

BMW CLUB

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



A gathering of Past Presidents at our Club's 25th Anniversary Picnic

May 2006



Member of the International Council of BMW Clubs



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Librarian:

To be appointed

'Shaft Drive Lines' — May 2006 — Volume 26 No.4 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 24 April 2006

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:

"Happy Birthday Mr Presidents." L-R: Ron Andrews, Chris Fulker, Frank Millwood, Greg Barber, John McKinnon, Ian Hahn and Jim Reid blow out the candles at the Club's 25th anniversary.

The Presidential Hoohah



Well, last month's Hoohah was supposed to be my last, but the members at the AGM had different ideas. I thank everyone for re-electing me to the chair, and I am looking forward to working with the new Committee for the next twelve months. Once again, a big thank you to the outgoing members who all worked very hard to keep the Club on the right track.

Some new faces have joined the Committee, Martin Little as Vice President, Graeme Moffatt as Treasure and Sheryle Moon as Social Secretary. Fiona Oliver has handed over the reins of merchandising to Pam Paull but will remain as Public Officer. Together with the old faces, all are very keen to make the 25th Anniversary year a big one.

I had an unplanned trip on the bike to Junee a week or so back, riding over on the Monday evening and returning the next morning. There has been a lot of roadwork completed on the road from Bowning to Wallendbeen through Harden. This is now mostly a first class road with sweeping curves and good sightlines, and very little traffic. It wasn't until I was on my way that I realised I had forgotten to replace a blown low beam lamp. The R1150RT uses two lamps in the headlight, one low, one high. Don't think you can pick one up at your friendly highway service centre, as I discovered. Thanks goodness for the twin fog lights in the headlight cluster. They were adequate enough once it became dark to light up enough road whenever I had to drop the high beam. Carry a spare! The ride home the next morning was magic. Cool, crisp and clear. I was back at work by 9.30am. I could enjoy doing a weekday overnight more often.

It is very dry from Yass through Harden and Cootamundra. So dry that sheep moving about the paddocks create a dust cloud which just hangs in the air.

Keep your eye on the magazine, there are a lot of events in the pipeline over the next few months. I look forward to seeing you at some or all of them.

Cheers for now and safe riding,

John

Welcome to our new members:

- » Maureen & Peter Barelli R1200RT
- » Peter Bell R1100S
- » Peter Moran R1150GS
- » Mark Hampton & Yolanda Nicholas K1200LT
- » Rob Jones
- » Stephen Floyd Yamaha XVS650
- » Trish & Iain Young K1200LT
- » Roger Holding R1150GSA & Ducati
- » Peter Chin R1150GSA
- » Geoff Harders & Yvonne Allinson R1150RT

In this month's issue:

- What's On 4
- The Vice Files 6
- Thank you letters 7/8
- A Day at the Races (M Little) 10
- 25th Anniversary Barbecue 16
- Pirelli Diablo Strada Tyres (O Moon) 19
- Hill End Faux Pas (I Warren) 21
- BMW Data Sheet # 5 (I Hahn) 23
- Minutes of AGM, General and Committee meetings 24
- Classifieds 26



Reminiscing ... at the Anniversary picnic. Nigel and Hoss looking back through 25 years of the Club's photo albums



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

Our next General Meeting is on Monday 24 April 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 receptions when attending meetings.)

April 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

- 23 Day ride to Robertson, Kiama, Kangaroo Valley
- 24 General Meeting, Italo-Australian Club
- 28/30 Victorian BMW MCC Biennial Rally
- 30 Alternate breakfast at Mick Owen Motorcycles

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 - movie plus dinner
- 6/7 Gravel surfers ride to Hill End
- 11 Committee meeting
- 13 Blanket Run
- 14 Mothers Day ride and lunch - Batemans Bay
- 20/21 Overnight ride to Bathurst
- 22 General Meeting, Italo-Australian Club, 7.45pm

June 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	

- 4 Alternative Sunday Breakfast - Bushranger Hotel, Collector
- 7 Chomp & Chat - Ardeche Restaurant, Civic
- 15 Committee meeting
- 17 Christmas in Winter at Beechworth
- 26 General Meeting, Italo-Australian Club, 7.45pm

BMW TourenSport Safari

Next month's issue of Shaft Drive Lines will include a feature on the BMW Safari and we would like to have a range of photos and stories to publish. The Editor would like 4 or 5 of your best photos and a short article about your favourite day of the Safari. Send them to editor@actbmwmcc.org.au by 12 May.



