

BMW CLUB

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.

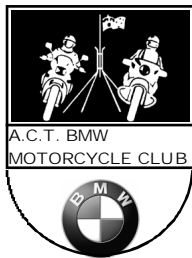


Don't miss the Club's 25th Anniversary Ride/BBQ - this Saturday, 25th March (see page 3 for details)

April 2006



Member of the International Council of BMW Clubs



COMMITTEE MEMBERS for 2005-2006

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Librarian:

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'Shaft Drive Lines' — April 2006 — Volume 26 No.3 25th Anniversary — 1981 to 2006

Meetings:

When: 7.45 pm, fourth Monday of each month

Where: Italo -Australian Club, 78 Franklin Street, Forrest.

Next Meeting: Monday 27 March 2006 (Annual General Meeting)

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, Marymead and Koomarri.

Web Site: <http://www.actbmwmcc.org.au> Check the web site for updates of rides and social events and keep in touch by joining our Yahoo groups.

ACTGravelsurfing-subscribe@yahoo.com
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>
actbmwmcc-subscribe@yahoo.com
<http://autos.groups.yahoo.com/group/actbmwmcc/>

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:
On a Sunday morning, at the Pancake Pantry, Bredbo, and talking about bikes? (from left) Martin Gilbert, Guy Micklethwait and David Shean



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

Our Annual General Meeting is on Monday 27 March 2006, 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.)

March 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
19	20	21	22	23	24	25
26	27	28	29	30	31	

- 25 25th anniversary run and barbecue at Point Hut Crossing
- 27 Annual General meeting, Italo-Australian Club, 7.45pm

April 2006

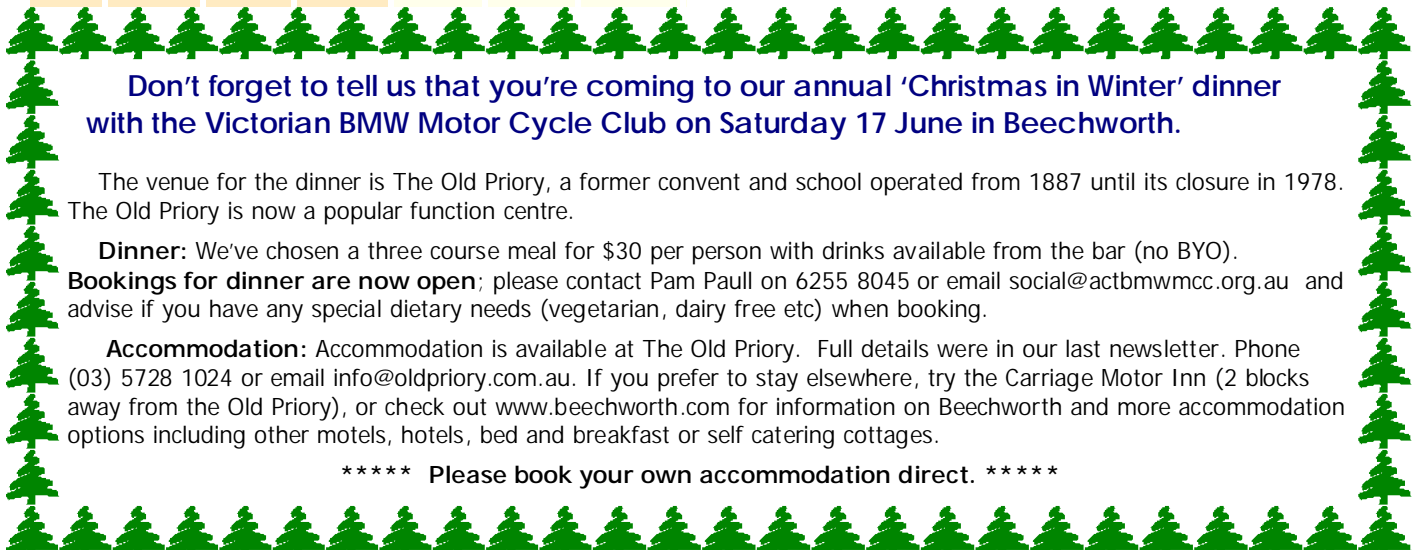
Sun	Mon	Tue	Wed	Thu	Fri	Sat
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9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30						

- 2 Alternative Sunday Breakfast - Mystery Ride
- 2 BMW Safari starts
- 5 Chomp & Chat - Hog's Breath, Woden at 6.30pm
- 13 Committee meeting
- 23 Day ride to Robertson, Kiama, Kangaroo Valley
- 24 General Meeting, Italo-Australian Club, 7.45pm
- 28/30 Victorian BMW MCC Biennial Rally

May 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			

- 3 Chomp & Chat - to be advised
- 7 Alternative Sunday Breakfast - to be advised
- 11 Committee meeting
- 14 Mothers Day ride - to be advised
- 21 Day ride to Bathurst
- 22 General Meeting, Italo-Australian Club, 7.45pm



Don't forget to tell us that you're coming to our annual 'Christmas in Winter' dinner with the Victorian BMW Motor Cycle Club on Saturday 17 June in Beechworth.

The venue for the dinner is The Old Priory, a former convent and school operated from 1887 until its closure in 1978. The Old Priory is now a popular function centre.

Dinner: We've chosen a three course meal for \$30 per person with drinks available from the bar (no BYO).

Bookings for dinner are now open; please contact Pam Paull on 6255 8045 or email social@actbmwmcc.org.au and advise if you have any special dietary needs (vegetarian, dairy free etc) when booking.

Accommodation: Accommodation is available at The Old Priory. Full details were in our last newsletter. Phone (03) 5728 1024 or email info@oldpriory.com.au. If you prefer to stay elsewhere, try the Carriage Motor Inn (2 blocks away from the Old Priory), or check out www.beechworth.com for information on Beechworth and more accommodation options including other motels, hotels, bed and breakfast or self catering cottages.

***** Please book your own accommodation direct. *****



More What's On

25 March - 25th anniversary ride & barbecue

To start off the Club's silver anniversary year we're having a ride to Honeysuckle Creek (leaving from Rolfe's at 11.15 am) and on to the picnic area at Point Hut Crossing for a free barbecue lunch from 1 pm. Note this is a Saturday event. See page 3 for details.

27 March - Annual General Meeting

At the Italo-Australian Club, Forrest at 7.45 pm.

2 April - Alternate Sunday Breakfast

This will be a mystery ride leaving from Rolfe's at 8.30am for a shortish but very pleasant spin before arriving at a mystery venue (one we've never been to for breakfast before) about 9.30am.

