MRA Blanket Run: meet at 9.30am at Old
Parliament House

15 Technical day at the Hahn's 11.00 am

23 General Meeting, Italo-Australia Club, Forrest
7.45 pm

June 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		

1 Chomp and Chat - to be advised

5 Alternative Sunday Breakfast - to be advised

16 Committee Meeting

25 –26 Christmas in June with the Victorian Club
Lake Hume Resort

27 General Meeting, Italo-Australia Club, Forrest
7.45 pm

We've been asked to remind you that unless you're a financial member of the Italo– Australian Club, you should sign the "Group Sign In Sheet" at reception when attending meetings.

More What's On

23—25 April—ANZAC Day weekend

As the non-camping accommodation in Buchan is booked out, we'll be staying in Bairnsdale with a side ride to Buchan Caves to meet up with the campers.

24 April - day ride to Mogo

If you're not going away for the long weekend, why not come along for a day ride to Mogo for lunch and maybe a visit to the zoo? Leaving at 10.30 am from the Arte Café in Bungendore after breakfast.

Tuesday 26 April - General Meeting

The first meeting with the new committee.

1 May - Alternative Sunday Breakfast

The Outsider Cafe, Captains Flat. We had a BIG breakfast here last year and have timed this trip in the hope the Captains Flat bridge won't be white with frost. Group departure at the usual times and places.

4 May - Chomp and Chat

The Jerra Asian Restaurant in the Jerrabomberra shopping centre. Highly recommended by our Jerra members. Feast on a banquet for \$25 a head (minimum of 6 people) or go a la carte. **RSVP to Pam on 6255 8045 or email social@actbmwmcc.org.au by 1 May.**

8 May - Mothers Day ride and lunch

Put mum on her bike or on the back of your bike and bring her along for a lovely ride to Araluen and a casual lunch at the local hotel. Leaving 10.30 am from the Arte Café at Bungendore after breakfast. As the hotel wants an idea of numbers for lunch, **please RSVP to Pam on 6255 8045 or email social@actbmwmcc.org.au by 3 May.**

14 May - Blanket Run

Meet at Old Parliament House at 9.30 am for the annual MRA Blanket Run. Let's make it two in a row for the best club attendance and support a worthy cause. Donations of blankets, money and non-perishable food most welcome.

15 May - Technical Day

Ian & Jeanette Hahn have kindly offered to host a technical day on Sunday 15 May starting at 11 am - so there's plenty of time to go out to Bungendore for breakfast first. Come along and benefit from others' expertise and experience in fixing things that go wrong on bikes. The barbie will be fired up so byo food and drinks. Unit 15/ 9 Tristania Street, Rivett. 6288 8126.

23 May - General Meeting

7.45pm Italo-Australia Club, Forrest. Special guests - Shirley Hardy- Rix and Brian Rix. More details in the Vice Report and on page 8.

25 June - Christmas in June

See opposite for details.

Put these dates in your diary!

17/18 September - Bermagui

The club's annual ride to beautiful Bermagui.

25 September - German Autofest



Christmas in June

Our annual Christmas in June with the Victorian BMW Club will be on Saturday 25 June at the Lake Hume Resort. The resort is set in 21 hectares of parkland on the shores of Lake Hume. It's 14 km east of Albury, so there should be some good scenery and a few options on the roads to get there.

Dinner is expected to cost about \$28 per person with drinks at bar prices.

If you're interested in going to the dinner, please contact Pam on 6255 8045 or email social@actbmwmcc.org.au by 9 June 2005.

The Victorian club has negotiated at 15% discount on accommodation - mention you're with the BMW Motorcycle Club when booking. You can choose between the motel (\$90 per night) self contained cottages (BYO towels and bed linen or hire bed linen from the resort for \$8 per bed) for \$100 for 2 people. Larger cottages also available. Breakfast is also available at the Resort.

Please book your own accommodation direct with the resort.

For more details on the resort see:
www.lakehumeresort.com.au
Email: reservations@lakehumeresort.com.au
Phone (02) 6026 4444 Fax (02) 6026 4572

We had a great time last year with the friendly Victorians, so come along and enjoy a festive mid-winter Christmas celebration.

The Vice Report

Another year, a new committee and a new and exciting plan for more rides, social events and just generally enjoying the camaraderie of fellow beemer riders. I am expecting an influx of new bikes in the club over the coming months. Right now there is the best range of new bikes in a long time; with more to come in the Ks. I hope to be looking for another bike (maybe even new one) once I manage to part with my K1200RS.

Keep an eye on the 'What's On' pages and the web site for the list of annual events. By providing details of regular events we hope that more of us will mark these in our diaries and then not be double-booked. Please email the Ride Coordinator if we have missed any of your favourite events, rallies or other bike-type activities.

One event to put in your diaries is the 23 May General meeting at the Italian Club. The authors of *Two for The Road*, Shirley Hardy-Rix and Brian Rix will be joining us for dinner at the club prior to the meeting (around 6 pm) and then doing a presentation on their trip. Autographed copies of the book will be available at the discounted price of \$25.

Please email me if you would like to:

- book in for dinner at club prices; and/or
- Order a copy of the book *Two for the Road*.

The new Webmaster, Olaf Moon is planning changes to the existing site so dig out your club photos with captions for Olaf to include on the site. We are having some difficulties with our email server; this is the bit that sends emails to all committee members when you use the committee@ address. If you are not sure that your email has been received, copy vicepres@ actbmwmcc.org.au as my email has not changed. I will pass on the email. More about this in the next magazine; meanwhile check out the club web site and be prepared to provide Olaf with your input/ comments on the changes.

