

BMW Club

Shaft Drive Lines

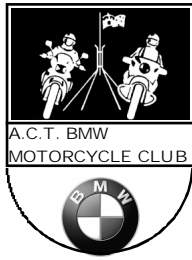
ACT BMW Motor Cycle Club Inc.



December 2005



Member of the International Council of BMW Clubs



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'Shaft Drive Lines' — December 2005 — Volume 25 No.11

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo -Australian Club, 78 Franklin Street, Forrest.
Next Meeting: Monday 28 November 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

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 is proud to support local charities including the Cardio-Thoracic Unit of the Canberra Hospital, Koomarri and Marymead.

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 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 were in the May 2005 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:

Malcolm Morris - one of our more dedicated tourers - was amongst those enjoying last Sunday morning's get-together at the Arte Café, at Bungendore.

The Presidential Hookah



The last month or so has been a busy time, and having been blessed with some reasonably good weather, the events held by the Club have been well attended and very successful. Col Ward has written about the Cann River ride in his column, and I will only add that it was a thoroughly enjoyable run, in good weather, on great roads with some very companionable company.

The Geehi Rally was again a success. Although numbers from the Club were down on previous years, there were good numbers of attendees from all over the place. The trophy for the rider travelling the farthest distance went by popular acclamation to a citizen of Cairns who was travelling home after the GP at Phillip Island. It wouldn't of course, be a Club rally without the obligatory rain, and most of those who travelled down on the Saturday received a good soaking. But, it didn't rain too much, certainly not enough to put a dampener on anyone's spirits. Yours truly took advantage of the sparkling waters of the Swampy Plains River and pulled out a very nice brown trout. An attempt to make it two was frustrated when I dropped the second one through inattention to the task at hand.

Some of us went across the river to Keeble's Hut, which is about 3 km in from the road, on a rather greasy 4wd only track. Col double-dinked Olaf on the GS, while the less adventurous of us walked in. Ask Col how the GS goes on greasy tracks.

The major prize of a SportIntegral helmet was won by Greg Burke of Kariong, NSW. Ron Andrews contributed in a major way by making and donating all the trophies for the rally, which leaves the Club with a good profit to pass on to charity. Thank you Ron on behalf of the Club. BMW deserves a special mention for making a big effort to help out this year by donating some good prizes.

The General Meeting on November 28 will be preceded by a very short special meeting to formally accept the Club's audited accounts for last financial year. We'll also try and make the GM short, as it will be followed by Olaf Moon's presentation "Huts of the High Country". As this is the last meeting for the year, we would like to see a good roll up. The meeting will be the last chance you have to book in for the Christmas Dinner and Presentation night; make sure you check in with Pam Paull if you are coming along.

This is also the last magazine for the year, so I'll take this opportunity to wish you all a safe and happy Christmas and New Year, and I look forward to joining you on the road next year.

As always, safe riding,

John

Welcome to our new members:

- » Wayne Trenchuk & Kelly Gibson, R1200RT, Honda VFR 750F
- » Michael Allam, F650
- » Myles Leniston, R1150RT
- » Guy Micklethwait, R1150GS
- » Don Burt, R1150GS, R100T
- » John Shepherd, K100RT, Honda FT500

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'Talking bikes' - on a recent Sunday Morning



'What's On' - - - Rides, Events & Meetings

Our last General Meeting for the year is on Monday 28 November 2005, at the Italo-Australian Club, 78 Franklin Street Forrest at 7.45pm.

(Remember 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.)

November 2005

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

25/27 The Snowy Ride.

28 General Meeting, Italo-Australian Club, 7.45 pm

December 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

4 Christmas Picnic, Corin Forest from 10.30am

9 Christmas Dinner & Presentation Night, Hudsons in the Gardens, Australian National Botanic Gardens.

10 MRA Christmas Toy Run, meet from 9am at Old Parliament House.

11 Long day ride to Tintalra. See "more what's on" for details.

January 2006

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					

13 Committee meeting.

24 General meeting, Italo-Australian Club, 7.45 pm


Remember - we meet for Sunday breakfast at the Arte Café in Bungendore. Group departures at 8.30am from the Red Rooster in Queanbeyan and on the northside, the Shell Servo in Watson

Advance notice of 2006 events!

Saturday 25 March - the Club's 25th Anniversary Run and Barbecue at Point Hut Crossing (the club's first run in 1981).

2 - 8 April - BMW TourenSport Safari - check www.bmwsafari.com for more details including the registration form. Quite a few members have already decided to go.

28 - 30 April - we've been invited to join the Victoria BMW MCC at their rally at Yarrawonga. More details after Christmas.

Saturday 17 June - Christmas in Winter dinner with the Victorian BMW MCC at Beechworth.



More What's On

25/27 November - Snowy Ride

If you're going on the Snowy Ride and want to join Olaf & Sheryle Moon for the Angel's Night dinner at the Alpine Hotel, contact him ASAP. Tickets are \$100 per head with dinner starting at 7.00pm.

28 November - General Meeting

7.45 pm Italo-Australia Club, Forrest. This is the last general meeting for the year. Our versatile committee member Olaf Moon will talk about another of his passions "Huts of the High Country".

4 December - Christmas Picnic Lunch, Corin Forest

There won't be an alternative Sunday breakfast in December as the Club's Christmas picnic will be on the first Sunday in December. It will be a traditional picnic with games. Bring the family along. The venue is Corin Forest Mountain Recreation, Corin Road, off Tidbinbilla Road. BYO drinks. The Club will provide a sausage sizzle and salads.

9 December - Christmas Dinner & Presentation Night

Everyone had a great time and great food last year, so we're returning to Hudsons in the Gardens, Australian National Botanic Gardens for our Christmas Dinner and Presentation Night. You can see the menu with the booking form on page 7. RSVP and payment by 28 November 2005.

10 December - MRA Toy Run

Yes, it is the morning after our Christmas dinner, but that's no excuse not to turn up to support a very worthy cause. Meet from 9am at Old Parliament House. Bring a pillion (we want to win the "Best Club Attendance" award again) and it'd be great if you could donate some toys to help make this Christmas brighter for some less fortunate kids. Cash donations also welcomed - the collectors will be in Garema Place at the end of the ride.

11 December - Long day ride

Yes, this is a FULL weekend of bike related activities. There will be a long day ride (about 600km round trip) to Tintaldra. Olaf is leading the ride and the route is Adaminaby, Kiandra, Cabramurra and the Elliott Way to Tintaldra for lunch at the pub. Return via Khancoban and Thredbo. Leaving from Rolfe at Phillip at 8.00am and Williamsdale at 8.30am.

January Alternate Sunday Breakfast and Chomp & Chat

....are having a break in January to give your waistline a chance to recover from overeating at Christmas. If you feel like getting together, try the Kingston Hotel on Wednesday 4th January. We won't be making any bookings, just turn up if you're interested.



Christmas Dinner & Presentation Night on Friday 9 December

Everyone had a fabulous time last year so come along and join in the fun. Bookings close on Monday 28 November.

And it's time to start thinking about nominations for the Step Off Award!

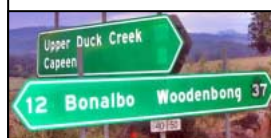
This is the Club's annual award to the person with the most in-elegant departure from a motorcycle. We've already heard of a few members who would like to proudly display this coveted trophy in their home for the next 12 months. Send your nominations to John McKinnon or enter on the night with the "winner" decided by popular vote at the Christmas dinner.

Club Picnic Corin Forest Mountain Recreation Sunday 4 December from 10.30am

To get to Corin Forest, take the Tuggeranong Parkway to Gordon, turn right at round-about to Woodcock drive, turn right to Jim Pike Ave, turn right to Point Hut Road and cross river. From this point you can follow the Tourist Drive 5 signs (in brown) to Corin. It's free entry into Corin.

BYO drinks. Sausage sizzle and salads provided by the Club. Fun and games for everyone!

Going my way?



Melbourne

John & Leah McKinnon are heading to Melbourne via Orbost on 25 January. Contact John if you're interested in riding with them.

We often hear of someone planning a longish ride, so if you'd like a riding companion for a trip please contact the Editor so it can be included in the newsletter and on the website.