2 April - BMW Safari

So far we know of 20 members heading off to the BMW Safari. If you've booked and haven't let Martin Gilbert know you're going, please contact him so we can keep in touch with other ACT BMW MCC members en route (and maybe catch up for a meal or a drink).

5 April - Chomp & Chat at Hog's Breath, Woden

A Chomp & Chat regular has requested we try out the Hog's Breath Restaurant at Woden. Please rsvp to Pam on 6255 8045 or email social@actbmwmcc.org.au by 3 April.

And pencil in for Sunday 23 April....

A day ride stopping at Robertson (pie shop) for morning tea and on to Jamberoo, Kiama or Berry for lunch and home via Kangaroo Valley. Meet at the Bungendore roundabout at 8.30am

24 April - General Meeting

7.45 pm at the Italo- Australian Club, Forrest. This will be the first meeting chaired by our new President and the rest of our new Committee will be there too.

...and apart from:

17/18 June in beautiful Beechworth.

For our annual 'Christmas in Winter' dinner with the Victorian BMW Motor Cycle Club. Details on page 3.

Future events will be in the hands of the new Committee.

Going to the Safari?

We know of two Club groups travelling. A Saturday departure with an overnight at Gulgong, and a Sunday departure, from the Shell service station at Watson on at 8.30am, skirting Sydney and up the Putty Road to the Hunter. Contact Martin Gilbert if you'd like more information.



Membership Renewals

..... are due NOW! Please send your completed renewal form with payment pronto!

Victorian BMW MCC Biennial Rally

Our Victorian colleagues have invited us to come along to their biennial rally from Friday 28 to Sunday 30 April at Yarrowonga.

The rally for BMW club members, partners and owners of BMW motorcycles, is to be held in beautiful Yarrowonga (on the banks of the Murray River) right on the NSW border. The site encompasses our booked catering, camping and other accommodation facilities, just a few minutes walking distance from the town centre right next to Lake Mulwala. The surrounding area caters for all bikes, is ideally situated minutes from world famous wineries and other magnificent scenery. Catering is provided by the Yarrowonga Football / Netball Club. More information and registration forms are available from their website www.bmwmccvic.org.au or from Pam Paull (phone 6255 8045).

Cut off date for bookings and to allow planning for catering is Friday 31 March 2006.



Going my way?

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.



Annual General Meeting - 27 March 2006

That's right - it's that time of the year again! Our 2006 Annual General Meeting will be held on Monday 27 March at the Italo-Australian Club, Forrest, starting at 7.45pm

As well as the normal procedures, (e.g. election of the new committee and finding out who won TJ's Tyres competition), the Committee is proposing a number of amendments to our Club's Constitution.

Notice of proposed amendments to the Constitution

The following motions to amend the Constitution will be put to members at the AGM.

That Section 8 be amended to read as follows:

"A quorum for an Ordinary general meeting shall be fifteen percent of the total membership, and for an Annual General Meeting shall be **fifteen percent** of the total membership.
Any three members of the committee constitute a quorum for the transaction of the business of a meeting of the Committee.
A quorum for an extraordinary meeting shall be fifteen percent of total membership."

That Section 10(e) be amended to read as follows:

"The Treasurer shall maintain a correct record of the financial transactions of the Club. The Treasurer shall also provide financial reports as required and make available a completed (but not yet audited) set of financial statements for the previous year at the Annual General Meeting for noting by members. Consistent with the requirements of Section 15 (d), a set of audited financial statements must be made available to the Club within three months of the Annual General Meeting." and

That a clause be added to Section 15 as follows:

D. a copy of the Club's audited financial statements must be approved at an extraordinary meeting held within three months of the Annual General Meeting. The financial statements must be audited in a manner consistent with the Act and lodged within six months of the Annual General Meeting. "

These amendments are required to allow the Club sufficient time and flexibility to meet its statutory reporting requirements under ACT legislation. *(If you want to see the effect of these amendments in the context of the full text of the Constitution, you will find a copy on our website.)*

FORM OF APPOINTMENT OF PROXY

I,..... (Full name)

of..... (Address)

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

.....(Full name of proxy)

of.....(Address)

being a financial member of the ACT BMW Motorcycle Club as my proxy to vote for me on my behalf at the Annual General Meeting of the Club to be held on the 27th day of March 2006 and at any adjournment of that meeting.

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

.....

Signature of member appointing proxy

Date.....

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



Annual General Meeting - 27 March 2006

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

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

So there are possibly 12 positions to be voted on at the AGM on 27 March 2006

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

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



NOMINATION FORM FOR ACT BMW MCC COMMITTEE POSITIONS 2006-7

I wish to nominate for the position of:

(circle position - one form per position)

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

Signed _____

Seconded _____

Print Name _____

Print Name _____



Hello to all ACTBMWCC members!

Product News

We're still anxiously awaiting the release of our upcoming models, being the R1200S, R1200GS Adventure, K1200GT and new additions to the F series range; the F800S & F800ST. Most web surfers would have seen pictures-a-plenty on the new models with various online magazines and club websites hosting their opinions. With upcoming overseas launches, some BMW sites are now showing more specification than before as the excitement builds.

We are just as anxious as you and have been enjoying talking of the new models with current and possible future BMW owners. Strongest interest has been on the R1200GS Adventure, which as we know has proven well in it's R1150 form in both Adventure and non-Adventure characters. At this stage, only news of approximately May/June for the launch of these bikes, however we have no further knowledge than the keen readers like yourselves.

We do have pricing on the new models however, so those who are interested in placing forward orders, please don't hesitate to contact either Kathi or myself.

So, what's in stock?

We have a number of low kilometre demonstrators of various models that could certainly be a potential saving for members. Bikes as of today include R1200ST SE with top case, R1200RT SE with top case and cylinder guards, K1200S with panniers and ESA and a K1200R with ESA, ABS, sports tyre, sports screen and white indicator lenses. We also have our two R850R's, which are ex-service loan bikes that are very much for sale (one's an SE with panniers & ABS, the other an MY05 model non-ABS) with any reasonable offer on these bikes being considered at present. Note also we have a new R1100S Sport and what's turned out to be a now rare to find new bike, a R1150GS Adventure with ABS and pannier fasteners (panniers extra). We're here to sell so please contact us for further information on the above machines.

Meet the Rolfe Classic Guys

To keep in touch with members, Kim from our Service Department and myself will be at the next ACTBMWCC club meet at the Italian Club to hear any concerns from members. Kim's focus is mainly on any servicing concerns or comments, where as mine will stretch to sales or product concerns or interests. Most club members now are aware of who I am, but by all means if you have something to discuss please feel free to meet me at the next meeting, or contact me at the dealership either by phone direct on 62084135 or on email being robert.jones@rolfeclassic.com. We are committed to providing the best service and the highest quality within our power and to do this, we need to hear your feedback to improve where we can.