So many roads

Colin Ward

RIDE LEADERS WANTED

If you would like to further contribute to the operation of the club without all the hassles of being a committee member and their chardonnay and cheese evenings, consider the following... Would you like to lead a ride to one of our exotic breakfast locations, or indeed to a location of your own initiative?

Please drop me an email, or catch up with me at the usual haunts for further info.

The concept: 12 rides per year, 12 ride leaders per year, have the satisfaction of being in control for a day.

Mal Elliott

Ride Coordinator





GS 25th Anniversary Ride & Barbecue

When the committee realised that 2005 is the 25th anniversary of the GS, it seemed like a great excuse for a ride and a barbecue. The fact that the actual anniversary is in September didn't matter at all ... why wait until then?

We advertised the event in the Canberra Times to try to get some more BMW riders to come along. We've all seen heaps of BMW bikes on the road and wondered why they're not all members! They don't know what they're missing.

Over 30 bikes turned up at Old Parliament House on a super Saturday morning for a ride out to the Uriarra Cotter loop and then back to town for a scenic sausage sizzle along side the lake. Fiona Oliver, our new Merchandising Officer brought along her wares and set up shop under a shady tree.

This time we managed to correctly guess how many sausages, onions and bread were needed to feed the hungry throng and everything was wolfed down in record time. Thank goodness we haven't got another 20 kg of onions over!

Anyway, the ride and barbecue were a great success and we've signed up some new members.

Now, what other anniversaries are coming up this year?



Meet the authors in person!

Shirley and Brian will talk about their motorcycle odyssey at the May 23 meeting. See the Vice Report for more details on this special event.



TWO for the ROAD

By Shirley Hardy-Rix and Brian Rix

Published by Macmillan March 2005 \$30

A Seize The Day motorbike adventure of a lifetime for two of the 'Seachange' generation
As heard weekly on ABC RADIO 774 Melbourne's Red Symons' Breakfast Show



In 2003 Shirley Hardy-Rix and husband 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 kilometres, they raced around the Isle of Man motorcycle circuit on Mad Sunday, survived Iran's traffic and travelled through Taliban strongholds under armed guard.

Shirley and Brian's story is an epic account of the ups and downs of seeing the world on two (relatively luxurious) wheels: the majestic scenery and the potholes, foreign countries and flat tyres.

From Brian and Shirley's website www.aussiesoverland.com



"What possesses two seemingly normal middle class professionals to turn their backs on the safety of their home and travel across the world on a motorcycle? That is a difficult question to answer.

Shirley says 'Together we have planned and prepared our way clear to spend 12 months on the road – two up on a BMW R 1150 GS – Aussies Overland!

But why are we doing it? Well – there is certainly the adventure and the desire to experience other cultures, but there is also a deep-seated fear of the 'if-onlys'. What are the 'if-onlys'? They are the regrets you have to contend with when your life is nearing its end and you haven't achieved all you wanted to do. There may be no tomorrow so you have to live life to its fullest.'

Brian says 'When Shirley's sister died of cancer there were many 'if-onlys' in her life. She was cut down in her prime with so much left to do – so much life to live.

When we die the 'if-onlys' will be few and far between. What we can achieve we will. There will be no putting off to tomorrow what can be done today – especially when it comes to life's great challenges and adventures.'



From Melbourne – London – Isle of Man – Ireland – Scotland – England – Bavaria – Czech Republic – Germany – France – The Alps – Italy – Eastern Europe – Greece – Gallipoli – Istanbul – Iran – Pakistan – India – Nepal – Thailand – Cambodia – Malaysia – Singapore – Melbourne.

The book can be ordered through Reader's Feast Bookstore in Melbourne, Australia

www.readersfeast.com.au email: readers@readersfeast.com.au

Emails to be marked "Attention Special Orders". Payment types: all major credit cards / Dinars / American Express / Postal Orders in Aust dollars / cheque. Book price \$30 AUD. Delivery fee: \$5.00 AUD anywhere in Australia regardless of number of books.

International delivery: as per Aust Post charges.

Airheads Ride Schedule: April/May/June 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 suitable for older Airheads alternating with longer rides and overnights more suitable for modern machines.

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

When: Departure time: **April 9.00am - May 9.30am - June 10.00am** **Contact:** Peter Robleski - 0407 280 477

Saturday April 30: Gunning

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

Saturday May 14: Bungendore

Ride via Barton Hwy, Murrumbateman and Bungendore Roads, (optional extended ride on to Tarago and to the Kings Hwy and back to Bungendore). Breakfast/morning tea at Bungendore and return via Kings Hwy, Queanbeyan, Sutton Road and then onto Canberra.

Saturday May 28: Goulburn/Crookwell

Ride to Crookwell via Bungendore, Tarago and Goulburn. Breakfast/morning tea at Goulburn. (optional ride to Crookwell and return). Return on to Canberra via Gunning and Gundaroo.

Or

Burrinjuck Dam via Yass Bowning and Illalong Road

Saturday June 11: Uriarra and Tidbinbilla

Ride to Uriarra, Cotter and Tidbinbilla Tracking Station. Morning tea at Moonrock Café and return via Tharwa and Conder.

Saturday June 25: Boorowa

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 Hwy).

* 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!

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FAMOUS QUOTE ABOUT JEANS
Blue jeans are like fingerprints, every pair is unique. Anon

Pictured above:
BMW R1200GS named Motorcycle of the Year, 2003 & Draggin Jeans Desert Storm Camouflage Cargo Pants.

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[W] www.dragginjeans.com.au
[E] info@dragginjeans.com.au

TJ's Tyres
Touring
Competition
2004/5

Another win to
the GS riders!



20 competition points for Upsidedown Greg—with a photo of self, bike and Hal Caston of TJ's Tyres



... a selection of Fred's and Upsidedown Greg's competition entries.