More What's On

23 April - Day ride

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

7.45pm at the Italo-Australian Club.

30 April - Alternate breakfast

Mick Owen has kindly invited fellow club members to a free breakfast at his new premises at Unit 3/74 Townsville Street Fyshwick from 9am to 10.30am. If you'd like to go on a mystery ride beforehand, meet at Rolfe's at 8.00 am.

Please note the breakfast at Mick's replaces the Alternate Sunday Breakfast in May.

3 May - Chomp & Chat

.... Or Chomp & Watch. This will be a movie night to see *The World's Fastest Indian*. As the cinema and times could not be confirmed at the time of printing, details will be put on the club website and emailed nearer the date. Depending on the session time, the chomping will be before or after the movie.

6/7 May - Gravel Surfers ride to Hill End

Contact Greg Barber if you're interested in going on the gravel surfing ride to Hill End (it might be Chill End at this time of year). Read Ian Warren's report of a previous ride here in this issue.

13 May - Annual Blanket Run

The ride will assemble at the front of Old Parliament House from 9.00am and will depart at 10 am down to Woden and finish at Garema Place as usual. Don't forget to bring lots of blankets, warm clothing, non-perishable food and cash. This ride is to support The Smith Family.

We have had a great attendance battle with the Ulysses Club in the past few years so come along and support a worthy cause.

14 May - Mothers Day Ride

Our Mothers Day ride will leave from our usual Sunday morning breakfast spot in Bungendore at 10.30am for a leisurely ride down to Batemans Bay for lunch. Please rsvp to Sheryle Moon (social@actbmwmcc.org.au) or call her on 0419 557 756 as lunch bookings will be essential.

20/21 May - Overnight ride to Bathurst

Mal Elliott is organising an overnight ride to Bathurst. Details will be emailed to members.

22 May - General Meeting

7.45 pm at the Italo- Australian Club, Forrest.

4 June - Alternate Sunday Breakfast

One of our favourite winter breakfast spots - the Bushranger Hotel at Collector. More details in the next newsletter.

7 June - Chomp & Chat

A touch of France at the Ardeche Restaurant in Civic. More details in the next newsletter.

17/18 June in beautiful Beechworth.

Dinner bookings are open for our annual 'Christmas in Winter' dinner with the Victorian BMW Motor Cycle Club. Details below.

**'Christmas in Winter'
dinner**

**Saturday 17 June at The Old
Priory, Beechworth**

Bookings are now open for our annual get together with our Victorian colleagues.

Dinner: We've chosen a three course meal for \$30 per person with drinks available from the bar (no BYO). Please contact Pam Paull on 6255 8045 or email merchandise@actbmwmcc.org.au and advise if you have any special dietary needs (vegetarian, dairy free etc) when booking.

Accommodation: Ensuite accommodation at The Old Priory is now booked out but rooms with shared bathrooms are still available. You can try the Carriage Motor Inn (2 blocks away), or check out www.beechworth.com for information on Beechworth and more accommodation options.
***** **Please book your own accommodation direct.** *****



Membership Renewals

... are now **OVERDUE!**

This is your last newsletter if you do not renew your membership by 15 May 2006.



The Vice Files

Farrer.

For me Canberra is one of Australia's best kept secrets. What a great place to live. Canberra offers easy access to some of the best motorcycling rides in Australia, and to cap it all off with the pleasure of owning a BMW, and belonging to our Club, well, it doesn't get much better. My bike (vice?) of choice is a red 99 R1100R, set up with panniers and screen, and you know what? I love riding it, particularly during autumn when Canberra is at its best with cool mornings and sunny days. I could go on for ages but another time.

I attended my first Committee meeting in April, and I was impressed with the commitment and passion the Committee puts into running the Club. There are plenty of different rides and social events planned. There is also the regular Sunday breakfast at Bungendore, which is a great opportunity to catch up with fellow club members and just talk bikes.