'The Vice Report' - Colin Ward

Time for a longer ride. Some gathered at Rolfe Classic, some at Williamsdale and one or two met the group at Nimmitabel. I did a quick head count and came up with 16 bikes. In no particular order, 2 x R1200GS (red ones), 4 x R1150 RTs, an R1100RS, an R1200CT (almost as big as the K model light truck), 2 x K1200 GTs, 1R1100RT (still a favourite), an F650CS, Chris Read, a new member on his K1200S, Ron on his K1200 RT, a Vespa GT 250 Turbo (also red), and a couple of R1200GS in other colours (can't remember). No prize for guessing that the K1200S with its nifty panniers and blue checkered livery was the big hit with the crowd over coffee. I should mention that there were two pillions making up a total of 18.

The weather was generally fine with some high cloud but the choice of winter or summer clothing was not clear cut. I was glad of my spray jacket over my summer Spidi Jacket as we came up the Brown later in the afternoon. After coffee and cakes or pies (a late breakfast for some) we headed to Bombala for a refuel stop before the 85 or so kilometres to Cann River. I am aware of only one whoops on the way to Cooma where the President told me that a large kangaroo failed to see the shiny red Vespa and chose to cross the road just a bit too close. In Bombala, Leena decided that she did not need cruise control as her throttle was a bit sticky anyway.

Off to Cann River. What a great road and so little traffic. A free flowing road which tightens up just a little bit as you approach the highway junction at Cann River. Those that did not refuel or otherwise take a break, did so at Cann River. Again there was little traffic on the road to Eden which was the designated lunch stop. Interesting that NSW does not bother to welcome you across the border in contrast to Victoria with big welcome signs on both the road to Cann River and down the highway.

The plan was the Great Southern Hotel outdoor balcony for lunch. No such luck as it is still winter at Eden and the pub was not serving lunch. Blowing a gale and just a little on the cool side. Fish and chips on the harbour seemed to be the best alternative. We managed to spread ourselves around the three cafes. Leena, Paul (R1100RS) and I opted for real fish and chips in newspaper.

One of the more attentive in the group noticed that there was an oil rig just off the harbour. It seemed worth a look so around to Ron's block and a quick look at the rig and we were out of there. The plan was to go home via Candelo and up the Brown Mountain as time was passing. I think Peter with Dave and Sue left to have a look at Peter's retirement home and were on the road before us. I had forgotten how good the Brown is and despite the 60 kph speed limit enjoyed the ride.

We headed north and took the Merimbula bypass at Pambula South. We turned off at Wolunia (well sign posted) and headed for Candelo. We joined the Snowy Mountains Highway just east of Bemboka. The valley through Candelo is green and lush and the road not too bad with lots of open corners. Must admit I did not see much of the countryside and will do it again at a more leisurely pace next time. It is hard to keep a GS under control, especially the red ones and especially when there is a K out front.

Not long after the top of the mountain where the road opens out and the speed limit is lifted to 100kph, one of the group thought he should buy some tickets to the Policeman's Ball; no choice really as we were confronted with the blue light disco car. Seemed that the tickets must be nearly all sold as only one of the group was asked to pay. Amazing what an impact this had on the rest of us. Not a shade over 110 all the way home. That is of course, after the obligatory stop for refreshments at Nimmitabel.

There was a lot of traffic on the road home. If only there was an alternative. There was only one other disco car, on the Cooma Road but I think he must have sold his tickets for the day. I covered 633 kms, door to door and thoroughly enjoyed the day. We should definitely put some more of these longer rides on the calendar.

Don't forget the Special meeting as we need a quorum to pass the financial statements.

Too many roads and too little time!

Ride safely

Colin Ward

From the Editor

Thank you to everyone who's sent in articles for Shaft Drive Lines this year and made it such a good read each month for your fellow members. It would be a very small newsletter if it weren't for the efforts of people like Greg Barber, Olaf Moon, Ian Hahn, Colin Ward, Murray Parker, John McKinnon for his Presidential Hooahs every month and everyone else. Thanks also to my lovely "deputy assistant editor" Pam who does the What's On and Classifieds....and lots of other things to help get the newsletter out to you each month.

Please keep on sending your photos which really add to the enjoyment of the newsletter and give a pictorial history of the Club's activities. Shaft Drive Lines will next appear just before the January 2006 meeting, so don't forget to keep on sending in your photos and articles.

For those disappointed not to see a full colour cover for a 'special' Christmas issue of 'Shaft Drive Lines', as in previous years, we plan to save our efforts for a 2006 issue of the newsletter celebrating our Club's 25th year. So, if you want to keep that in mind for your contributions?

A Happy and Safe Christmas and New Year to all our readers.

Roger Paull

The ACT BMW Motorcycle Club invites all members to the
CHRISTMAS DINNER AND PRESENTATION NIGHT

Friday 9th December 2005 from 7.00pm
The Australian National Botanic Gardens Restaurant,
Clunies Ross Street, Acton

**Cost: \$55 per person for a three course buffet dinner and drinks (beer,
wine, soft drinks, no spirits)**
Dress: Smart casual with a LOUD Shirt

HOT FINGER FOOD

Zucchini and Halloumi Fritters
Aubergine and Pinenut Pizzette
Mini Beef Mignons with Basil Bearnaise
Sweet Potato Empinadas
Petit Lamb and Rosemary Pies

BUFFET MAIN COURSE

Hot Hudson's Roast Sirloin of Beef
Platters of Freshly Roasted Chicken
Sundried Tomato and Ricotta Tortellini with Tomato and Basil Sauce
Tossed Mesclun Salad
Indonesian Rice Salad
Bean and Mushroom Salad with Curry Mayo
Hot Buttered Chats with Dill
Petit Dinner Rolls

DESSERT

Cheese and Fresh Fruit Platters
Lemon and Lime Tart
Flourless Chocolate Hazelnut Torte

COFFEE & TEA

Freshly percolated Lavazza Coffee and Twinings and Herbal Teas

DRINKS

Red and White Bottle Wine, Champagne, Light and Heavy Beer, Orange juice and Mineral Water

RSVP to social@actbmwmcc.org.au or phone Pam Paull on 6255 8045.

Full payment by cheque to the Treasurer, ACTBMWCC, PO Box 1042 Woden
ACT 2606 (with completed tear off slip below) or pay cash at the meetings or
breakfast. Full payment MUST be made by Monday 28/11/05.

Numbers are limited so book early to avoid disappointment.

I / we will be attending.

Name _____ **(please print)**

Number attending _____

Payment @ \$55 per person _____ **(no refunds)**

The Club was advised by the ACT Registrar-General's Office that we had not fully complied with their reporting requirements for lodgement of our annual statement of accounts for the 04-05 Financial Year. Accordingly, the Club has called an extraordinary meeting for 28 November 2005 so that Club members can approve the audited financial statements from the 04-05 Financial Year prior to them being re-lodged with the ACT Registrar General's Office. A copy of the auditor's letter and the audited profit and loss statement for the 04-05 Financial Year is included in the journal so that members can scrutinise the accounts prior to approving them. It is important that there be a quorum of members present at the meeting so that these statements can be authorised in a manner consistent with the Club's constitution, so please attend the meeting if you can manage it*.

Fiona Oliver, Public Officer



ProfessionalManagementSolutions

ACT BMW MMC
C/- PO Box 48
Dickson ACT 2602

27 September 2005

Dear Committee,

Thankyou for the opportunity to review and audit the financial accounts of the ACT BMW Motor Cycle Club for the period 1 March 2004 – 28 February 2005.

I understand that that your financials do not need to be audited by a registered independent auditor. They need only be audited by a person who is not a member of the Club committee. It is in this capacity that I have audited the accounts as presented.

Based upon the original source documents submitted and further explanations by the Treasurer in regards to expenditure not verified by original source documents, I believe that the financial records of the club have been maintained appropriately. All income has been declared and expenditure justified. As such I have attached an Unqualified ACT Annual Statement of Particulars by Association for your remittance to the appropriate ACT government department. Please ensure that the President, Secretary and Treasurer sign and date this form prior to sending.

I have also included a copy of my Profit and Loss calculations as well as a cheque detail report for the financial period. You will note that the Profit and Loss differs a little from that reported by the Treasurer. This is due to some expenses being reported last financial year but the cheque being presented this financial year and is a timing issue only. There were also a couple of expense entries that were reported twice in your spreadsheets and these have been removed from my figures. As such you loss for the last year is now substantially less.

Recommendations:

1. I suggest that the Club consider investing in an accounting package such as Quickbooks to record all financial transactions. This may reduce any future duplication of recording cheque numbers etc. It will also facilitate easy change over from Treasurer to Treasurer. This program is very easy to set up and use. If the Club chose to go down this path, I would be more than happy to set up an appropriate chart of accounts and train the Treasurer to use the program.