Here comes winter...

With winter fast approaching and many riders chickening out from the cold (that's me too), keep in mind we carry a range of winter gloves and other riding apparel that is very well priced compared to other manufacturers. Those who find some other riderwear out of their budget will generally be surprised at the small cost of smaller apparel. See our parts section or phone them on 02 6208 4155.

Stay safe on the roads (or off for you real GS owners) and we hope to see you soon

Rob Jones & the team at 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



Recent Events:

A Pleasant Sunday Morning ride to Bredbo

For our March 'alternate*' Sunday Breakfast we got together for a ride to Bredbo. After meeting either at Rolfe's or at Williamsdale, it was a straight run down the Monaro Highway. We all know that that the road to Cooma is not the most entertaining road around, but the traffic was light and the weather was just perfect.

The Pancake Pantry was a bit of a change from the usual, however we had a very good turn up and all enjoyed breakfast. The Pantry coped very well with our numbers and I'm sure we would be welcomed back.

It was great to see Frank Millwood (right) come to Bredbo. Frank is a long-termer and has been a club member from Day 1.

Frank arrived a little later than our main group - in fact while we were all standing out front (below) - and Frank managed a particularly dramatic entrance.

Was he making a claim for this years awards by attempting to out-do Taffy? If so, he's a serious contender.

(Don't miss Frank's article on his early motorcycling years in Canberra - at page 11)



... arrived at Bredbo and time for a pre-breakfast chat

* Most Sunday mornings you'll find us at Cafe 2621 in Bungendore. 20 minutes from Canberra. For breakfast or just coffee, etc. and lots of sitting or standing around talking bikes. However the first Sunday of each month we head off to somewhere different, i.e. our 'alternate breakfast' (see 'What's On' for details), but you'll still usually find someone at Bungendore.



TJ's Tyres Touring Competition

Entries have now closed for TJ's touring competition 2005/6. Will Freddie Pensko win it again....or is there a dark horse or two out there? The Judge thanks all the entrants for taking the time and a lot of effort to send in literally hundreds of photos...and thanks her husband for setting up a spreadsheet to make keeping the scores so much easier.

The winner of tyres to the value of \$400 will be announced at the Annual General Meeting on 27 March.

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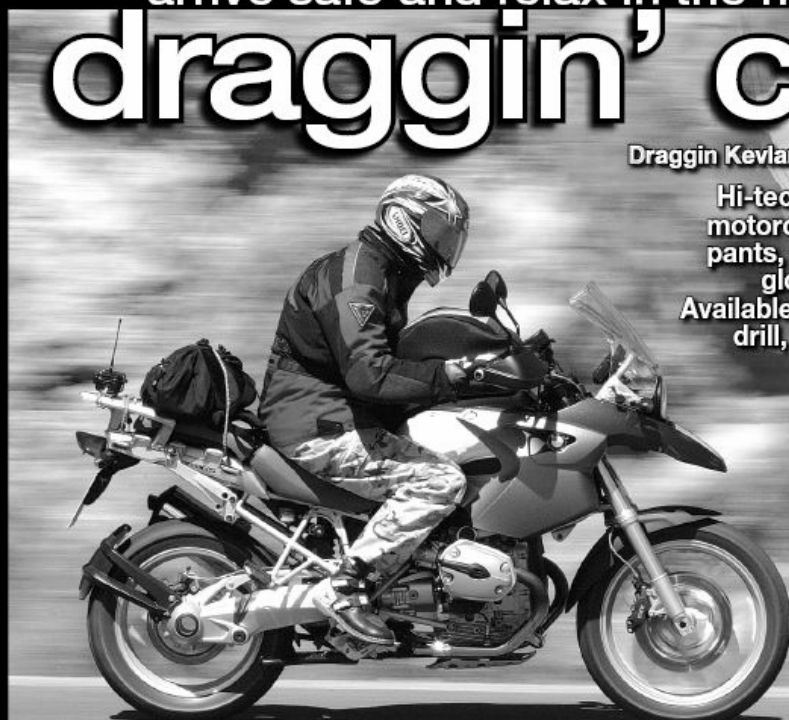
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*Pictured above:
BMW R1200GS named Motorcycle of the Year,
2004 & Draggin Jeans Desert Storm
Camouflage Cargo Pants.*

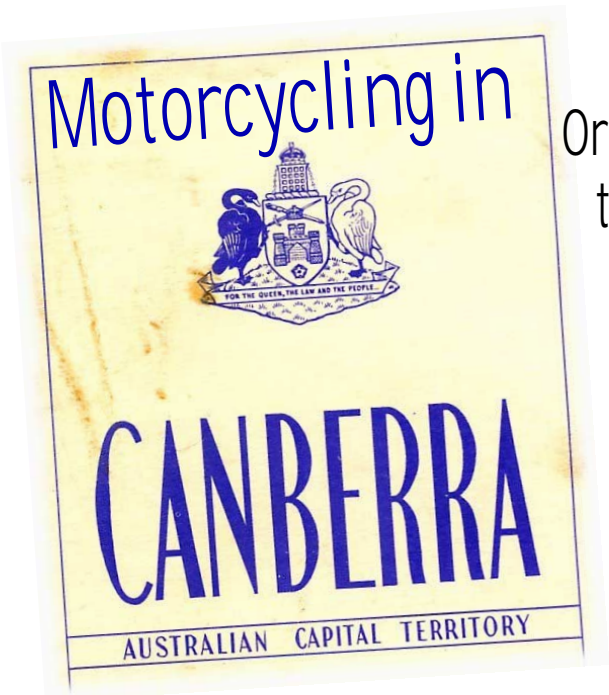


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Original Club member, Frank Millwood, tells us of the Early Years of his life on two wheels

It was October 1967 when I first started riding. It was not by my choice, as I would rather have had a Morris Mini Deluxe at the time. I had quite a bit of money put away for such a purpose. But at that time my father had got a posting to Tokyo as a trade commissioner which meant I would not have access to the family car (a rather beautiful sky blue EJ Holden). As I did not have enough money to buy the family car or that Mini Deluxe and dad would never have allowed me to put it on HP "never pay interest on something that will lose money" he'd say. So it was a case of buying something that I could afford, which seemed to be a small motorbike.

Dad thought this was OK as I had grown up in Canberra riding pushbikes and had often come home with lots of scars and bruises from trying to find out how fast a pushbike would go down hill. He figured that a small motorbike would not be that much faster so I would probably cause no more harm than I had done on my pushbike. So a shopping we did go. It was decided that my older brother Jim who raced a Mini Copper S at the time would come along, being the expert in all things mechanical.