On another matter, I would like to acknowledge John McKinnon's commitment in continuing with the Presidency for another 12 months. To have John make this commitment is good for the club and I am privileged to be working with him over the coming months.

That's enough from me. I look forward to seeing you out there some time. As I'm the typical shy lad from NZ, please don't hesitate to introduce yourself and your bike.

Get on your bike and ride.

Martin Little

Your New Committee members

Some new faces and talent for 2006/7

Every club committee needs an injection of new people and we are very pleased to have three new faces joining the Committee for 2006/7.

Sheryle Moon is the new Social Secretary taking over from Pam Paull who's the new Merchandising Officer. Sheryle is a multi talented and successful businesswoman as well as being able to show her riding style on her stunning red Vespa. She will bring lots of new ideas on the social front for the Club.

Martin Little (aka Kiwi Martin to distinguish him from the Club's "other" Martins) is Vice President and replaces Colin Ward. He is a very keen rider and has written some excellent articles for the newsletter (including one in this edition) to let us know about some of the rides he has enjoyed lately.

Graeme Moffatt is the Club's new Treasurer following Peter Oliver's decision to step down. He is well qualified for the job, having been the CEO of the Royal Australian Mint and a Scotsman. What better combination could we have to look after our finances?

We would like to acknowledge the wonderful work put in by our three retiring Committee members - Colin Ward, Fiona Oliver and Peter Oliver. A very big "Thank you" on behalf of all the Club for everything you've done, it is very much appreciated.



TJ's Tyres Touring Competition and the winner is Ian Hahn

Congratulations to Ian who did an around Australia trip clocking up 14138 kilometres and taking hundreds of photos to win tyres to the value of \$400 from TJ's Tyres.

It was a close contest with Ian heading off a fierce challenge from Fred Pensko. Fred left no sign un-photographed in his bid to win yet another set of tyres - even at night, in the pouring rain and using headlights to illuminate another town name. Olaf Moon put in a sterling performance to finish in third place.

A big thank you to Hal Caston of TJ's Tyres for his generosity in providing such a great prize.



KOOMARRI

Ensuring people with disabilities
lead full and abundant lives.

Mr John McKinnon
President
ACT BMW Motorcycle Club Inc
PO Box 1042
WODEN ACT 2606

Dear Mr McKinnon & fellow members

Thank you for your kind donation. It is through the support of others that Koomarri, an ACT local non-profit organisation, can continue to lead the way in providing disability services in the Canberra and surrounding districts.

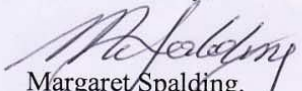
Our mission is to provide people with a disability, with opportunities to live and participate in their communities and our vision is to ensure that people with disabilities lead full and abundant lives.

Koomarri currently runs several successful and professional businesses, which employ people with disabilities. These businesses are JobMatch (open employment), Garden Maintenance, Cut Cloth, Ezi Iron, Pack 'N' Post & Fresh Flower Deliveries.

Koomarri also provides a range of social and recreational supports as well as housing options so that people with disabilities can participate and live in our community. The money from your donation helps to maintain these businesses and the community support services, whilst enabling us to develop our support for people with disabilities and their families.

I thank you again for your support which assists us to achieve our goals in providing quality services for ACT's citizens with disabilities and for their families.

Yours sincerely,


Margaret Spalding,
Chief Executive Officer.
27 March 2006

→ Tsr

Cnr Launceston & Callam Streets
Phillip ACT 2606
PO Box 262 Woden ACT 2606
Telephone 02 6280 6143
Facsimile 02 6239 1603
www.koomarri.com.au
ABN 38 599 467 782

OFFICIAL RECEIPT NUMBER 931/06

DATE	RECEIVED FROM	PARTICULARS	AMOUNT
27/3/06	ACT BMW Motorcycle Club Inc	Donation	\$500.00



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Child and Family Centre

CARING FOR CHILDREN • SUPPORTING FAMILIES

→ Tsr

28th March 2006

John McKinnon
President
ACT BMW Motorcycle Club
PO Box 1042
WODEN ACT 2606

Dear Mr McKinnon and Members,

DONATION TO MARYMEAD CHILD AND FAMILY CENTRE

Thank you for your kind donation of \$500 recently given to Marymead.