Freddie takes out 1st prize—a set of tyres from TJ's up to the value of \$450—again!!
Upsidedown Greg, as runner-up, has won a voucher for goods to the value of \$100 from TJ's Tyres.
Thanks again to Hal Caston of TJ's for sponsoring the competition.





A special thanks to Colin and Mary for initiating the TJ's Touring Competition all those years ago Mmmm let me see, yes three years to be exact, hehehe.

Thank you also to Alison and Martin for their judging of this year's competition. Needless to say I was very happy to have won the TJ's touring competition for '04 — 05.

Congratulations Greg, 100 bucks, nothing to be sneezed at.

Having won the competition every year since its inception, I feel I should let you in on some of my secrets.

1. first and foremost you must get on your bike and ride it. (photos taken in the shed do not count)
2. those of you with arthritis in the index finger, you can now get a remote for your digital camera
3. keep your bike looking dirty at all times, that way the opposition doesn't know whether you have been out scoring points or not.

That should get you started for next year's comp. Be wary though, Alison and Martin have thrown down the gauntlet and as you know, they can cover some territory.

On a more serious note, I'd like to thank the committee for their work in making this competition possible.

A special thanks must go to Hal at TJ's. We can only hope that club support was sufficient for Hal to consider running the competition again next year.

Thanks also to the many other competitors who took part this year.

freddie

P.S. I hope the new committee can think of some interesting challenges for us to photograph again this year. Please remember, poor Freddie has every National Park sign about twenty times over.

... Fred's been relaxing lately and tells us of his 'Idle Easter'

"Been working O.S. a bit lately and haven't been riding, so Easter seemed a great chance. The plan was to catch up with friends not often seen. Thought I'd start with a trip to Leeton (now I know why I haven't seen them for a while). Ever ridden to Leeton? About as exciting as watching grass grow. On the return trip a friendly motorist saved me a minimum 6 points, I was grateful, to say the least. From Leeton to the Blue Mountains. The next day saw me at the Sydney Royal (sorry it was one of those, must do one day, trips). Sunday back in the Mountains. Did a 2.5 hour bush walk, which took 5 hours. O.K. so I get lost easily.

Monday back home. Tuesday fit a new tyre, (wish I knew who won the tyre comp.) ask Hal to put on tick, just in case, change the oil and filters. Work all day Wednesday (bummer) and Thursday down to Phillip Island.

Decided on the Barry Way for a change (and the police presence around Cann River). What an excellent choice, you drop about 3000 ft. (don't quote me) in a very short distance. What beautiful country. I believe that's where the Cold Flame Rally was held, great spot. When you leave the valley and climb out it's a single track and that's where you can encounter some single-minded people. (scenario GS going up the single track with a 1000 ft. drop on one side. Old fart in Blue Magna gripping steering with white knuckles and determined to stay squarely in the middle of the track. In these situations there is very little time, and you rely on reflexes, the more you ride the more honed your reflexes become, and I did have just enough time to think of how wide these GS's are.)

Phillip Island did not disappoint, great racing, great weather - two days of blistering heat, one day rain and wind strong enough to blow tails off dogs. The lady in the coffee stand was complaining she wasn't making any money during the hot weather and when it turned cold the roof blew off her stall and she still didn't make any money. She packed and went home. No sense of humour we thought.

Monday morning early Hal and I left John to lock up and we headed off, up through that beautiful part of Victoria, you know, the Healesville and Mansfield and then across to the Wodonga bit. Then up the ho hum and home by 4.30.

What a great time had by all. Wouldn't be dead for quids, would you??

That's how I spent my last two weekends, how did you spend yours???

freddie.

P.S. You're lucky the new TJ's competition hadn't started eh?

'What's New?'

BMW Motorrad Press Releases in March gave details of two new K1200 variants



"The New BMW K 1200 R

...The new K 1200 R roadster is a muscle bike that owes its allegiance to nothing that has gone before. It is not a replacement for any other machine and represents a revolution in the naked bike sector.

It has power and styling not previously associated with BMW Motorrad and is yet another 'new generation' model in the BMW range to change people's perception of the brand.

BMW's most powerful and aggressively-styled naked street bike, the 120 kW (163 bhp) K 1200 R has been uncompromisingly devised for road riding. Equipped with the same engine (and digital motor electronics) as the formidable K 1200 S superbike, the new roadster delivers corresponding levels of comfort, ride quality, safety, and environmental consideration.

Visually, the K 1200 R copies nothing and leads everything. The roadster's aggressive aesthetics are a synthesis of world-leading aerodynamics and original thinking. But they are practical too. The level of performance achieved by the K 1200 R would be pointless without the capability to sustain it.

A motorcycle that delivers such outstanding performance must also be safe, and the K 1200 R is one of the safest machines available. A low centre of gravity ensures remarkable low speed manoeuvrability, and secure handling at high speeds.

Optional Sports Integral ABS and Electronic Suspension Adjustment ensure that the roadster requires less rider input than its contemporaries.

As a responsible manufacturer, BMW takes great pains to ensure the environmental impact of its machines is minimised, so the K 1200 R engine is specified with ultra-modern exhaust gas management, incorporating a fully controlled three-way catalytic converter.

For ultra-personalisation, in true BMW style, customers can choose from a wide range of options and accessories in order to build their dream machine.

The innovative roadster's all-round capabilities have also inspired an exciting new one-make race series – the BMW Motorrad Power-Cup – which will replace the hugely successful BoxerCup on this year's European tracks in support of MotoGP.

The K1200 R is a road bike without compromise, and is destined to attract considerable conquest sales. It will be in BMW Motorrad dealerships from June 2005, priced at \$21,750."