The first bike we came across was a BSA Bantam, though more of a paddock than a road bike, it was registered for the road and rather cheap. The owner was showing us around the bike starting it up and showing us the controls. He then asked if I would like to take it for a ride and before anyone would think that would be a bad idea, I jumped on the bike, put it into gear and took off down the rose garden that was next to the driveway which I was able to get on and stop the bike before hitting the road. The owner stopped the test riding and suggested that I do a few laps in the local paddock. So my riding was not that great but it was the very first time that I had ever been on a motorbike. The next bike we saw was a Honda C72. I got to sit on and start the motor and rode it two metres. Dad thought it being a 250 it would be rather big for me but brother Jim convinced him that it would be alright and that a 250 would probably be a better bike to learn on. But in the end I didn't end up with the C72, maybe if it was a CB72 I might have pushed a lot harder for it. The next bike was the Yamaha YPZ 80 Sport that looked much more like a new bike than the rest of the bikes I had seen. After a few laps of the block and discovering that the throttle twisted down and not up for more go we were soon talking about price and by sunset on 4th October 1967 I ended up with my first motorcycle.

I rode the little Yamaha for just under a year learning a lot of stuff about riding

motorcycles - like it's a bad idea to ride down a dirt road wearing a pair of thongs. But apart from a good pair of shoes and gloves there was very little thought went into safety gear as it was the time of no helmet laws and every body knew that a pair of jeans and a denim jacket would protect you from anything. The most interesting story about the Yamaha was on a winter's night in Canberra when I rode back from a mate's place which was on the north side

while I lived on the south side. Although Canberra was really just a small city in population it was rather spread out



which meant that there was very little traffic and no traffic lights at the time. Which meant that the ride home was a continuous run with no stops at all. My brothers, who were sitting in the lounge room, heard a loud crash in the car port and came running out to find me lying under the bike. Frozen legs! Yes it seemed that one pair of jeans would not protect you from the cold. With two legs frozen in the riding position my brothers carried me into the lounge room and put me on the Vulcan oil heater to thaw out. Of course there was that trip with the thongs. It was Easter 1968 and Canberra had gone through a long hot summer drought. With the weather as hot as mid summer a friend and I thought it would be a good idea to go for a swim to cool off. As all the public swimming pools were closed for the season there was just one option - head for the river. We picked Pine Island which at the time involved riding down the Monaro Highway then on to the Tharwa Road that quickly became the dirt road and then more dirt as we turned off to Pine Island. Of course most of the roads around Pine Island were tar, which was of no use to us as there was a rather big sign telling us that all the rivers in the A.C.T. were closed for swimming and other recreational use. The day ended with two rather hot and dusty young men with stone chipped feet deciding what a silly idea it was to wear a pair of thongs down a dirt road.

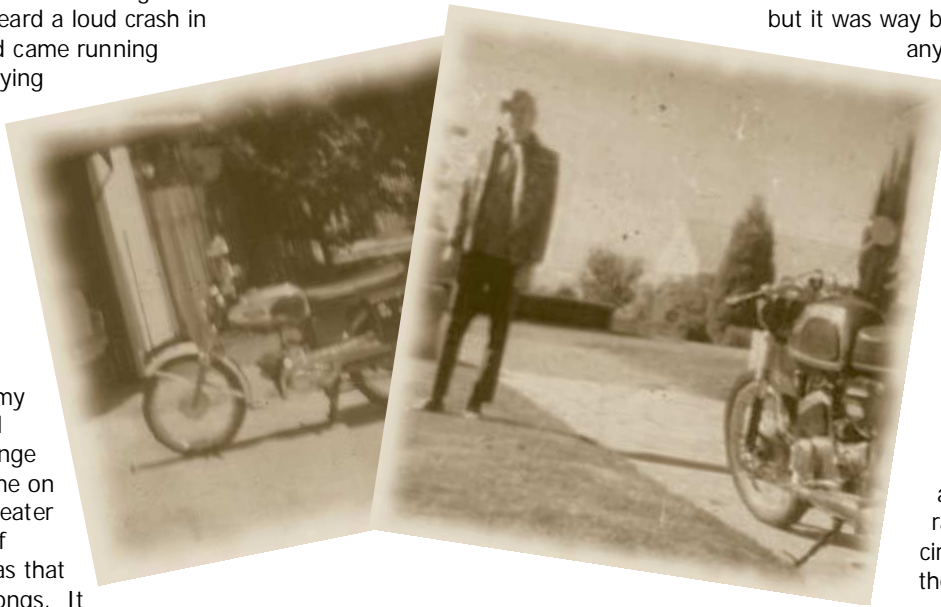
As it was coming close to my 19th birthday I had to make a rather life changing decision, whether to take a half price trip to Japan and pay for it by selling the bike and spending all my savings or upgrade to a bigger bike. I decided I'd rather go to Japan and come back with nothing (except a great experience) to upgrade to a bigger bike. Besides reading a few magazines to see what was available, I didn't really go hunting for a bike as there was a Suzuki X6 Hustler in the show room of the dealer where I brought spares for the Yamaha. Me being the great engineer I was, I could always do my own servicing of the bike. This probably explains why

the Suzuki may have spent more time off the road than on it. But what time I did spend on the road was just a whole lot of fun. It was the first bike

that I did an out of town trip, the first time I hit the old ton (160km/h) and lots of lessons from it. I had a friend (Gerard) who owned a Yamaha 250, I can't remember what model it was, but it was way before the RDs or

anything like that, so we often went riding together.

Canberra was a fast growing city and this meant that new suburbs were coming up all over the place and with the roads being built before anything else. Well for two young lads this was just a whole lot of race circuit to choose and race on. While racing around these circuits there was little thought of safety gear,



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no racing leathers or helmets.

Eye protection was a pair of sunglasses although I had a habit of putting mine in the back pocket of my jeans. So I did a few races without any eye protection at all and as most racing was done on summer afternoons when work had finished we were usually just in jeans and T-shirts. Most of the time it was just Gerard on his Yamaha and me as all the road tests had said that the Suzuki was a better bike than the Yamaha. Gerard would go out and map the circuit to make it friendlier to the Yamaha. This strategy had little effect on the result as we were quite even and I guess it came down to who was best on the day.