2. I note that some suppliers do not provide Tax Invoices. As the Tax legislation requires all expenditure exceeding \$50 to be substantiated by a Tax Invoice I encourage that they be requested. Any expenditure less than this could be simply recorded on your current Authority for Payment Slip and endorsed by the executive of the Club.
3. Any members requiring reimbursement should supply a receipt or if this is impractical, recorded on your current Authority for Payment Slip and endorsed by the executive of the Club.

Yours sincerely



David Bailey

**The Audit and
Statement of the
ACT BMW MCC's
Accounts for the
2004/5
Financial Year**

* If you are unable to attend the meeting, please consider appointing a proxy to vote on your behalf. You'll find a proxy form at the back of this issue - so fill it out and pass it on

**ACT BMW MOTORCYCLE CLUB INC
Profit & Loss
March 2004 through February 2005**

Mar '2004 - Feb 2005

Ordinary Income/Expense	
Income	
Advertising	660 00
Interest	14 18
Membership Dues	4,856 00
Raffle	172 00
Rally Fees	487 00
Reimbursement	824 67
Ride Accomodation	7,473 00
Sales	2,360 00
Xmas Party	2,845 00
Total Income	19,691 85
Expense	
2003/2004 Cheques	27 00
Accomodation	4,482 00
Bank Service Charges	76 26
Books and Publications	80 00
Clothing	3,750 20
Club Fees BMW Aust	232 00
Donations	700 00
Filing Fees	27 00
Insurance	712 80
Internet	88 00
Meals	4,049 21
Miscellaneous	58 90
Name badge	361 00
Office Supplies	172 02
Postage and Delivery	1,130 85
Printing and Reproduction	3,096 15
Rally Expenses	200 00
Stamp Duty	71 20
Trophies	568 00
Xmas Prizes	125 70
Total Expense	20,008 29
Net Ordinary Income	-316 44
Net Income	-316.44



Our Kosciuszko Rally at Geehi

Olaf Moon took the time to observe more than bikes

The ride to the 2005 Kosciuszko Rally at Geehi had been atmospheric to say the least. Sheryle and I left at 7am to ride via Thredbo and Dead Horse Gap, but as we crested the rise that Scottish Mist came in, making the road slick and greasy. By the time we reached Tom Groggin the mist had turned to rain, so after a quick stop at Geehi, Sheryle headed back to Canberra while I contemplated the task of setting up a tent in the rain – and decided a beer taken under the shelter of Tyrell's Hut was a better option to start. With the fire lit, this non-decision was definitely the best.

Jeanette then told me that it always rains at the Geehi Rally – and that this one of its charms! I wasn't to see the benefits of this until the next day, after a great evening spent imbibing and seeing if Ian could tell bigger porkies than a fellow from Newcastle who rode a battered R100 GSPD. In their minds the bikes got more powerful, the women more numerous and the spirits stronger as the evening wore on - and of course down in my cups, I agreed.

Sunday morning was shrouded in mist, and those who went fishing for trout bagged a few, while Sue carefully wiped the dew from her new bike and P plate – at 5.30am – but then it *was* a fantastic morning. I packed and headed out towards Khancoban enjoying a fabulous set of views on the way.

Then the mind started to wander, in rhythm with the corners, to the colours of the day. Just how many shades of green are there in nature? My mind instantly answered "three" (light green, oxford green and dark green) but there are many more – what about the gray green of the eucalypts, the "screaming green" of fresh grass, or the emerald green of the deciduous tree leaves in town? Then of course there are the various shades of green of the trees on the rows of hills – or are they blues? As I got into this meditation, I counted 17 greens (why 17 I don't know – you could easily count 21 or 27 or some other number if you took the time).

Suddenly my reverie is broken by the sounds of an unseen Ducati motorbike heading my way. You cannot miss that note; it's totally distinguishable like that of a Harley due to the particular type of motor (a Desmo for the Ducati or desmodromic engine configuration). Sure enough, the streamlined fairing of the 999R comes into view, with engine in full song – and of course that "colour of passion" as the Duke website sells it – Red. So I wonder if we can paint a bike that blazing colour, would it really exist naturally - in nature?

By this time I was passing through Khancoban. The deciduous trees had finally thrown off their Autumn leaves, and the remainder on the side of the road were red – deep red brown, but not the full-on blood red from which I was seeking inspiration. But not to be let down, the flick of vermilion red on a barbed wire fence ahead was so startling I pulled over very gently and stopped on the verge, to watch. A pair of robins was flitting back and forth between the fence and a bush, chasing insects. They were a matrimonial pair, with the male being the show-off with that blazing red chest and the female a dull oxford green and gray colour – bugger, another green – better make that eighteen! This was the "flame breasted robin" rather than the "red breasted robin" they being two different species.

As I passed the turnoff to Cabramurra, and headed down to the turn up the Elliott Way, I cogitated further on the colours of nature. Clearly all colours are made up of the three Primes being yellow, red and blue - plus the two extremes that are black and white. Any school child will tell you that black is actually not a colour at all, just the absorption of all light and that white is actually the reflection of all the colours together. Other colours are mixtures, for example green is a mixture of blue and yellow, and purple is a mixture of red and blue in various amounts.

Clearly I was not going to see pure yellow in nature here (I thought) and that finding a truly black-black would be tough, but suddenly I nearly ran down a large mob of cows





soon after the turn off! And what colour were they? – black and white and I mean *real* black and white in big patches over their hides – I wondered if they get differentially hot and cold in patches in the brilliant early morning sun, that had just come out? Black is an interesting “colour” because it comes in various shades usually – just try buying black clothing (eg mens sox) and see the difference – which is often actually various shades of dark grey!

The Elliot Way is truly a marvellous piece of motorcycle road. There was not a car to be seen, the sun was out and so I hooned along, sweeping through a plethora of corners (and wishing I had put a little more “pre-load” into the rear suspension as the centre stand touched down again in a long sweeper). While the black cockatoos gave me another “black” to figure out, the sound and sight of a mob of white cockatoos about to descend and settle on me, took the edge off my speed while I watched them sit on a fence and the grass of the verge, only to all squawk, raise their plumes and fly off – gotcha yellow there!

And so to the other options on the artist’s palette of my mind. My father is an architect and my mother a painter, so I was familiar with that shaped piece of plywood on which they mixed incredibly expensive dabs of paint with strange names like “burnt sienna”, “red ochre” and “Prussian blue”. What other colours would I find out here on a great sunny Sunday? The next to find was purple which was easy to discover on the fields that opened around me to the north of Tintaldra and Corryong. Here, Patterson’s Curse flowered in abundance. It is called Patterson’s Curse because if horses eat it in large enough quantities, they can become very ill or even die. But in other places, its called Salvation Jane because the cattle can be saved by it in a drought. It was brought to Australia from Europe by the Merino Man, John McArthur and has become a weed in Australia, growing prolifically after a big dry. Today it’s just fields of purple to me – or is it mauve or violet?

And more colours revealed themselves as I travelled along – tan, brown and ochre of the soil and stones in roadside cuttings, yellow and orange daisies, a hundred greys of tree bark, silver from the flashing leaves, blues from the hills and more at every corner.

The Elliot Way, driven from the south eventually ends up in a cornucopia of turns, (there is not other way to describe them) that twist down into to the reservoir of Talbingo Dam and then back up the other side, thousands of feet of vertical climbing to Cabramurra – just heaven on a bike.

But I stopped in the little park by the dam at the bottom of that descent, and rested with a Cherry Ripe and coffee from my thermos. It was still and warm with the reflections in the lake flashing a thousand blues and silvers at me, split only by the outline of a small tin boat, with two boys fly fishing under a dank overhanging bank opposite. They drifted by, in time with the white clouds drifting above, in an impossibly blue sky. If I photographed that, I wondered, would anyone really believe how blue it was? It was so peaceful, only to be interrupted by the hiss of the spinning fly-reel as the trout struck, then churned a ripple across the stern of the boat as he made off with the fly.

I climbed slowly away from the dam up to that blue, flicking my RT back and forth from corner to corner, trying to wear the outside of the tyres evenly but only succeeding in building up a pill of rubber on the edges of the tread. Practice makes perfect and I have a long way to go!