" BMW Powers Back to the Track with Honed and Hardened K 1200 R

BMW Motorrad blasts back to the track in 2005 with the BMW Power-Cup, the successor to the popular BMW BoxerCup.

Powering the new one-make championship is an all new machine, the battle-ready, lightweight, race honed version of the new K 1200 R. This aggressive, muscular machine, wears an aerodynamic ready-for-war carbon fibre loin cloth, covering its potent 175 bhp (129 kW) advanced technology four-cylinder engine.

In race trim the K 1200 R rockets to 100 km/h in under 3 seconds thanks to a fighting-fit 230 kg race-weight. ...

The new BMW Power-Cup will thrill race fans at seven European rounds of the MotoGP series, beginning at Le Mans on 15 May. ...

The series will give BMW unprecedented competitive presence on the world's greatest motorcycling stage.

The naked roadster is the ideal way for BMW to show off its new compact high-powered four-cylinder motor complete with its the industry-leading BMW Duolever front suspension. ...

International fans can follow the fortunes of the riders via the BMW Motorrad website and a dedicated mini site.

Once again, Randy Mamola acts as the BMW ambassador for the series. ..."

These are edited versions of BMW Motorrad's press releases. For further details, including full specifications for the K1200R, see the website: <http://www.motorcycles.bmw.com.au>



May 2005

Is this the end of our summer weather? Those who are brave are now already visiting with inner liners zipped into jackets & heated grips switched on. However the showroom is in air conditioned comfort as the heat from our new products pushes the temperature up!

Product News

We've certainly seen plenty of our new R1200ST & R1200RT in the recent month with Ulysses & BMW Australia in town. To add to the sightings, for those who don't know already, our demo's are earning plenty of interest in the front window also.

The ST being the slightly different cat amongst the pigeons is proving to be the favourite with it's unique styling, generous power and 'bi-athlete' status. Customers are warming to the new generation Boxer as they're finding it suitable for the fun twisty stuff without losing the comfort with the sporty yet easy on the body riding position. The styling does grab the new comers and for those who think it's a little too much - it will grow on you. Did for me and has proven to be my favourite!

The RT is a welcomed upgrade to the proven tourer with sharper styling, technology & mechanical upgrade and weight drop that no one is complaining of. In top spec at present, these are fairly easy to get from BMW so we've already seen delivery of new machines to happy riders either upgrading or new the brand. As we know the RT shares the same 81kW 1200 motor as the ST which allows this bike to be a little more playful than it's predecessor. And with the weight drop, test riders are finding it meets the touring capabilities without sacrificing power & fun. This is the bike everyone's been asking us for since the R1200GS hit our tiles, with features & options like cruise control & CD player, it's the bike that is now catering for the needs of today's touring rider whilst still enjoying a true BMW motorcycle in it's latest form.

And of course, the much awaited K1200S is finally in the showroom! I've earned a blue/white model, which has ESA fitted for those curious to see this in action. This bike is certainly well overdue, with myself, Rick & Michael flat out to contact the list of customers who've wanted to know when the bike was here. And so far, it's earned all good praise. And some orders too, which helps with the wages! This bike lifts the look of our showroom like no other has done & is attracting plenty of non-BMW buyers in the doors for a look & touch; to which they walk away smiling & thinking of convincing words for the partner when they get home! If you've been thinking this could be a step across to the sports bike world without losing the BMW badge from the shed, you know how to contact me for a demonstration.

And The K1200R? Maybe we'll see one in June. Stay tuned...

Don't forget the rest!

Of course with the above said, let's not forget the rest of the range that's feeling a little lonely with attention pointing elsewhere. There's demo's of most of the range if you're in the market, plus shortly quite a number of them that should attract the right price for the right buyer!

There are a couple of bikes that I'd really like my arm twisted on, being our R1150GS Adventure Twin Spark with 500kms & the Scarver non-ABS Single Spark with 250kms. Otherwise, when you visit, see what else is about...

Safe riding and kind regards,

Rob Jones and the team of Rolfe Classic BMW Motorrad

Rolfe Motor Corporation
No1 Pty Ltd
A.C.N. 008 629 436

2 Botany St
Phillip ACT 2606

Telephone
(02) 6208 4111

Facsimile
(02) 6208 4112

Service Telephone
(02) 6208 4144

Service Facsimile
(02) 6208 4123

Parts Telephone
(02) 6208 4155

Parts Facsimile
(02) 6208 4123

Dealer Principal
Brian Joseph

Our 'Alternative' Sunday Breakfast Rides

Last June the Committee decided to add some variety to Sundays and started "Alternative Sunday Breakfasts" on the first Sunday of the month. They've been very popular with members appreciating a longer ride and the opportunity to try out some different breakfast venues within an hour or so of Canberra.

Most of the venues have been very good and will benefit from our worthy patronage again. However, the Committee would like to hear your suggestions on new venues. They don't have to be out of town as we can make it a mystery ride to get there - and have the northsiders pass the southsiders en route just to add to the mystery, or maybe that should be confusion!

So if you've got a suggestion please pass it on to any of the Committee members.

About 25 members battled the wind and dust storms on a particularly warm Sunday morning in April to try out the breakfast at the Royal Hotel at Gundaroo. The owners had told us that they wouldn't be able to provide the normal breakfast menu for such a large group so it was a choice of the full breakfast or bacon and eggs or toast. A bit of a shame as some of us would have liked the yummy pancakes, though the crumbed lambs brains sounded like too much of an acquired taste for some members.

One very hard working and cheerful waitress took all the coffee orders first and then onto the food. While it may have been a bit of a wait, all of the meals came out at the same time. While they weren't large serves, the quality was certainly good.