There were Sunday afternoon racing meetings that Gerard heard about. So we decided to take a look. There were three things that should have given us a warning of what was going to happen: one - the pick-up truck and two = all the girlfriends were night shift nurses and three - was why did we need a helmet? We thought the pick-up truck was there because some of the bikes looked like they would never make it though the day. The helmets were to look cool acting out the road racer thing. We couldn't figure out why most of their girlfriends were night shift nurses even though it was one of the few careers that were open to women at the time. By the first race it all came together. These guys didn't meet their girlfriends at the local dance hall, the pick-up was here not to take home broken down motorcycles and they really did need their helmets. They were crashers - win a race at any cost, not at all like the gentlemen's races that Gerard and I would do. The form of racing that Gerard and I would do was to minimize the chance of crashing; giving each other plenty of room and

only overtaking on the outside, very much following the road rules of the time except for maybe speeding. This was full on shove your bike down any hole in front of you, block anyone from getting past. There were no track marshals just one guy sitting on top of a hill who was supposed to be looking out for the police but apparently he was asleep most of the day. One of the late night shift nurses did the flag waving - same flag waved at the start and finish. Grid positions were a lottery in a helmet and that was the total organization. The track was a nightmare, it was virtually a square with small indent on one side for a bus stop but it was a rather large block so the straights were reasonably long but there were houses already going up so there was a lot of sand and cement dust on the track. Gerard and I got through the first race and managed to win a race each but the rest of the day fell apart, made particularly bad by one a***hole who rode a Honda CB750 (very new at the time) making out that he was the king of the hill. He was the type of guy who would punch your head in if you took one glance at his girlfriend. The girlfriend of course was just out on a first date and had figured out that he was an a***hole and was just hanging around to see who else was around. She was not particularly interested in the guy that she had met in the casualty ward. All of this made things rather uncomfortable for Gerard and I as the racing was getting worse with the other riders getting more aggressive and it looked like that at the end of the day we would end up in a crash or have our heads punched in. We entered one more race and let everyone overtake us so we would not end up in the finals and left just after the race. We heard later that the Honda owner had crashed his bike in the last race of the day while chasing a guy on a Norton 650 who won the day



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and also took the Honda rider's girlfriend home.

Gerard and I continued to have our own little races on the new suburban roads. Our other form of racing was due to the fact that Canberra had some dual carriage ways so we were able to do what we called "lane racing" where you got one lane to race in and were not allowed out of your lane unless you had to overtake a car or something. Then there were the dog fights which were done on the highways. These were not really races in that there were only two riders, the lead and the hunter. There was no overtaking if you were the hunter and all you had to do was to keep the leader in your sight and if you were the leader then all you had to do was lose the hunter. This event was held on hilly roads and with Canberra surrounded with hills we did not have to go far for a good dog-fighting road. We were invited to another street race but we decided not to go as our local youth club's football team was playing out of town so instead of doing the races we went out to see the football team play. This was the longest ride we had done so far although it was just a short trip of about 200km there and back. But I gave me taste of what I really liked about motorcycles and that was touring.

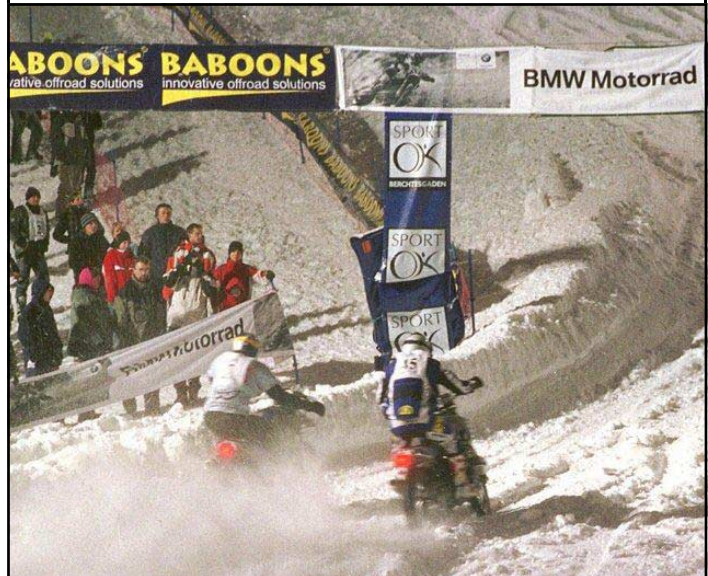


Snow Speedhill

Something to try in winter?

A new winter sports discipline is born: Snow Speedhill. Held for the first time on March 4th in Götschen, the "Flying Finn" Simo Kirssi once again demonstrated his top-class ability and became "Snow Speedhill King" on his HP2 Enduro. Chris Pfeiffer, BMW Motorrad's second company motorcyclist, also made the final and finished sixth.

Thanks to Martin Gilbert who spotted this one. For more info check out <http://snow-speedhill.com>



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

* Subject to
underwriting



'Around Australia on a K1200LT' - Part 4:

Ian Hahn leaves Carnarvon and heads for home.

Carnarvon, (403.2 km) was much bigger than I expected. Lots of tropical fruit farms due to irrigation. The thing that interested me the most was the old tracking station which was used for the early space flights. It is only a shell now with the dish welded into a set position and all the other equipment removed. Tours were available but the site was closed for repainting. Next time.

Filled up at Carnarvon (142.9 c/lt) and left for Geraldton. The wind was picking up and by the time I arrived it was blowing a gale. (487 km). Later in the afternoon the wind died down and I went for my usual walk around town. I found one place where my senior's card came in handy - unlimited use of the internet. Geraldton was a nice town and I found nice parks and churches which would do any town proud. I could only stay one night as I had to be in Perth, find accommodation and the BMW dealer for the service on the bike.

This turned out to be good as I had planned to go into Perth via the train and have a good look around. That night it was the general meeting of the BMWWA club at the Burswood Casino golf club. I spent several enjoyable hours meeting the members talking bikes and adventures over several lemon squashes.

The next morning was a bit slow as I only due to be at the dealers at 1000 hrs. So an alternate route was chosen so I could see some more of Perth. I arrived at the dealers and was told that I would be away soon. This is where the only problem occurred. The replacement seal was going to be a little late but I should be away by 1300hrs. Good to his word I was away by 1300 and on my way to the town of York which was only a short trip from Perth. I filled up at 139.9 and headed off. I must say at this point that the GPS on the LT was excellent as I had no trouble finding my way in, around and out of Perth. Actually since this trip I have used the GPS in other built up areas and found it to take the stress out of finding your way around.