It is gifts such as yours that enables Marymead to continue our work with less fortunate children and families, as we have done for 40 years here within the Canberra community. Your support is a significant contribution towards our work.

Your club's support of Marymead is greatly appreciated and admired – thank you for being community-minded and a Friend to Marymead's children and families. As we work together in the local community to help disadvantaged children and their families, we will create a better and more cohesive society for all Canberrans

Thankyou again.

Yours sincerely,

Dawson Ruhl
Chief Executive Officer

Sponsor 2001 - 2006



PO Box 4260

Kingston ACT 2604

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Email: programs@marymead.org.au

ABN 90 677 510 841



May 2006

Hi to all members from Rolfe Classic,

Starting to see the signs of winter now with the dew on the ground and weather people reporting the odd small frost and the biggest sign of all; less bikes on the road on the way to work!

As winter heads our way, we still await the arrival of new BMW models, which has become a strong talking point on the showroom floor thanks to the marvels of the internet and journalist reporting overseas activities and launches are undertaken over there. At time of writing, we haven't heard any news on the release dates yet (not to say we're trying to find out – too keen!) but do have brochures on all models except for the F800S & ST. However, stay tuned next month as a loose time of May/June has been suggested.

The F650GS' we've had on order are finally about to hit town, it's been a good problem to have to see the demand for these machines step up worldwide to a point that wait times went a little longer than expected, but all smooth now. New owners are very keen indeed to see their bikes arrive, with some stock for us shortly after. The same has gone with R1200GS', with some bikes in that form arriving soon also.

With current models still running strong, we do have bikes available for quick delivery being a R1200RT SE with cylinder guards & 41 litre top box (plus all the SE fruit), a R850R priced very competitively, a K1200R for those who like naked fun (with ESA), a blue K1200S with ESA and panniers (very smart), a new K1200LT SE with all the gear and Xenon headlight (very sharp and bright!), plus a new R1100S Sports in silver – worthwhile to try and snap this beast up before the launch of the new R1200S, which will be a very different bike indeed.

And congratulations too to those newly (and re-elected) members following the AGM last month, was a pleasure to be there (as a rep of Rolfe Classic and a ACTBMWCC member) and great to see those who are elected keen to get on with the job!

Until next month, zip in those liners and ride safe

Rob Jones & the team at Rolfe Classic BMW Motorrad

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No1 Pty Ltd
A.C.N. 008 629 436

2 Botany St
Phillip ACT 2606

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(02) 6208 4144

Service Facsimile
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Parts Telephone
(02) 6208 4155

Parts Facsimile
(02) 6208 4123

Dealer Principal
Brian Joseph



'A Day at the Races'

Martin Little (our new Vice President) reports on his big weekend away. A trip to Phillip Island for the racing, while taking in some of the best of our high country scenery and bike roads along the way.

This trip to Phillip Island was planned to allow for two days riding in the Victoria Alpine area before the races. After the farewells were made to the family and the school drop off completed, I headed out Thursday morning from Farrer and was on the Monaro Highway by 9.00am. As the kms mounted, the sense of freedom mounted also. Four whole days, no work, no deadlines to meet, bliss! The sky was dull & overcast, but I was happy to motor along sedately listening to Van Morrison through the iPod. I turned off at Bunyan to pick up Mark Cooper who rides a GS1150 Adventure. Mark's not quite ready as he is still trying to tidy up some last minute work, so its time for the first latté of the trip. Half an hour later we are off to Cooma to fill the tanks.

Mark suggests taking the back road from Cooma via Dalgety to Jindabyne, and we zoom along here with no traffic. The sun is out along with the grass hoppers, and soon the screen is covered in splat. At Dalgety, I have to stop at the old bridge over the Snowy River to take in the sights. We continue on to Jindabyne making good time, and by my calculations I reckon this back road is almost as quick as taking the main road from Cooma.