The Outsider Café at Captains Flat was the venue for the first of the Alternative Breakfasts last year and many members have been asking when we're going back. Well it'll be on Sunday 1st May. A word of advice - the big breakfast is HUGE so don't plan on having lunch afterwards. There are other choices too, such as the pancake stack with fresh fruit, maple syrup and cream. The owner Gunther is also an artist with quite a collection of his eclectic works decorating the restaurant. If you haven't been to the Outsider Café before, why not join us this time?

Don't forget to give us your suggestions for other venues for the Alternative Breakfasts!



The April 2005 edition of *The Global Standard* contains an interesting article about the safety standards for helmets in Australia. Given that we all have a vested interest in keeping a safe head on our shoulders when we ride (and if we fall off - cross my heart and hope that this never happens!), I thought it would be interesting to give you an overview of what happens to assure the quality and safety of the helmets we put on our heads before each ride.

WHAT DO THE STANDARDS COVER?

Helmets span the broad spectrum of road safety, occupational health and safety and sporting and leisure and there is an Australian helmet standard to suit every type of helmet. In addition to relating to the materials of manufacture, a helmet standard also includes tight specifications relating to how the helmet will be used and what it needs to protect. The so-called "area of protection" for a helmet defines the area of the head most likely to be injured in an accident. In laboratory testing, this area of protection is marked by the "test line". For example, the test line can extend from the outer corner of the eye; around to the centre of the ear then drop down to the base of the skull, as is the case for a full-face motorcycle helmet. To comply with the relevant Australian Standard, a helmet must provide the specified minimum level of protection for the whole area of protection deemed appropriate for its type.

WHO DEVELOPS THE STANDARDS?

Helmet standards are developed by groups of experts with a wide range of relevant experience and qualifications. For example, they can include neurosurgeons specialising in head injuries, accident investigation specialists, paramedics with on-site accident experience as well as helmet manufacturers, importers or distributors. Interest groups such as motorcycling organisations may also be involved, as well as organisations like the Australian Consumers Association and the Australian Competition and Consumer Commission. Standards Australia, Australia's national standards body, coordinates the process of developing and monitoring a helmet standard.

HOW ARE THE STANDARDS APPLIED?

Certification of a helmet to the relevant Australian Standard occurs only after a rigorous series of defined tests in an independent laboratory. These tests don't just test one helmet; they test multiple batches of helmets through a sampling method and if any one batch fails the Standard then the whole batch is dismissed and the design returns to the drawing board. Once a particular helmet design has passed and been certified, after 10 successful batch tests,



A QUICK GALLOP THROUGH MOTORCYCLE HELMET STANDARDS

ongoing testing is scaled back to four helmets in every thousand produced. Where the helmet continues to pass the test, the certification to the Standard is maintained. It is this proactive approach to quality assurance that sets Australia's helmet standards apart from other countries, which tend to take a more reactive approach and only respond after a helmet has failed in the field.

THE ACTUAL TESTS THAT ARE USED TO CERTIFY A MOTORCYCLE HELMET

The Standard applied to Australian motorcycle helmets is AS/NZS 1698 and these are the performance parameters a helmet must satisfy in order to be certified to the Standard.

Prior to the Performance Testing, four helmets in the largest size are assessed for design, general construction and retention as per the Standard. Then they get subjected to the following tests:

PERIPHERAL VISION—A gauge is used to assess the helmet to ensure a sufficient range of vision. In preparation for further performance testing, each helmet is conditioned in a different environment (Hot [50° C], Cold [-5° C], Ambient [20° C] and Wet [submerged in a water tank]).

STRENGTH OF RETENTION—The helmet is placed on a rigid headform and a force is applied to the retention strap to ensure that the straps are strong enough to retain the helmet with minimal strap elongation.

IMPACT ENERGY ATTENUATION—This test is to determine how much energy the helmet absorbs. The Standard allows no more than 300g on impact. The helmet is placed on a headform and dropped from a predetermined height. An accelerometer in the centre of the headform measures G forces from the impact. Four test sites are selected on each helmet with two successive impacts on each site. Two pairs of impacts are on a flat surface and two pairs are on a curved surface.

RESISTANCE TO PENETRATION—The helmet is placed on a headform and then a steel spike "striker" (3kg and pointed) is raised 3m above the helmet and dropped. The helmet must ensure that there will be no contact between the striker and the headform at any point tested within the specified area.

WANT TO KNOW MORE?

You can purchase a copy of the AS/NZS 1698 (1988) online from Standards Australia at the following site: <http://www.standards.com.au/catalogue/script/Details.asp?DocN=stds000002272>

(Reference: *The Global Standard*, April 2005, pp8-12)
Happy riding everyone!

Fiona Oliver
Merchandising Officer



Looking for 'value for money' advertising coverage?

Advertise in 'Shaft Drive Lines'

The Club's aim is to increase the value of the newsletter to members by providing up-to-date information on events, technical issues, products and services.

Advertising space is available and the current rates are:

Per issue:

Full page \$35

Half page \$20

Annual rates (11 issues) :

Full page \$250

Half page \$150

Colour pages can be arranged at extra cost.
Contact the Editor for more information.

The Editor, Shaft Drive Lines
ACTBMWMCC
PO Box 1042
WODEN ACT 2606
or email to
shaftdrivelines@yahoo.com.au

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 Fiona Oliver, our new 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
Peaked cap with club logo		\$20

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

'TO CRUMPLE OR NOT TO CRUMPLE, THAT IS THE QUESTION!'

Those of us who frequently find ourselves in speechless admiration of the beauty of the tank on our bike face a particular motorcycling dilemma—how to get around the requirement for a tank bag when we only want to carry a small amount of gear. OK, OK, I know some folk are adherents to the small backpack solution, but I've tried this and it doesn't work for me. The bulky shoulder armour in my leathers makes it incredibly difficult to pull a backpack on and off. Those of you who have witnessed me wrestling with backpack straps will know that this sort of carry on does nothing for rider credibility, besides being jolly uncomfortable. But now I've found the perfect solution—a Crumpler Bag!