I had decided to stay for a night at York as it had a good motor museum and I would spend a few hours having a look around. I had been there before in 1996 and it would be good to pick up on the things I had missed. Much to my



I ended up in a caravan park at Fremantle which turned out to be good as it was a reasonably short distance to BMW dealer. The service at the dealer was very professional but personal. I spoke to the service manager who assured me that all would be fixed by the afternoon. Unfortunately the seal for the final drive was out of stock and would be there first thing in the morning via overnight express and if I was to be there the following morning around 1000 hrs. I should be away by 1200 hrs.

surprise and disappointment the owner had recently purchased a warehouse on the docks at Fremantle and had moved all the good exhibits there. While there were still good things to see it was not the same. So if you want to see a good lot of interesting motoring memorabilia it is now in Fremantle. I think it is still called the York Motor Museum.

Left York for Kalgoorlie filling up at Merredin at 139.9 c/lt. Arriving on a Thursday I expected to find accommodation fairly easy, but no. My arrival clashed with the biggest horse

racings meeting of the year. The Spring Carnival. I did not seem to be able to pick a trick when it came to finding a room. After stopping at several motels I eventually found a room. I spent the rest of the day looking around and the usual shopping.

I took in the usual sights including the biggest hole in the ground and the famous houses in Hay Street. I had some trouble at the big hole and could not get good photos so I returned the following morning to get some more. I had to wait a little longer as the hole is so deep you have to wait till after 1000 hrs. so the sun shines down to the bottom. While I was waiting I went back in to town and found the office of the mining firm and looked around getting some information about the hole. I also found out that they run a special tour once a month on a Sunday when the mine is closed. You have to ring them and make a booking. I hope that we end up there on that particular Sunday as I want to go on the tour. I will be ringing ahead from somewhere up north to check on the day. I returned to the hole and took more photos. Thank God for digital cameras.

Left Kalgoorlie around 1200 hrs. Filled up at 158.9 c/lit. and headed off to Norseman a distance of 206 km. Here I met three other motorcyclists heading west home after a rally. We spent some time in the local pub with a few beers and a counter meal. There is not much to Norseman except it's the junction of the north south highway and the turn off to the east, home.

Filled up at Norseman, 147.9 c/lit. and turned east for the long run across the Nullarbor Plain. This consisted of a 719 km ride to Eucla with a lunch and fuel stop at Caiguna. Fuel here was 173.6 c/lit. which was the most expensive of the trip. Arriving at Eucla I booked into the only motel, again the last room, ate in the dining room with the bus load of grey nomads and went to bed. There is a fantastic view from the road coming into Eucla as it is on the highest point around and the view is spectacular.

Again filled up at 158.9 c/lit. and headed off to Ceduna a distance of 503 km. Booked into the hotel motel and it reminded me of a concentration camp. The whole establishment was surrounded with a high (2 metre) steel fence. You had to use a special card to unlock the gate. This was difficult when riding the LT as the entrance was a bit of challenge. Slept well until 0430 when the gentleman next door decided it was time for him to leave. Boy! Did he have a lot of luggage. His driving skills lacked somewhat and I feared for the LT.

At this point I decided it would be a trip straight home as I felt a little unwell and I had travelled these roads before. The plan was one more stop. This turned into two.

The first was at a little town called Burra. (693 km). What a nice little town. It was built back in the 1800's as a gold mining town and a lot of the buildings reflect this. All built from local stone. Very nice. Found the only motel in town only to be told it was full so it was off to the tourist bureau to see what I could find. I was informed that there was plenty of accommodation at the miners cottages. MMM. What was that? I took a room, cottage, found my way there and was pleasantly surprised at what there was. There is a row of about 20 cottages which like a motel share a common wall. All built from stone and with walls a metre

thick. They consisted of three rooms and timber section built on to the back which housed the bathroom which is accessible from the kitchen. These cottages were excellent and the bedroom was very comfortable. The lounge room which could become another bedroom had a nice big fireplace with timber and lighting material. I did not use the fire as I found the bed nice and warm.

I can highly recommend this place as a stop. A walk around the town showed that it was a survivor and as a tourist destination was excellent. Unfortunately there were signs all along the river warning you not to swim in it. While I am on the subject of places to visit, in Morgan there is a place called The Adult Playground. No it is not what you think. It is an amusement playground and all the rides are self powered. If you are going by call in, we had a good time there when returning from Perth some years ago with the boys.

This time it was to be no more stops till home. No. By the time I reached Wagga Wagga I was tired and all I wanted was a feed and a bed. (900 km). Guess what. The Henty Field Days were being held that week and again I think I got the last bed in town. Walked to the closest pub for a beer and counter tea. Got the beer but being Monday and the previous Saturday was the finals of the local AFL and the winning team was having a function at the pub. I thought it would be better if I finished my beer and found somewhere else. Hungry Jack's looked good. Went back to the motel and crashed. Tomorrow was going to be the last day.

Left Wagga Wagga after a good sleep filled up at Gundagai 149.9 c/lit. and headed for home.

I have now done the trip I have promised myself for 30 years and I feel good. If you get the chance do it. Just another point. This style of riding does not suit everyone but I enjoy the long open roads where I can sit back and enjoy the scenery as you go by.

As I said before I did not go on many tours as I will be travelling with Jeanette in May this year and we will be doing almost the same trip and we will be looking at a lot more things then.

A few things to take note of. Travelling north during winter can put a strain on accommodation. If you like comfort and convenience like me, motels and cabins are the way to go. But if you know where and when you will be in a certain place phone ahead.

Here are the brief fuel consumption figures.