The occasional grind of the stand told me that this was a great ride on a perfect day as I headed up past Selwyns and out to Kiandra. As the bike barrelled down a long straight I started to sing – as you do on a day like this. My choice then, was my choice all those years ago for the Australian Anthem – *Song of Australia* – so flicking the visor up I sang into the wind;

*“ There is a land where summer skies
Are gleaming with a thousand dyes,
Blending in witching harmonies, in harmonies,
And grassy knoll, and forest height,
Are flushing in the rosy light,
And all above in azure bright -
Australia!”*



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More Photos from our Geehi Rally



Rally Trophies & Raffle

Congratulations to Greg Burke of Kariang NSW who won the raffle prize of a BMW SportIntegral helmet at the Geehi Rally.

The trophy winners were:

- » Youngest rider: Matthew Looyen from Canberra
- » Longest distance with a sidecar: Peter Pogo from Sydney
- » Longest distance travelled (male): Stuart McMillan from Lake Macquarie
- » Longest distance travelled (female): Fiona Powell from Cairns
- » Oldest bike and rider: Trevor Lever from Sydney
- » Longest distance pillion: Shannon Day from Bundanoon
- » Largest club attendance: BMW Touring Club of NSW
- » Youngest entrant: James Kelsh from the BMW Touring Club of NSW

Special thanks to Ron Andrews for his generous donation of the Rally trophies.



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BMW Clubs Australia News - Martin Gilbert

The International Council of BMW Clubs actively promotes a programme of awards available to all members of BMW Clubs worldwide, whether they are motorcycle or car club members. The awards are designed to recognise excellence in BMW Club life, and Australia has been favoured with a number of recipients over the years.

To be nominated and then awarded really is the pinnacle of BMW Club life. Awards were voted on at the Meeting of the International Council of BMW Clubs, 12th - 13th September 2005 at Leipzig, Germany

Congratulations to Ruthie and Howdie Farrar who were awarded the Professor Dr Gerhard Knöchlein BMW Mobile Tradition Award. The Dr Gerhard Knöchlein BMW Mobile Tradition Award recognizes special contributions in the area of BMW Veteran and Vintage machines. It particularly recognizes the efforts made by the awardee(s) in keeping special BMWs from the past alive and activities at the club level like displays and the like. Howdie and Ruthie were nominated because of their work in the ACT BMW Car Club.

'Friends of the Marque Award' went to George & Charis Schwarz, members of the BMW Touring Club of NSW.

Note that there were several "friends" awarded, but only one Knochlein. Howdie & Ruthie were nominated via the car club, but are members of both clubs of course.

A pdf version of the latest Newsletter of the International Council of BMW Clubs. (Issue 03/05) has been received and can be accessed through a link from our website.



MRA Notes

'Fellow Motorcyclists and Scooterists

The link below will take you to the latest edition of the MRA ACT magazine The Inside Line Spring 2005. <http://www.mraact.org.au/pdf/isl2005-3.pdf>

I hope it provides you with some thought provoking reading, light entertainment and generates lots of feedback for then at least I know you've read it. Hardcopies can be provided but there will be a small charge for printing and postage (\$2.00).

In addition, if you have any literary skills and want to get a message out or have a say on the way motorcyclists are being treated then drop me a line and get yourself into print.

Ride Safe

Pete

Editor MRA ACT'

Stay Upright Instructors Wanted

Have you ever thought about teaching the skills of safe motorcycling to others? Stay Upright, Australia's premier motorcycle rider training company, is currently looking for exceptional people to teach the skills of motorcycle riding at the learner and provisional levels. Do you have a passion for motorcycling, a commitment to safety, and affinity for personal interaction and a reasonable degree of physical fitness? If so, you may be one of the people we are looking for. If you would like further information please contact the ACT office of Stay Upright by calling: Dave Gibson on (02) 6241 3963



'Here's a picture we took of some women going to the breast cancer charity ride on 23 October. We met them at the petrol station as we were heading off on a ride to Bull's Head. They had gone to so much trouble we thought they were worth a photo. We hoped their fairy skirts wouldn't catch fire on their hot exhausts!' Murray Parker

Reminder!



Have you chosen your 'formal wear' for our Christmas dinner? Have you a conservative little number that will outshine this lot? (Last year's finalists in the mens division).

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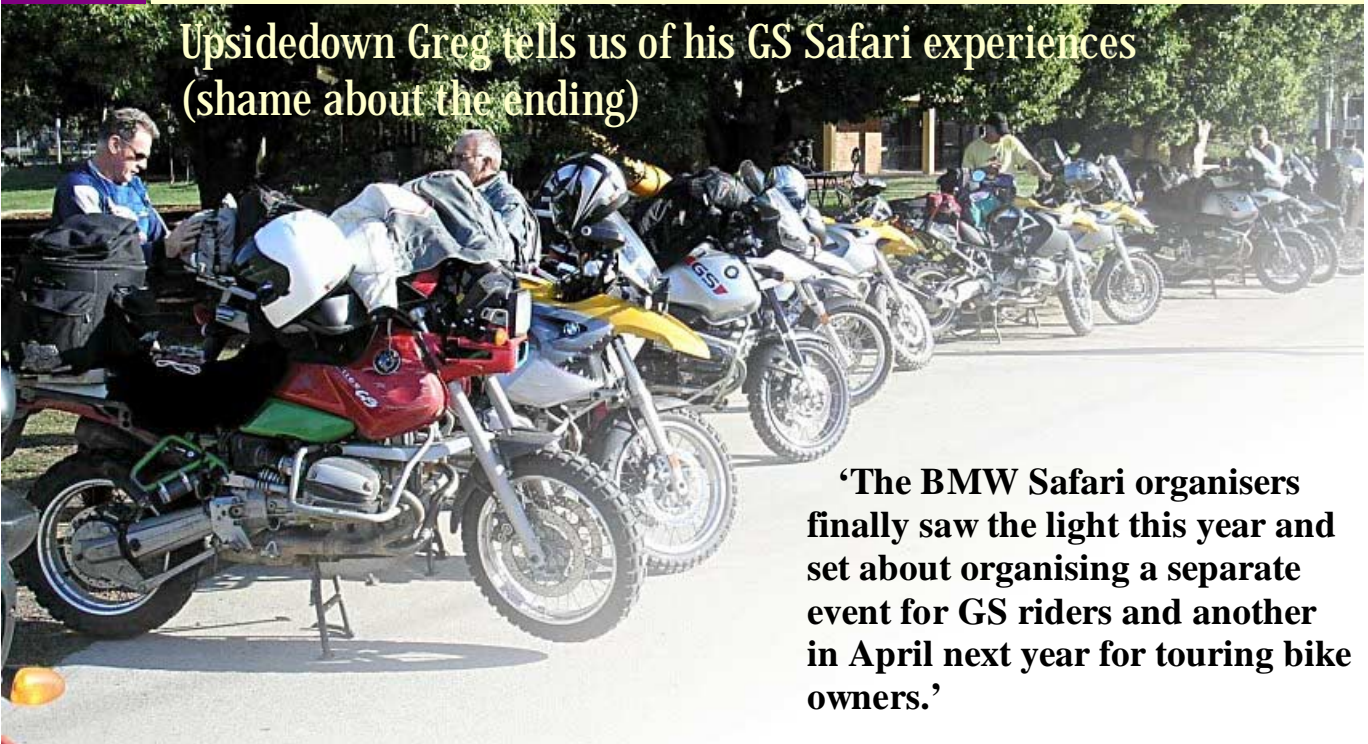
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Report: 'the 2005 GS Safari... a new concept'

Upsidedown Greg tells us of his GS Safari experiences
(shame about the ending)



'The BMW Safari organisers finally saw the light this year and set about organising a separate event for GS riders and another in April next year for touring bike owners.'

The GS Safari was held in early November on a variety of suitable gravel roads and fire trails around the Great Dividing Range in northern NSW. The latte drinkers will visit cafes in the same area in April next year.

The best thing about the new format is that the organisers can find the best roads available without needing to compromise for either GS riders or the touring bike owners. As such we were treated to some great gravel roads with only a minimum of that horrible black tar stuff in between.

The organisation of the event is much better than ever. The route sheets now provide notice of nasty sections which should only be attempted by experienced riders and provides information on detours for less experienced riders. As several riders found out these notices should be obeyed. GPS waypoints of the route are also provided and this certainly made things easier for those with a GPS as we only rarely had to resort to reading the route sheet, a task which can get a tad tricky at speed on twisty gravel roads.

The accommodation was a mix of four star resort, motel/pub and bunk house accommodation. The bunkhouse accommodation can provide for some interesting moments. You can almost guarantee that when

you have 8-10 men sharing a small room that at least one of them will be a chainsaw snorer. I know that one such snorer was confronted by an angry sleepless man in the early hours who grabbed him and shook him whilst shouting "Shut the f&*k up!!!" Roy might be able to tell you more about this incident.