Oho, I hear you say, what is this strange beastie the Crumpler Bag? Well, they're courier bags that were originally developed for bicycle couriers. I've bought a Wonder Weenie (yep, all the styles have kooky names), which is a courier bag that fastens diagonally over your shoulder. It is double-lined, waterproof and has a nifty

quick flick release buckle on the shoulder strap. This buckle means that you can cinch up the bag really tightly across your back but then quickly release it to lift it over your head to take the bag off. No more wrestling with straps that grab at the armour in my leathers! Oh joy! It has a couple of Velcro internal pockets and plenty of space to carry a spare pair of gloves, a cap, my wallet, my phone and my organiser and still have plenty of room available for a spare thin jumper or vest and a water bottle.

So why not check out courier bags as an alternative to backpacks and tank bags. Say goodbye to contortions and hello to gazing with bliss at your beautiful tank again. Check out the whacky Crumpler

site for more models and prices.

(<http://www.crumpler.com.au/home.php>)

Bye for now! Time to commune with my Wonder Weenie!!

Fiona Oliver

Merchandising Officer



Minutes Of April Committee Meeting

Present: John McKinnon, Olaf Moon, Roger & Pam Paull, Fiona & Peter Oliver, Ian & Jeanette Hahn, Mal Elliott

Apologies: Stephen Hay, Martin Gilbert

Minutes of previous meeting: Motion that they be accepted as an accurate record proposed by Peter Oliver, seconded by Ian Hahn. Passed

President: John welcomed Olaf, Fiona, Mal and Pam to the committee. He's looking forward to an exciting year as President and wants to do some forward planning of events that interest members.

Vice President: Colin will raise some issues under general business.

Secretary: Apology from Steve.

Treasurer: Business cheque account - \$4106.38
SmartSaver - \$2186.06

Editor: Advertising - Roger has contacted 28 companies. Draggin Jeans have taken out a half page ad. for the next year. Rolfe to be contacted about advertising in the newsletter. Peter noted Rolfe have still not reimbursed the club \$400 for the Christmas 2004 newsletter.

Email address – the editor has a new email:
shaftdrivelines@yahoo.com.au

Ride Coordinator: As there is no accommodation available at Buchan on the ANZAC Day weekend we will be staying in Bairnsdale with a side trip to Buchan Caves .

- Day ride on Sunday 24 April leaving from Bungendore at 10.30am to Mogo for lunch and a possible visit to the zoo.
- Alternative Sunday breakfast on 1 May to Captains Flat; leave from usual places.
- Mothers Day lunch 8 May at the pub at Araluen. Numbers required.
- Mal would like input on possible rides for the next year. Olaf suggested a member could be asked to lead and organise a ride once a month.
- Committee to think about other possible rides – look at where other clubs have done.

Need to have a full year's calendar of events.

Social Secretary: Christmas in June with the Victorian club – so far only 4 people have confirmed their attendance.

Chomp and Chat on 4 May will be at the Club Hotel, Jerrabomberra. *Note: changed to the Jerra Asian.*

Pam to enquire about the CIT Training Restaurant for a chomp and chat.

Club's Australia: Apology from Martin.

Webmaster: Olaf will revamp the website to provide more general interest material and maybe an on-line photo competition.

Colin said BMW had advised that it would host club websites from July – to be followed up.

Membership: 247 members with one new member from the GS ride/barbecue. 60 outstanding renewals; John will contact these people.

Merchandise: Fiona presented a copy of the inventory report and new price list with sizing chart. Fiona will review the prices.

- A fashion parade planned for the meeting on 26 April – volunteer models required.
- Badges. John will talk to Ron Andrews about name/position badges for the committee. Members will be encouraged to buy/wear club name badges.

General business:

- The club is now affiliated with the MRA so John will attend their meetings and provide input on issues which are relevant to us.
- Snowy Mountains Safety Group. John would like the club to remain involved. Ian will attend the next meeting.
- German Autofest 25/9/05. The club should be involved.
- Expenditure policy paper presented by Peter. To be discussed at the next committee meeting.
- Colin said that Brian & Shirley Hardy – Rix will talk at the general meeting on 23 May. Details in the May newsletter.
- Technical day at the Hahn's on 15/5/05
- Need to start planning celebrations for the club's 25th anniversary in early 2006.
- Christmas Party to be a standing agenda item.
- TJ's competition. Need to think about new rules – Alison and Greg may have some ideas.
- People's Choice Award – to be decided at the April general meeting.
- Committee to draft a calendar of events for the next 12 months.

NEXT MEETING – THURSDAY 12 MAY

At the AGM on 4 April, our Treasurer, Peter Oliver, presented the:

'TREASURER'S REPORT 2004-2005 FY'

PROFIT AND LOSS STATEMENT - STATEMENT OF FINANCIAL PERFORMANCE

In the 2004-2005 year the Club ran at a loss of \$2,027.55*. This is a less favourable result than for the 2003-2004 FY, which ran at a modest profit of \$755.63.

This year's loss stems primarily from the following income items:

Less income from membership fees in 2004-2005 compared to the previous financial year.

Less income from advertising in the Club Journal compared to the previous year.

These losses were generally covered by increased income from merchandise.

And the following expense items:

Increased expenditure on merchandise.

Increased expenditure on the Christmas Party

Current inventory holdings for merchandise will recoup this loss in the 2005-2006 financial year.

The loss incurred by the Christmas Party was due to the Committee agreeing to subsidise the cost per member by \$10 per person.