Total distance. 14138 km. Total cost of fuel. \$1056.97
Litres used 755.34

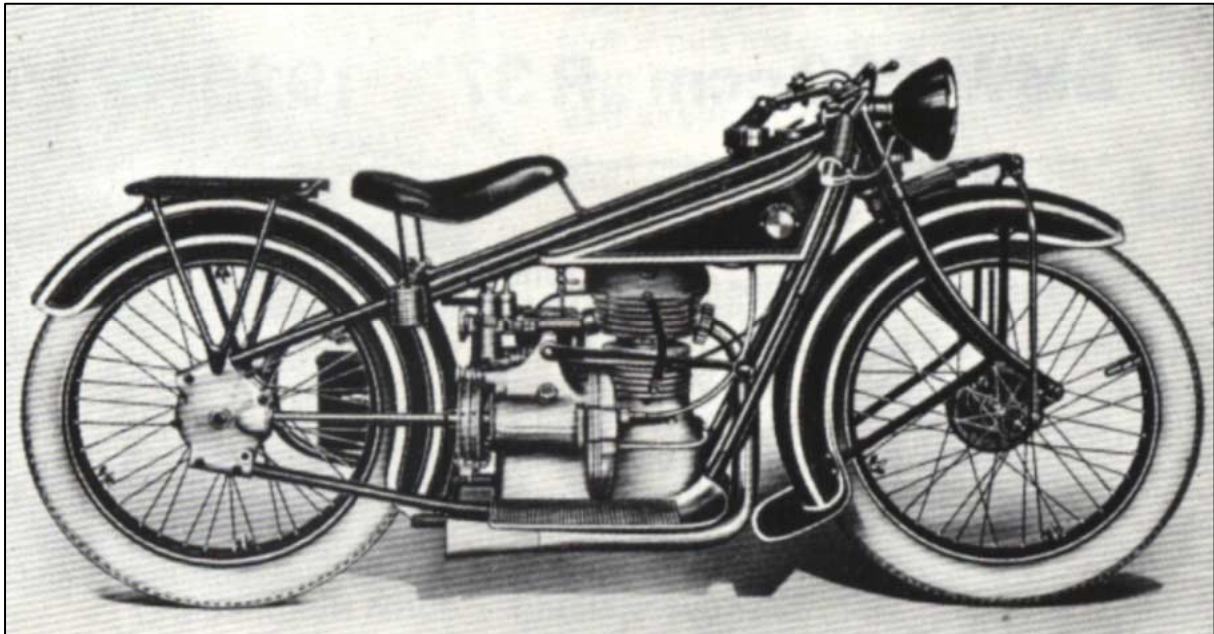
Average price 139.8 c/lit. Highest price paid. 173.6 c/lit.

Have a good trip and keep the rubber on the black stuff.

Ian



BMW R 39



Model	R 39
Production dates	1925 to 1927
Engine designation	M 40 a
Engine type	Vertical single cylinder, overhead valve, air cooled
Capacity	247 ccm.
Compression ratio	6.0 : 1
Power output	6.5 PS at 4000 rpm
Number of gears	3. Shift by hand on right hand side.
Ignition	Magneto
Weight	110 kg
Fuel capacity	10 litre
Fuel consumption	2.5 lt /100 km
Top speed	100 km /Hr
Engine numbers	8000 –8900
Number built	855

Notes.

Josef Stelzer won the German Champion up to 250 ccm in 1925 on the R 39. The R 39 was an attempt to get a motorcycle to the public at a reasonable price. This proved to be impossible as it turned out. It was twice as expensive as any other 250 ccm on the market, as can be seen from the number built. When production was ceased in 1927 there was no immediate successor for several years.

One of the interesting things was the gearbox and rear wheel drive was lubricated with grease.

For the first time the barrel was a cast aluminium with a steel liner pressed in. This resulted in a heat transfer problem due to air voids and causing the liner to move. This was fixed by a large threaded ring fitted to the base of the liner to hold it in place.

While I am not sure photos I have seen to show a brake fitted to the cardan drive just to the rear of the gearbox. This is not mentioned as a factory addition till 1926 on the R42. It was operated by the rider's heel.



Minutes of February General Meeting

Held at the Italo-Australia Club, Forrest on 27 February 2006.

Attendance: as per attendance book.

Apologies: Jim Reid, Richard & Sally Gallimore, Paul Sayers, Colin Ward, John & Leah McKinnon

New members and visitors: Peter Cummins

Minutes of previous meeting approved:

President: John McKinnon is on holidays in New Zealand so Martin Gilbert is running the meeting. Asked members to seriously consider putting something back into the Club by nominating for the Committee at the AGM.

Vice President: apology

Secretary: Mail this month:

Letter from BMW Australia congratulating the Club on its 25th anniversary

Invoice from Italo Australian Club for meeting room.

Other clubs' magazines

BMW Mobile Tradition November 2005

Mailing Tube at PO not collected

29 membership renewals

Email from Peter Major re oil on Tuggeranong roundabouts

Treasurer: S10 Smart Saver balance \$2207.98,
S70 Business Cheque Account Balance \$6858.79

Editor: Had hoped the 25th anniversary edition of the magazine would be ready today but the printer will not finish it until tomorrow. Special thanks to Jeanette & Ian Hahn and Taffy Williams for their photos and to Peter Oliver for his article. He would like more articles for the next newsletter, deadline 18 March.

Ride Coordinator: February Alternate breakfast at The Loaded Dog in Tarago was a great success and the publican has invited us to consider staying the night and enjoying the live bands one weekend. The Snowy day ride went well. BMW Safari starts 2 April with a local meeting point of the Shell Servo at Watson at 8:30 am.

Social Secretary: 1 March Chomp & Chat is at the Asian Mekong Delta in Civic. March alternate Sunday breakfast will be at the Pancake place at Bredbo. Leave Rolfe's at 8:00 and Williamsdale 8:30. Bookings for the annual Christmas in Winter dinner with the Victorian Club on 17 June at the Old Priory in Beechworth are now open; 3

course meal for \$30.

Clubs Australia: Is keeping a list of members attending the BMW Safari.

Membership: 258 Current members including two new members tonight.

Webmaster: Is still trying to get his broadband reconnected to his house.

Merchandising/Public Officer: The Newsletter will have details of the proposed changes to the Constitution to be voted on at the next AGM.

Gravel Surfers: Greg Barber reported that not a lot has happened. Some gravelsurfers joined with Mal's group then went on the back roads to Tumberumba. Some interesting times with Triumph Tiger combination who was showing the way from the back.

General Business:

Fred Pensko said the Barry Way has a huge number of European wasps and advised members to keep their visors down.

Jeanette Hahn presented Greg Barber with his own latté cup

Claire Holsinger has some health problems and would appreciate people to ride with as due to her illness she has difficulty handling her bike.

Mal Elliott advised that Tom Burns are currently offering good discounts on BMW helmets.

Graham Moffatt would like advice on quiet helmets.

Ron Andrews tabled the artwork for the plaque to go in the Canberra Hospital Cardio Thoracic Unit noting our support. He also tabled for consideration details of the marquee that the Ducati club owns.

George Penfound said that there would be flying days at Temora the following weekend.

Pam Paull reminded members that the Anniversary BBQ is 25th March at Point Hut Crossing. The club will be hiring a BBQ as the ones formerly there have been removed. Entries for TJ's Touring Competition close on 28 February.

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Minutes of March Committee Meeting

Meeting held 16 March 2006

Present: John McKinnon, Pam & Roger Paull, Fiona & Peter Oliver, Ian Hahn, Martin Gilbert, Mal Elliott, Stephen Hay.

Apologies: Colin Ward

President (John McKinnon): Minutes of previous meeting endorsed as a correct record. Colin Ward is recovering from his recent operation and was very appreciative of the card, flowers and chocolates sent to him by the Club.