A range of road conditions

The roads we encountered varied from tight fire trails in the Yengo and Wattagan National Parks on day one, to muddy fire trails in the Chichester State Forest and the Barrington Tops and grassy trails across private property on day two. The wet muddy fire trails caused all sorts of problems. The conditions were almost unrideable but by the time we realised this we had come too far and didn't want to go back over the same route, so we

forged on hoping conditions would get better quickly. Eventually they did but not before a lot of effort was expended trying to keep our bikes upright.

Day three saw more wet fire trails in the morning before settling into open gravel roads and then finally the expanses of the Liverpool Plains.

Day four was the day which most had dreaded. A leisurely ride through the Warrumbungle National Park was to be followed by an 80km stretch of sand through the Pilliga scrub. Sand seems to be one of those road surfaces that very few people really like riding on, and even if you have some experience on sand it can be unnerving riding at speed with the bike bucking around and seemingly forging its own route through the sand. The sand on this section of





road varied from only a couple of inches to around 8-10 inches in the deeper bits.

After experiencing a fair bit of sand on my Innamincka ride last year I was reasonably confident of coping with the 80kms but was still a bit apprehensive just the same. I soon got into a rhythm and kept my speed up and forged through it. I was very impressed to find some first time sand riders toughing it out and making good progress as well. The novices were getting along at between 60 to 80kph whilst more experienced riders were doing 100-120kph. After the sandy stretch was covered the roads firmed up and everyone relaxed a bit.

The weather had cleared up and the roads back to the coast were generally open free flowing roads.

Gravity sucks.

As with any Safari involving GS riders there are always a few mishaps, and this event proved to be no different. The first morning saw the first incident when a slow rider fell whilst slowly negotiating a drainage whoop and was promptly run over by a faster rider who was overtaking at that precise moment. It was a big shock for both rider and faller. Fortunately there was no major damage to the either of the riders or their bikes.

Day two saw a number of slow speed incidents as most riders struggled with wet muddy conditions over about 20kms on Thunderbolts fire trail in the Barrington Tops. A fast flowing river crossing on a slippery causeway near Gloucester also saw a couple of bikes go down.

Day three saw a potentially serious incident when a rider crested a hill to find several bikes stopped in the middle of the road as a mob of cattle crossed a bridge. The rider who was

on a very new R12GS had temporarily diverted his attention from the road and by the time he got on the brakes he realised that the ABS was still turned off. The front wheel soon locked on the tar road and folded under throwing both rider and GS down the road. The bike slid to a stop



but not before hitting two bikes. Fortunately no one was hurt apart from some gravel rash for the rider. Day three also saw the first of the sand sections which claimed the only female rider on the event. She suffered a broken ankle on a short deep section of sand.

The sand on day four didn't bring any riders down as far as I am aware but a R1100GS rider (not me for a change) found out that gunning it half way across a water covered concrete causeway is not a sensible thing to do as the bike promptly slipped out from under him and spun like a top for 30 metres on its rocker cover and holing it in the process.

Whilst the roads on the final two

days were relatively unchallenging that didn't stop a few riders from over extending themselves. Separate incidents saw one rider hospitalised with broken ribs and collapsed lung and another with a broken collarbone.

Broken bikes

Apart from broken riders the Safari is renowned for breaking bikes. Notable incidents included the R1150GS Adventure that broke a universal joint in its drive shaft on day two. No-one was surprised by this occurrence. The rider was very fast but just seemed to treat the throttle like a switch. It was either full on or full off, waiting to be snapped on again. Something had to give. The problem was quickly fixed and the rider continued in the same fashion. Unfortunately he found that no matter how fast you are there is always someone faster – and this rider wrote his bike off whilst trying to keep pace with Geoff Ballard.

One rider on an R1200GS on his first off road trip found that the plastic pannier brackets won't handle even the most gentle of falls. He was mailing one pannier home after day one. On day two he suffered another gentle fall and found that the panniers won't necessarily withstand a fall either. On day four he found out that the top box also suffers on dirt roads when it parted company with the bike. Not a very good result for a bike that is marketed as an adventure tourer. A couple of thousand dollars worth of luggage destroyed in less than a week. When I attended the 2000 & 2001 Safari's around 80-90% of riders carried standard BMW panniers. On this event only around 10% of riders

were using BMW panniers, with the rest opting for a combination of soft panniers, rack bags or backpacks.

You have probably heard by now that I didn't complete the Safari. I have attended three of these events and only finished 1 of them. Whilst rider error curtailed my fun in 2000 it was a broken bike that brought a halt to proceedings in 2005. I think a hard life and fatigue combined to cause the gear box casing to break away where it attaches to the rear sub-frame. When this let go it dropped the rear of the bike putting too much pressure on the rear shock which also broke where it mounts onto the paralever. The end result was a very unstable and unrideable bike. I was pretty disappointed as I had been taking it steady and generally looking after the bike.

Variety

The BMW Safari attracts a variety of riders, bikes, gear and attitudes. Riders varied from very experienced enduro riders to novices doing their first off road trip. The riders included some BMW representatives including Mac McMath the CEO of BMW Motorcycles Australia. There were also a couple of BMW dealers who funded their own ride. A number of motorcycle journalists were along for the ride including Tony Kirby (Sidetrack), Mathew Sheilds (AMCN) and Greg Leach (AMT). Rob Turton (Tyres for Bikes) was again supplying the tyre support. He and his assistants did a great job and also livened up proceeding by dropping fire crackers into the path of unsuspecting riders when ever they got the chance.

The riders wore gear that ranged from full BMW adventure clothing to old waxed cotton Belstaf gear to full leathers to nylon motorcross gear worn over body armour.

Whilst most bikes were recent models there was a smattering of older models too with a couple of R80/100s, a Funduro and a handful of R1100GSs. Some bikes are stock standard whilst others have a host of BMW and aftermarket accessories. There were three R1200HP2s on the ride. One was a private bike, whilst another was ridden by celebrity entrant Geoff Ballard and the other was a BMW owned bike shared amongst the



journalists. A rear tyre on the journalists' bike lasted just two days or approximately 750 kilometres.

By my count only five ACT GS riders showed up for the Safari. They were Hoss (R1150GS), Roy (R1150GS Adventure), Scott (R1150GS), Shane (R1200GS) and myself (R1100GS). Ashley a club member from Ulladulla was also present on his R1200GS.

Some claim that the BMW Safari is an overpriced rider funded marketing exercise for BMW. Whilst the costs have increased over the years I think the new format provides good value for money. The entry fee for this year was \$385.00 For that we got a T shirt, a bottle of Jurd's Jungle Juice, a stubby holder, welcoming and farewell

dinners, support vehicle, mechanical and tyre support, route sheets, GPS waypoints and you are guaranteed to meet some new friends, gain valuable riding experience, and learn more about bikes, riding and accessories than you ever thought possible. You may want to consider it for your motorcycling calendar next year.

Upsidedown Greg





'Around Australia on a K1200LT'

(Ian described the first leg of his trip - Canberra to Darwin - in last month's 'Shaft Drive Lines')

'Time to do some more exploring. Found an all day motorcycle parking area in the middle of town and with camera went for a walk. Like most cities these days one or two roads in the middle of town have been closed and turned into pedestrian malls. Went to see Government House which looks out over the bay and saw that the roof had been replaced for some reason. There were lots of interesting things to look at such as various memorials and plaques depicting the air raids on Darwin during the Second World War. According to the information it was a very well planned attack and most of the selected targets were destroyed. One target that was destroyed and was not supposed to be was the post office and the telegraph office. This was to be used by the invaders to maintain communications after land forces arrived. The thing I found most interesting was that after the air raid and the destruction of the bulk oil tanks it was decided to build tunnels under Government House to store fuel. Two of these are open for inspection and well worth a visit. The tunnels are horseshoe shaped and dug out by pick and shovel by the miners from Mount Isa. The walls were lined with steel plates and welded together but there were none on the floor. The wall plates finished 200 mm from the floor. This had me thinking that the floor had been removed for the tourist. No. Before the fuel was pumped in a 300 mm of water was pumped in and then the fuel was then put on top of the water. Fuel and water don't mix and fuel floats on water. My next stop was the beach for a swim. There was a small problem when I got there. It was closed due to the sighting of salt-water crocodiles. I could not stay any longer as I had booked into Jabiru and could not change it.