Interest earned for the year from both Club accounts was \$36.29.

BALANCE SHEET - STATEMENT OF FINANCIAL POSITION

The Club's total equity is still positive and is \$5,527.54 for the 2004-2005 FY. However, this equity is less healthy than the previous FY, where the equity was \$7,594.47.

STATEMENT OF CASH FLOWS

The scale of cash flows through the Club's accounts are higher than the previous FY, with an increase in receipts and payments. However, the increase in payments has outweighed the increase in receipts, thus contributing to the operating loss for the 2004-2005 FY.

MAJOR ACTIVITIES

There have been three major activities with significant financial implications this year:

Club Christmas Party: The Club Christmas Party cost \$3,609.84 in the 2004-2005 FY, which was approximately twice the amount spent in the previous year. \$2,655.00 was collected from Club members who attended the Christmas Party, with the balance covered by the Club. This worked out to be a subsidy of \$10 per person. The Club invited and paid for two members of Rolfe Classic to attend the party, although in the finish they did not attend.

Ranges Ride: The Ranges Ride held in Spring was a major outing for the Club and involved approximately 25 Club members. The Club wore the cost of \$4,482.00 in accommodation deposits so that the participants could secure accommodation prior to departure. However, these amounts were fully reimbursed by the Club members who went on the Ranges Ride.

Merchandising: Thanks to the efforts of Louise Coxon, the Club has significantly improved its merchandising efforts in the 2004-2005 FY. The Club has doubled its merchandise income over the last 12 months. The high balance for merchandise expenses represents unsold inventory and this investment will be recouped during the next FY.

ISSUES AND RECOMMENDATIONS FOR THE COMING YEAR

The increased requirement to have change on hand for merchandise sales at Club meetings resulted in the establishment of a Petty Cash Account. This account has not been tracked in detail the way the other Club accounts are and this issue needs to be addressed for the coming FY.

The maintenance of merchandise inventory has presented some challenges for reconciling the Club's books this year as we forgot to take a stocktake at the end of the 2004-2005 FY. Inclusion of processes to track merchandise income and expenditure will be a major addition to the Treasurer's role in the current FY.

The Treasurer (and his trusty Deputy) recommend moving to an accounting software package for the 2005-2006 FY so that the Club accounts can be tracked more rigorously and also so that preparation of the end of year financial statements is simplified by using standard accounting reports.

***ADDENDUM**

A stocktake of the merchandise inventory was conducted after the Annual General Meeting.

"The Club currently holds merchandise stock to the value of \$1288.10.

FINANCIAL STATEMENTS FOR THE YEAR ENDING 28 FEBRUARY 2005					
PROFIT AND LOSS STATEMENT (CASH) ENDED 28 FEBRUARY 2005					
	2005		2004		Variance
	\$	Notes	\$	Notes	\$
INCOME					
Advertising	900.00		1,770.00		-870.00
Badges	0.00	1	0.00	1	0.00
Christmas Party	2,655.00		1,600.00		1,055.00
Deposits for Events	5,087.67		5,950.00		-862.33
Fundraising	316.00		169.00		147.00
Membership Subscriptions	5,666.00		6,560.00		-894.00
Merchandise	2,708.00		1,471.30		1,236.70
Rallies	1,079.00		777.00		302.00
TOTAL INCOME	18,411.67		18,297.30		114.37
EXPENSE					
Advertising	0.00		148.91		-148.91
AGM Expenses	0.00		110.00		-110.00
Badges	20.00		93.50		-73.50
Debits Taxes/Bank Fees	85.40		57.00		28.40
Clubs Australia	334.67		226.00		108.67
Christmas Party	3,609.84		1,628.91		1,980.93
Donations	900.00		0.00		900.00
Expenditure for Events	4,482.00		5,462.00		-980.00
Insurance	784.08		726.00		58.08
Merchandise	3,808.20		2,007.35		1,800.85
Postage	965.00		0.00	2	965.00
Printing	3,352.15		5,462.80		-2,110.65
Rallies	541.00		835.50		-294.50
Stationary	311.87		0.00	3	311.87
Sundries	713.30		769.00		-55.70
Trophies	568.00		49.50		518.50
TOTAL EXPENSE	20,475.51		17,576.47		2,899.04
NET ORDINARY INCOME	-2,063.84		720.83		-2,784.67
OTHER INCOME					
Interest Income					
S70 Business Cheque	14.18		12.80		1.38
S10 SmartSaver	22.11		22.00		0.11
TOTAL OTHER INCOME	36.29		34.80		1.49
NET OTHER INCOME	36.29		34.80		1.49
TOTAL NET INCOME	-2,027.55		755.63		-2,783.18
Note 1 - For both years, income from badges is included in income for the Rally					
Note 2 - For 2004, expenditure for postage is included in expenditure for printing					
Note 3 - For 2004, expenditure for stationery is included in expenditure for printing					

FINANCIAL STATEMENTS FOR THE YEAR ENDING 28 FEBRUARY 2005					
BALANCE SHEET (ACCRUALS) AS AT 28 FEBRUARY 2005					
	2005		2004		Variance
	\$	Notes	\$	Notes	\$
CURRENT ASSETS					
Cash on Hand (Petty Cash)	130.00		0.00		130.00
Cash at Bank S70 Business Cheque	3,498.48		5,132.72		-1,634.24
Cash at Bank S10 SmartSaver	2,186.06		2,164.75		21.31
TOTAL CURRENT ASSETS	5,814.54		7,297.47		-1,482.93
NON-CURRENT ASSETS					
Accounts Receivable (undeposited funds)	45.00		804.00		-759.00
Other	0.00		0.00		0.00
TOTAL NON-CURRENT ASSETS	45.00		804.00		-759.00
TOTAL ASSETS	5,859.54		8,101.47		-2,241.93
CURRENT LIABILITIES					
Accounts Payable (unpresented cheques)	332.00		507.00		-175.00
TOTAL CURRENT LIABILITIES	332.00		507.00		-175.00
NON-CURRENT LIABILITIES					
Other Non-Current Liabilities	0.00		0.00		0.00
TOTAL NON-CURRENT LIABILITIES	0.00		0.00		0.00
TOTAL LIABILITIES	332.00		507.00		-175.00
NET ASSETS	5,527.54		7,594.47		-2,066.93
TOTAL EQUITY	5,527.54		7,594.47		-2,066.93