Vice President (Colin Ward): apology

Treasurer (Peter Oliver): The Credit Union is now known as Community CPS Australia Ltd. We are being charged \$1.60 by CPS to process each cheque deposit. Discussion on possible alternative methods of payment including direct debit and credit card and it was suggested that the new Committee could look into this further.

Small Biz Account \$6324.46 Special Purpose Account \$2213.42

Secretary (Steve Hay): Mail :

Australia Post Bill for the Post Box

Other clubs magazines

BMW Safari poster

Junk Mail from ACT Urban Services

17 membership renewals

Editor (Roger Paull): We are looking very slim for content for the next edition. Any contributions will be appreciated.

Ride Coordinator (Mal Elliott): A day ride to Bathurst is proposed for 21 May. There will be a day ride to Kangaroo Valley on 23 April - meet 8.30 am at the Bungendore roundabout. The new Committee will need to think about a Mothers Day ride on 14 May.

Social Secretary (Pam Paull): Proposed the 2 April alternate breakfast at a local café be preceded by a mystery ride. Meet at Rolfe's at 8.30am. 5 April Chomp & Chat at the Hogs Breath Woden. She has been in touch with the Victorian Club re Christmas in June. We have also been invited to their Rally at Yarrowonga from 28 to 30 April and they would appreciate us publishing it.

Web (Olaf Moon): absent

Merchandise (Fiona Oliver): nothing new to report.

Clubs Australia (Martin Gilbert): He will be going to the Annual delegates meeting in Melbourne the second week in May.

Membership (Ian Hahn): 261 current members. There's a period of grace until 31 May when the non renewing members will be removed from the data base. We have had 10 new members since the beginning of the year. There were 17 renewals this month.

General business: AGM and Committee positions. A discussion was held about the need to seek prospective new Committee members. The agenda was finalised. A very suitable person to receive the President's Award was decided and John will arrange a trophy.

Club 25th anniversary ride and barbecue

This will be on Saturday 25 March. Meet at Rolfe's at 11 am then ride to Point Hut Crossing. Roger will contact Rolfe's re the possibility of them putting on coffee in the showroom. BBQ from 1 pm with Ian volunteering to be the cook. The club will supply a sausage sizzle, salads and birthday cake. Pam to arrange hire of a BBQ and the food with Fiona responsible for the cake. Members to BYO drinks, chairs or rugs. Pam will send out an email to members advising them of the event.

Next meeting - 13 April 2006



How We've Grown

As you can see from the table, we're the second fastest growing BMW Bike Club in Australia which is an outstanding effort given the ACT population compared with the rest of the country. Thanks to Martin Gilbert, our Clubs Australia delegate for this information.

BMW Clubs Australia Membership Statistics 2001 – 2005

	31/12/01	31/12/02	31/12/03	31/12/04	31/12/05	% Growth
MOTORCYCLES						
BMW Motorcycle Club of Queensland	222	234	373	492	654	194.59%
ACT BMW Motorcycle Club	109	138	226	232	246	125.60%
BMW Motorcycle Club of Victoria	523	614	643	707	752	43.79%
BMW Motorcycle Owners Club (Brisbane)	46	51	57	59	59	28.26%
BMW Owners Club of South Australia	79	70	75	80	80	1.27%
BMW Motorcycle Club of WA	101	105	101	92	92	-8.91%
BMW Touring Club NSW	326	305	321	292	273	-16.26%
	1406	1517	1796	1954	2156	53.34%



For Sale

R1100GS 1998 model. Excellent condition, superb all roads tourer. Just done full 60000k service Full service history, oil and filter changed every 5000k (Mobil 1), workshop manual included, Wilbers front shock, just had rear shock fully rebuilt including heavier spring Hepco and Becker crash bars (never tested), BMW panniers, JL lifetime paralever bushings, Unifilter with spare element, Driving lights. ACT rego till April \$10,900 Geoff King 62832187 (w) 63846328 (h)

R1150R 2001 build (2002 first rego) with 58,000 km. Atlanta Blue. Never pranged or dropped and with lots of extras including BMW panniers and liner bags, Givi rack and Givi 45 litre topcase (upgrade since photo on the Club's website), larger sport screen, Wunderlich 'cruise' (throttle lock), Moto-techniques bar-backs and a few other bits. This is a local bike with full service history. It's a lovely bike but I'm in the market for a GS Adventure. Brand new Avon rear comes with the bike. Front Avon about due for replacement. Rego (ACT) has just been paid early, so it's got 13 months. Price is \$14,000 or less if stripped back to standard Roadster trim. Happy to negotiate. Contact Mick on 62077068 during work hours or send a fax to 62077865.

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

Second Month

R1150RT accessories. I have 2 Cee Bailey windscreens, 1 used and 1 un-used, 4" wider and 3 1/2" taller than standard, 1/4" thick, these are top quality American made screens costing \$550 in Aust. Prices un-used \$320, used \$260. An un-used BMW screen 2" taller than standard for best offer. A pair of City-case pannier lids for \$220 Deakin, ACT, contact John on (02) 6213 6305 or email johnl@industry.gov.au

K1200 LT Navigation System Mk III V4.5. Still in sealed box. Offers please. Mark Hampton 0417 402 058

BMW R1150RT Silver Brilliant Metallic. 25,900kms Radio, side cases, A.B.S., heated grips, excellent condition, no accidents, authorised dealer service. One careful mature owner. Regrettable Sale \$ 19,750 ono. Contact: Chris Cuthbertson Adelaide, S.A. Phone: (08) 82952066 Mobile: 0432 926072



Wanted

BMW Motorrad Savannah 2 or Rallye 2 jacket - with waterproof insert. Size 56 or 58. Call Darrol on 0408 971 739

Standard screen for a early 2003 R1150RT in good condition, or better, that is surplus to requirements, Please contact Dave on 6255 9100 (Home) or 0429 105 155 or 6266 4618 (Work)

K100 muffler/left foot plate and fairing parts. Please contact Peter 0408942644 or email peterjess99@hotmail.com



Merchandise

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

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

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 \$** _____

Membership expires on the last day of February.

Please PRINT ALL PARTICULARS below so that we can record your membership details.

YOUR NAME	PARTNER'S NAME (FOR JOINT/FAMILY MEMBERSHIP)
Last name _____	Last name _____
First Name _____	First Name _____
Postal address _____ _____	Postal address _____ _____
Phone (h) _____ (w) _____	Phone (h) _____ (w) _____
Mobile _____	Mobile _____
Email _____	Email _____
By filling in the e-mail address you have indicated you are willing to accept information on club events	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)

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 _____
-------------------	-------------------	------------

*** Applications are subject to Committee approval and may take several weeks to process.**

Membership Secretary only

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

Receipt # _____ Membership # _____

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



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