Filled up in Darwin (121.2 c/l) and off to Jabiru and the Aurora Caravan park (410 km). What I got here was a room, called a Lodge room, with a double bed, two bunk type beds a table and two chairs. Showers and toilets 50 metres away. This was very expensive as there are only two places to stay here. The other was the famous Crocodile Hotel. More expensive. Arrived early in the day and booked a tour on the Alligator River for 1630 hrs. After paying my money I was informed that the point of departure was 55 km down the road and there was no courtesy bus. It's a good thing there are derestricted speeds here. The tour was very good as the guide was very knowledgeable and we saw what we came to see. Crocodiles. Being the dry season they are restricted close to the river. Lots of birds and flowers. I'm not sure if it is my nose or what but the swimming pools up north seem to have an excess of chlorine in them. Chlorine and me do not get along. Also the water was still very cold.

Filled up at Jabiru (139.9 c/l) and off to Katherine, (121.9 c/l), but I ended up Kununurra (823 km). This deserved at least two or three days break. A good rest and a tour of this huge irrigation scheme was in order. Off to Lake Argyle. I spent several hours wandering around the beautiful park and checking out the construction details of the dam. The interesting points were the size of the dam wall compared to



Part 2: Darwin to Broome
by Ian Hahn

the volume of water it holds back and the fact that the spillway is some kilometres from the wall. It was around 70% full when I was there. I was going to do the lake cruise but I decided to wait till next year when I expect to be in the area with Jeanette. I did not do a lot of tours on this trip because of this.

I should have mentioned this earlier but it slipped my mind. I wanted to turn off the main road and do some exploring but after my first attempt to do this on the LT, I decided it was not the thing to do. It is that a bike as heavy as the LT does not like the dirt and I did not fancy picking it up too many times. I found that the old R handles the dirt much better.

I spent some time going up and down the roads in the irrigation area looking at the crops that are grown there. The majority was sugar cane. I hear since I got back there has been an agreement with the local indigenous people that a huge area is going to be a rice growing area. (147 km).

The next day I thought a nice gentle drive to Wyndham was in order. Did not leave till late and took my time. A very pleasant ride and arrived around 1100 hrs. The road was good and no wildlife was encountered. Wyndham has reached a point where its primary use as a port has decreased to a point where the town is suffering. It looks like a boomtown in the throws of dying. It is the closest port to the large irrigation area of the Ord scheme and I would expect it to become bigger with the increase of the size of area of cultivation mention before. Cattle also are exported from here.

Another observation at this point is the number of vehicles towing all types of caravans, pop tops and camping trailers. There is a smattering of the larger vehicles like mini buses, converted large buses and of course the huge Winnebago vans. The most interesting point is that 95% of vehicles in the holiday market were the Toyota Land Cruiser either in flattop or wagon. There was a smattering of Nissans, Pajaros a few Land Rovers and other standard vehicles, cars. Of all these vehicles the greatest were diesel with a few petrol and some gas conversion.

I hate to think how much it costs to pull a van with the cost of fuel today.

Went back to Kununurra and did some more sightseeing. Found some vineyards and a place called Ivanhoe Crossing.

Spent some time there watching the four wheel drives crossing the weir. While standing there watching a woman pulled up in a Pajaro and asked if she should cross. I was non committal as the vehicles which I had watched were of the utility, flattop type and the water passed under the majority of the vehicle. The water level was up to a third of the door level and it presented a large area to the fast flowing river. She made a decision to go and crossed successfully.

The next day filled up at Kununurra (152.9 c/l) and headed off to Fitzroy Crossing stopping at Halls Creek for fuel (144.9 c/l) and food. Nice warm day and still in summer riding gear set the cruise control and relaxed. The road kill is almost non-existent. While the map shows curves there are none. Also it is quite flat. The roads rise and fall 20 to 50 metres over large distances. There are quite a few 'river' crossings. All the 'rivers' are dry at this time of the year with a few muddy puddles occasionally. They reminded me of the rivers in New Zealand where they are dry for most of the year but when they flow they flow. There are signs everywhere warning about the crocodiles. Even in these places there were lots of people on the riverbanks with their camp set up. Arriving in Fitzroy Crossing a problem with accommodation arose. Nothing available. After many inquiries I was directed to a tourist park, which had all types of accommodation from motel type rooms to camping. The only type left was a safari tent. A what? As it was the only thing left I took it. Far too expensive for what it was. It turned out to be a large tent on a set of duckboards with a small fibreglass amenities section attached to the back wall. Very interesting. (667 km).

On the way to Fitzroy Crossing I had three unusual occurrences. The first one was two Harley Davidsons



passing me at a speed well above the legal limit. What I noticed was both had ten litre spare petrol containers strapped on to back of each bike. I wonder what they wanted them for out here. The next occurrence was a vehicle coming toward me flashing its headlights. What did this mean out here? I soon found out. About thirty minutes later when just about to overtake another vehicle on a long slow right hand curve, at a speed well above the limit. There was a vehicle in the distance coming toward me and I decided it was too close so I backed off until it passed. While waiting to pass we encountered a police vehicle parked behind the only boulder on the road with a radar. That was close. I passed the slow vehicle, a Land Cruiser



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and caravan, and continued on. Some thirty minutes later I could see in the distance the two Harley Davidsons pulled up on the side of the road. Decisions to be made. Will I stop? Of course I will. I might require some assistance one day. When I had pulled up and had taken off my helmet to ask what was wrong one of the gentlemen was not in the best of moods. The police I had passed some way back had just booked him. Cost him a great deal of money. The problem now was that his bike had stopped and would not start again. On inspection it was found that the battery was so hot you could not touch it. I would say that the regulator had failed and boiled the battery dry. The problem was what to do. Would they leave the bike there and I would pillion the other bloke into town to get help? He was not happy to do that so it was suggested to tow the bike forty kilometres in to town. They produced a roll of nylon rope from their kit and proceeded to double it as single strand it would not have been strong enough and tie it to the rear frame of the other bike. This done they proceeded to tie it to the broken down Harley. I suggested this was not a good move as if anything happened to either bike it would bring down the other. I explained that if you put the rope around one of the fork stanchions wrapped it over itself and then around the left or right grip once or twice and hold on to it if any thing went wrong you only have to release the rope by removing your hand and it would unravel from the grip and fork stanchion disconnecting the bikes and not bring the other down. This proved to be a good idea as it took

several attempts to get going. I followed on behind to make sure that they made it in to town. They reached a speed of ninety kilometres per hour. When we got into town I asked why they going so fast. The reply was that the towing bike was overheating and he was trying to get a good airflow around the cylinders. I left them looking for someone who could help them but I would say that they would have difficulty in such a small town. I did not see them again.

Today it's Broome. Filled up at Coolac (143.0 c/l) on the way and had something to eat. I have been looking forward to Broome for some time. It must be about the furthest point from Canberra on the trip. I have heard so much about it and I intended to stay for several days. On the way I took a detour to Derby. The ride was good with a bright sunny day, no stock or wild life to worry about, or I did not see any. Derby seems to be another small port relying on the agricultural business. It was a very nice place, quite relaxed and spread out like most towns in this area in Western Australia. The original reasons for these towns seem to have diminished somewhat and they seem to be in limbo waiting for something big to happen. Maybe I am used to a little bit more activity. Arriving at Broome I booked in to a caravan park some distance from town thinking it would be cheaper. No everything is expensive here. Had a restful night and was planning to have a good look around for the next few days. (550.2 km).

To be continued.

TJ's Touring Competition

The Judge has received lots of photos for TJ's Touring Competition and it looks like being a cliff-hanger finish to win the prize of tyres to the value of \$400 from TJ's.

Full details are on the Club's website and were published in the August 2005 newsletter.

Basically the rules are:

- have a qualifying photo of yourself, your bike and Hal from TJ's (worth 20 points)
- take a photo of your bike and the town name signboard at the entrance to the town/village. Points are scored according to the town's Scrabble letter value.
- There are no points for suburb names, distance signs such as Gundagai 200km, your bike in front of the Footrot Flats Fish & Chip Shop or anywhere in the ACT.

Entries close on 28 February 2006. Send them to tjscompetition@yahoo.com.au or mail to PO Box 1042, Woden 2606.

Please reduce the resolution of your photos when emailing them, or if you have lots, put them on a disk. Thank you.