FINANCIAL STATEMENTS FOR THE YEAR ENDING 28 FEBRUARY 2005

STATEMENT OF CASH FLOWS AS AT 28 FEBRUARY 2005

OPERATING CASH FLOW	Notes		Notes		Notes
Receipts	4	18,425.85	6	0.00	6
Payments	5	-20,475.51	7	0.00	7
NET OPERATING CASH FLOW		-2,049.66		0.00	
NET INC/DEC IN CASH HELD		-2,049.66		0.00	
CASH AT BEGINNING OF FY					
S70 Business Cheque		5,132.72		4,896.09	236.63
S10 SmartSaver		2,164.75		2,143.26	21.49
TOTAL CASH AT BEGINNING OF FY		7,297.47		7,039.35	258.12
CASH AT END OF FY					
Petty Cash		130.00		0.00	130.00
S70 Business Cheque		3,498.48		5,132.72	-1,634.24
S10 SmartSaver		2,186.06		2,164.75	21.31
CASH HELD AT END OF FY		5,814.54		7,297.47	-1,791.54

Note 4 - See Attachment 2a for details on receipts for 2004-2005 FY. Note 5 - See Attachment 2b for details on payments for 2004-2005 FY. Note 6 - Excludes interest received and undeposited Accounts Receivable. Note 7 - Excludes debts taxes/bank charges and unpaid Accounts Payable.

Privacy of Club Member Information

Privacy of personal information has been an issue of growing concern over the last year or so as people are becoming more aware of the extent to which their personal details can be used for commercial purposes. The recent implementation of the *Spam Act (2003)* on 10 April 2004 has also increased awareness of how vulnerable personal email addresses can make people to unsolicited advertising material.

The *Privacy Act (1988)* and the *Spam Act (2003)* both apply to commercial organisations and therefore, technically speaking, don't really apply to social clubs like the ACT BMW Motorcycle Club. However, the Committee wishes to reassure club members that the Club is complying with the spirit of both these important pieces of legislation. The purpose of this article therefore is to spell out the Club's approach to both privacy and spam.

Privacy

As part of the membership process, the Club collects basic contact information from each club member. This includes names, phone numbers (work, home, mobile), postal addresses and email addresses. The Club also asks for information about the motorcycles that you own when you join the Club and when you renew your membership. The contact information is used expressly for the purpose of sending out your membership card and for staying in touch with you about Club events. For example, if you receive your monthly club journal in hard copy, it will be sent to the postal address that you supply. If you elect to receive your club journal electronically, it will be sent to the email address that you supply. The information about the motorcycles you own is collected to provide a more comprehensive picture about the motorcycling interests of members so that the Committee can be sure that it is catering for all the members when it plans various events.

Your membership information is collected and held by the Membership Secretary, whose contact details are provided on the front cover of every club journal. The Membership Secretary is responsible for ensuring the security of your membership information and you can check the accuracy of that information at any time by ringing the Membership Secretary or speaking to him at the monthly Club meetings. The only people who have direct access to the membership information are the Membership Secretary and other members of the Committee on request.

Your membership information is not disclosed to anybody without your permission. If someone contacts the Membership Secretary wishing to obtain contact details about another member, the Membership Secretary will take down the details of the person making the enquiry and then pass them on to the relevant member. It is up to the member then to decide if they wish to disclose any information to the person making the inquiry.

The Club does not sell or pass its membership information to any other individual or organisation. When someone leaves the Club or their membership expires, their membership information is removed from the membership database.

Spam

The membership form collects email addresses from new or renewing members and makes it clear that, in providing an email address, the member is consenting to receive information about Club events. This issue of consent is very important under the *Spam Act (2003)* so if you do not want to receive emails from the Club you should not complete this part of the membership form. You can have your email address removed from your membership information at any time just by contacting the Membership Secretary. Alternatively, when you receive an email from the Club and you wish to be removed from the subscription list, you can send a reply message to the author with "UNSUBSCRIBE" typed in the subject line and also copy the message to the Membership Secretary.

The membership form provides you with the option of receiving your monthly club journal in an electronic format. Once again, if you have consented to receive your journal electronically and you subsequently change your mind, send a reply message with "UNSUBSCRIBE" typed in the subject line.

Whether it is your electronic club journal or an email about up and coming Club events, any email that you receive from the Club will always identify that is from the Club email subscription list and that it only contains information about Club events. The Club does not disclose or sell its email subscription list to any other individual or organisation.

Any members who have queries about privacy or spam issues should contact the Club President in the first instance. The Club President's contact details are provided in the cover of every monthly club journal. Alternatively, members can speak to the Club President or raise these issues at the Club's monthly meeting.

Fiona Oliver (on behalf of the Committee)

April 2004

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

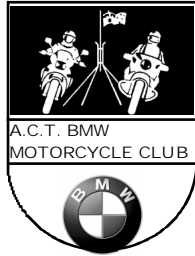
Membership Secretary only

Receipt #

Membership #

Mailing List Badge Sticker Membership Card

Date _____



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