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Web Site: www.mccruise.com
Manufactured by: MotorCycle Cruise Controls
6 Kingston Street, Mount Waverley, Victoria, 3149 Australia



Wanted

Baby-boomer club member seeks **short term habitat desirably in / near Queanbeyan** Tuesday to Thursday. Board, rent, house-mind, or spot for small caravan, bike parking not essential. Caring companion for grandma/pa, the dog or bike. All options / leads considered. **Ross Hayward K1100RS 6298 0163 w. 6298 4575 h.**

Replacement instrument panel for my K100RT (1988) - I've been told that any dash from a K100 or 1100 will do. **Phone Simon 6251 1707 or 0429 698063**

I have a **1983 R100 RT** that I am going to remove the fairing from. It is in very good condition and complete. I need to find a **head light, bucket, ears, blinkers, front mirrors** etc. I am prepared to swap or trade the original fairing for the parts I need. Eventually I will mount an 90s type bikini fairing. Contact Gordon by email jbyast@bigpond.com or phone (02) 6842 3320

Wanted second month

R1200GS - low k's and very good condition required. **Call Grahame on 0417 668 729**

Latch and locking mechanism for R1100RS/RT pannier. I have broken the part which grips the rack when the pannier handles are locked into place. A smashed pannier may have the necessary bits. I need a right hand side, but I think that the latches are identical. **Paul 6292 0677**

Speedo, new or second-hand for my **R100GSPD.** Call **Peter Ryan** on **(02) 6121 8595** (work).

For Sale

BMW 1992 K1 - Blue and yellow decals, low kms, alarm, log books, well maintained - exc. condition, tank bag, soft luggage kit, tool kit, manual and bike cover. \$8990 or ono Phone: 02-6297 3276 or 0414 413276 (Ray) email: gibbsaroo@yahoo.com

MORE ADVERTS ON PAGE 25

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

* Subject to
underwriting



Minutes of October General Meeting

Held on 24 October 2005

Attendance: as per attendance book.

Apologies: Alison & Martin Gilbert, Ross Hayward

New members and visitors:

Minutes of previous meeting approved: moved by Jeanette Hahn and seconded by Peter Stanfield

President: The Rally was very successful and thanks to Colin Ward for his efforts in the arrangements. A big thankyou to Ron Andrews for arranging the Rally trophies. The Helmet was won by Greg Burke from Kariong. Vic Garland was injured (and his bike totalled) in an accident with a P plater in the Hunter Valley. The club sent him some flowers. He is now back home. Upside down Greg said if he is hospitalised he wants pizza sent to him not flowers.

Vice President: The rally was a big success. The NSW club had the best attendance. Several fish were caught by attendees.

Secretary: Mail this month:

Italo Australian Club seeking our application for ongoing use of the club in 2006.

CPS Credit Union Statement

Christmas Party payments from two couples.

Membership renewals—Frank Crews, John Sheppard

Membership applications from Gary & Jane Smee, Don Burt

Returned letter still at the Post Office.

Newsletters from BMW Motorcycle Club of WA, and Victoria Sydney Motor Show flyer

Treasurer: S10 Smart Saver \$2196.96

S70 Business Cheque \$3755.46

Editor: The last issue was a trifle rushed. If we are doing a special issue for Christmas, he needs photos and articles from members.

Ride Coordinator: 6 November Alternative Breakfast/Brunch at Captains Flat. 9:30 ish on site. Leave from Red Rooster at Queanbeyan at 8.45 am.

Sunday 13 November - Longer day ride - Monaro Highway - Cann River and home again via the Imlay Road

Social Secretary: Wednesday 2 November - Chomp & Chat will be at Delissio, Curtin \$27.00 banquet. Club Christmas Party Corin Forest on Sunday 4 December. Fiona will be the games mistress and is looking for very old helmets for games.

Christmas Dinner will be at Hudsons in the Gardens, Botanic Gardens on Friday 9 December. Payment must be made by 28 November so Pam can give final numbers to the restaurant.

Clubs Australia: Apology, still on holidays.

Membership: 235 Members at present. Two new membership applications were received during the month.

Webmaster: New photos have been added to the website. Olaf will show his rally photos later during the meeting.

Merchandising: Not too much to report, with the warmer weather, demand has dropped off. She is looking at

changing the supplier of the fleecy jacket due supply problems. She now has the Logo file for the 25th anniversary port. Apology to people waiting for the women's ride, she has been very busy lately.

Gravel Surfers: Greg said he knows of only three people going to the Safari. His own bike is almost ready. Some off road rider training is being held in conjunction with the NSW club.

General Business: Congratulation to Sue Morgan on getting her P plates. Ian Hahn has some BMW brochures. Ron Andrews' System 5 helmet is on display at the meeting. Ron was surprised by the impressive contingent of VIC Police waiting in a cutting 20 km out of Cann River, on the way to Phillip Island for the G.P.

Peter Stanfield then entertained the meeting with the DVD of his 60th birthday parachute jump.

Next meeting: Monday 28 November.

 <h2>Merchandise</h2>	
<i>Check out the Club's special merchandise at the next club meeting.</i>	
Polar fleece zip jacket (mens and womens) Black, navy or red	\$45
Polar fleece contrast sleeveless vest (unisex) Black/red, black/gold, black/grey, navy/red	\$40.50
Long sleeve denim shirt (unisex) Medium blue	\$35
Long sleeve chambray shirt (mens and womens) Light blue all cotton	\$49.50
Mens rugby top Navy with denim collar	\$42.50
Ladies rugby top Navy or red with white collar	\$30.50
Short sleeve polo shirt (unisex) Navy with contrast trim on collar	\$35
Thinsulate beanie (Black or navy)	\$25
Neck warmer (Black or navy)	\$12
Peaked cap with club logo (Black or navy with contrasting trim)	\$20



Minutes of November Committee Meeting

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

Apologies: Colin Ward, Stephen Hay.

President (John McKinnon):

Minutes of previous meeting endorsed as a correct record. (moved John McKinnon, seconded Jeanette Hahn). Geehi Rally was a great success. He will check with Colin Ward about arrangements for delivery of the Rally raffle prize (BMW helmet) and write to BMW Australia thanking them for the donation of merchandise for the Rally.

Vice President (Colin Ward): Apology

Treasurer (Peter Oliver):

Cheque Account \$4930.82. SmartSaver Account \$2196.96.

Secretary (Steve Hay): Apology

Mail received included the following items:
Three membership applications; One Christmas Party payment; CPS Credit Union statement; Newsletters and magazines from various clubs; Invitations to functions; Information packages from the Thredbo Hotel and Outdoor Survival; Letter from Australia Post asking for Committee details for collection of registered mail; returned Registered Letter for declined membership

Editor (Roger Paull):

Roger reported that he has plenty of content for the November issue but was still seeking a good cover shot. Olaf offered to send some photos. He doesn't have the time to do a colour cover for the next issue and had not approached Rolfe's seeking sponsorship for the colour cover. The Committee agreed that the timeframe was getting rather tight for this and accepted Jeanette's suggestion that the colour cover be used for an issue of the Club Newsletter at the beginning of the 25th Anniversary Year. Roger will contact Rolfe's seeking sponsorship for a colour cover for a special 25th Anniversary Edition of the Club Newsletter.

Ride Coordinator (Mal Elliott):

Little to add to the ride report following John's comments about the ride on 13 November. Long day ride to Tintaldra on 11 December; Olaf will lead this ride.

Social Secretary (Pam Paull):

Christmas Dinner -37 bookings so far so the caterer's minimum of 40 should be exceeded. The Committee agreed that Pam could buy Christmas crackers for the dinner. She will check whether Colin Ward will organise a raffle as there is still merchandise available that can be used.

Club Picnic. - BBQ at Corin Forest has been booked (\$20 payable on the day). The Committee agreed that the BBQ would be a sausage sizzle, with onions, bread and salads. BYO drinks. Jeanette Hahn will arrange the food up to the \$150 agreed by the Committee. Fiona has preparations for picnic games well in hand and accepted Roger's offer to volunteer an old helmet.

Christmas in Winter 2006 - Pam has liaised with the Victorian BMW Club and agreed that the dinner will be on 17 June 2006 at the Old Priory in Beechworth. It wants \$100 deposit for the function.

Web (Olaf Moon):

Olaf said he's put new bike pictures on the front page of the website. It has 2500-3000 hits a week.

Merchandise (Fiona Oliver):

Fiona reported that there had been desultory sales since the previous meeting and that, due to work commitments, she had not made any further progress with arrangements for the 25th Anniversary merchandise.

Public Officer (Fiona Oliver):

The Office of the ACT Registrar General it would not accept the Club's financial statements for the previous financial year because they had not been audited prior to the AGM. So the November Club meeting will be an Extraordinary Meeting so that the Club can approve the audited financial statements for 2004-2005. She has placed ads in the Canberra Times. John will send a reminder email to all members. The newsletter will include the documents for consideration at the meeting including a proxy form. It is important that there be a quorum to approve the financial statements, whether in person and/or through proxy votes.

She said that this issue has highlighted a problem with the short time between the Club's financial year (end of February) and the holding of the Club's Annual General Meeting (first meeting in March). There is not enough time to close off the books, get them audited and then get them dispatched to members prior to the AGM. Fiona will investigate options for getting the Club Constitution amended so that this problem does not occur in the future.

Clubs Australia (Martin Gilbert):

No resolution of the future of the Nationals at the recent teleconference.

Howdie and Ruthie Farrar had recently received a international BMW Award recognising their contributions to the BMW marque. Martin asked that the Club nominate deserving members for the Knöchlein BMW Mobile Tradition Award and also for the Friends of the Marque Award. The Committee agreed (moved by Olaf Moon, seconded by Martin Gilbert) that the following nominations be put forward, subject to agreement from the nominated individuals:

- Knöchlein BMW Mobile Tradition Award—Ian & Jeanette Hahn (nomination accepted)
- Friends of the Marque—Ron Andrews (Martin to seek Ron's OK).

Membership (Ian Hahn):

The Committee accepted membership applications from: Wayne Trenchuk; Michael Allam; Myles Leniston; Guy Micklethwait; Don Burt;; John Shepherd
The Club now has 244 members. The Committee agreed to Ian's suggestion that he email the Committee when he receives a new membership application rather than wait until the next Committee meeting for its decision.

General business:

The President advised that the Club has funds for charitable donations—\$500 from BMW Australia and monies from the recent Club Rally. After discussion the Committee agreed (moved John McKinnon, seconded Olaf Moon) to donate \$500 to Marymead and \$500 to Koomarri. John to follow up re presentation of cheques.

Next meeting 12 January 2006.

For Sale

Staintune muffler and collector plus **Techlusion** fuel controller all as new cond. suit R1150GS. **\$900 o.n.o.**
Call Chris on 0414 254 014.

BMW K100RS, Black '91 (16 valve engine/ABS brakes), 58300 km. Excellent condition, garaged, service history (can supply contact details of servicing mechanic); complete set of BMW panniers, top case and tank-bag; original BMW tool kit and workshop manual; quality bike cover; black Sheepskin seat (as new); fresh Dunlops; quality Kryptonite locks; BMW nationwide roadside assist and REGO to August 2006; Photo of similar bike at: <http://www.bmbikes.co.uk/photos/schemepotos/K100RS16v%20-%201991%20high.jpg>. You will not find a better example of this model and year. **\$8000ono.** Happy to deliver if required. **Call Alexander 0404 823 746**

DRIRIDER jacket with removable fleecy lined inner jacket which can be worn separately. It is a size 'S' but I am 168cm tall and the fit is generous. It is in excellent condition. I don't need it now as I have a leather jacket and a one piece wet weather suit and the DRIRIDER takes up considerable room in the wardrobe. It cost over \$280 new. Selling price **\$150 ono.** **Contact Peter on 0402 648 333, 02 6266 3821 (wh), 02 6291 4681 (ah) or e-mail petersue@webone.com.au.**

BMW R75/6, 72/73 model. New front disc, pistons, rings, big ends. Rebuilt gearbox. Twin plugged, Boyer ignition. Has been a club registered bike for 10 years. All work done by Doug. Have Krauser panniers, S. fairing and some spares. I rebuilt it to ride around Australia. **\$6800. Ring Richard Jackson (02) 6282 5287.**

BMW R1150RT-p 2003, 39,500km good condition, new front tyre, urgent sale. **\$12,000 ono** call 6278 7313 (message) or email glenn.lincoln@airservicesaustralia.com

BMW R1150RT 2002 with 25,000Km on the clock. All services by BMW Muenchen bike is as new brilliant silver metallic colour many extras including radio it has been in dry storage at BMW headquarters for the last 18 months. **Phone Chris 02-99567279** I would negotiate on the price and delivery to anywhere in Australia. pictures are available.

BMW R1150RT - the complete package - Nov 02 (1st reg Feb 03) dark blue with panniers, top box and tank bag, full service history, 50,400 km, ACT rego until end Feb 06 *plus* CB/intercom and Viper alarm/immobiliser. Very good condition (just serviced). Reluctant sale as going overseas—**\$17,300.** In addition **two BMW EVO 4 helmets** with radio fit and clear and tinted visors - **\$800. Call Gary 0408 990 836.**

For Sale Second Month

BMW K1200RS 2001 Update model. Black, 38500 kms, full service history, ABS, panniers, heated grips. High and low screens. **\$14 900. Call Jack on 0408 611 565.**



K1200RS, an 02 with less than 20,000 km, all long distance "over 55" type rides, it is silver and red, panniers, cruise control, ABS and lowered pillion pegs. It is in "as new condition" with great new Metzler Z6, tyres and 10 months ACT rego asking price is **\$16,500 ono.**

93 Silk Blue K1 with less than 30,000 km, complete with tank bag and dedicated K1 soft luggage kit, a very attractive and collectable machine, that I was keeping as a collectable, for the K1 come and see how good it is and **make me an offer.** I'll consider both the offer and the offerer.

2000 VTR1000 Firestorm if anyone is keen on great sounding a "squirt" bike at **\$8,250. Call John Payne on 0414 861 822 or home 6287 7818**



BMW R80, 1985, red. S fairing plus larger spare screen (National cycle). Excellent condition; Doug Bryant knows the bike well! Recent complete gearbox overhaul; new clutch; carb overhaul; battery replaced; good tyres; January 2006 rego; 81k; panniers; BMW touring bag. Selling to help finance purchase of GS. **\$5,800. Peter 6288 1638 - 0416 058 693**

Adverts are run for 2 months, so please let the Editor know if you've sold or bought after your advert first appears. Ads also appear on the club website.

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



*APPLICATION FOR MEMBERSHIP

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
OR
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. We don't have credit card facilities. **TOTAL \$** _____

*** Applications are subject to Committee approval. Membership expires on the last day of February.**

Please PRINT all details including your address so we can record your membership details.

SINGLE MEMBERSHIP DETAILS	
Last name	_____
First Name	_____
* Postal address	_____ _____
Phone (h)	_____ (w) _____
Mobile	_____
Email	_____
* Address is mandatory. By filling in the e-mail address you have indicated you are willing to accept information on club	

JOINT/FAMILY MEMBERSHIP DETAILS	
Last name	_____
First Name	_____
*Postal address	_____ _____
Phone (h)	_____ (w) _____
Mobile	_____
Email	_____
* Address is mandatory. By filling in the e-mail address you have indicated you are willing to accept information on club	

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

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

Application considered by the Committee on / / and accepted or declined

Receipt # _____ Membership # _____

Mailing List _____ Badge _____ Sticker _____ Membership Card _____ Date _____

General/Extraordinary Meeting to be held on Monday 28th November 2005 at the Italo-Australian Club, Forrest

The Club was recently advised by the ACT Registrar-General's Office that we had not fully complied with their reporting requirements for lodgement of our annual statement of accounts for the 04-05 Financial Year. Accordingly, the Club has called an extraordinary meeting for 28 November 2005 so that Club members can approve the audited financial statements from the 04-05 Financial Year prior to them being re-lodged with the ACT Registrar General's Office. A copy of the auditor's letter and the audited profit and loss statement for the 04-05 Financial Year is included in the journal so that members can scrutinise the accounts prior to approving them. **It is important that there be a quorum of members present at the meeting so that these statements can be authorised in a manner consistent with the Club's Constitution, so please attend the meeting if you can manage it.**

Fiona Oliver,
Public Officer

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)

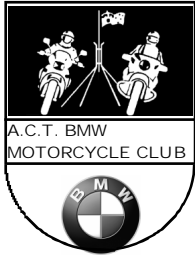
being a financial member of the ACT BMW Motorcycle Club as my proxy
to vote for me on my behalf at the Extraordinary Meeting of the Club to
be held on the 28th day of November 2005 and at any adjournment of that meeting.

My proxy is authorised to vote according to her or his judgment in regard
to the authorisation of the Club's audited financial statements for the 2004/5 financial year

.....
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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