Turning onto the Alpine way, the road is empty and we make good time as we climb ever upwards past Crackenback and Thredbo. As we motor past Thredbo, I wonder how anyone skis the slopes there, they seem impossibly steep without the snow. From here onwards it is all virgin country for me, and I am enjoying the alpine vistas that unfold as we ride along. The air is so clear and the view out across from Pilots Lookout is stunning. Beats working today! The run down to Tom Groggin is superb, although I wasn't expecting so many 15km corners! We stop at Tom Groggin to see the Murray River, and have a drink. As we are getting ready to leave, a group of bikes go past. We catch them before Geehi,

and from there on we sit at the back of the bunch following their lines, and generally having a good time. Just near Murray No 1, we are on one of the few short straights, when a police cruiser comes around the corner towards us. 12 brake lights light up instantly, we weren't speeding (much), but everyone responded the same!

At Khancoban, we pull into the Tavern for a late lunch. We both order a steak sandwich, which when delivered looks like it will do for dinner as well, it's so large.

As we leave, we chat to the 2 locals sitting outside. They are in no hurry, and the beer is flowing! We leave them to it and continue onwards. It is very warm now and that Alpine coolness has disappeared. We turn off onto the Murray Valley Highway and



cruise through rolling farmland baking in the sun. At Corryong, I think about filling up the tank, but decide against it. 10 kms later the reserve light comes on and I kick myself for not stopping. I drop my speed to conserve fuel, and do the mental calcs on how far Tallangatta is away. Hmmm, it will be close. I hope there might fuel at Bullioch, but its pub only. After the Alpine way, this stretch of road is fast, flowing and scenic. As we ride along side Lake Hume, I would like to stop for photos, but aren't due to the fuel situation. We pull into the BP at Tallangatta, with an almost dry tank. No problems! The temperature is now

easily 30 degrees and its uncomfortable sitting around in bike gear so we get moving again straight away.

From Tallangatta we take the turn off for the Kiewa Valley Way and start heading south towards Tawonga Gap. The Valley Way is a great country road, fast open corners, with very little traffic. As we travel along I can't help but notice what looks like sugar cane growing in the fields beside the road. Surely Not! I also spot a house that has many palm trees growing around it. Are we in the Victorian alpine area? At Dederang we stop for a council of war over the map. We decide to take the turn off to Ovens and this proved to be a great decision. This road turns off the Kiewa Valley Way just 5kms past Dederang and winds it way over some bush clad hills to the town of

Ovens. The road surface is superb, combined with well contoured corners mixed with great scenery makes this stretch of road the highlight of the day. Mark is clearly enjoying himself as he disappears into the distance. At Ovens we stop for more drinks. The heat is overbearing! At Ovens we decide to aim for our overnight stop at Jamieson (Lake Eildon) by taking the back road from Myrtleford to Lake Buffalo, Whitfield and then Mansfield. This will mean some gravel surfing, but the scenery promises to be stunning and how bad can 20ks of dirt road be?

The winding road from Myrtleford to Lake Buffalo is an absolute delight. It winds its way through fields crammed with grape vines & hops. At Lake Buffalo we stop for a photo opportunity as the scenery is spectacular, with the rocky hill tops towering over the lake. From Lake Buffalo onwards the road has been sealed recently and we come across a logging truck winding its way down the hill. The road narrows down to single lane, and then turns to dirt. Mark is gone in a cloud of dust and I take it easy, happy to chug along in the wheel tracks. After a few kms I am feeling more

confident with the bike moving under me, and am enjoying the stunning views through the alpine bush of Mt Warrick. Near the top of the range I start to encounter really thick dust on corners, and before long it is so thick, I can feel the dust throwing up onto my shins from the front wheel. This makes cornering a little tricky, but I manage to keep the bike upright and before long the sealed road appears, with Mark waiting in the shade. We compare gravel surfing techniques with a few laughs then get moving again. The kms click by and we motor through Chestnut to Whitfield. At Whitfield we turn left and head down the valley to Mansfield. This is another superb piece of road with stunning views. At Powers lookout you get magnificent views of Alpine National Park, well worth the stop! Mansfield appears and its time to gas up. The yokel at the servo tells us its 34 degrees in Tolmie where we have just come from. No wonder we are so thirsty!

From Mansfield we motor off to Jamieson at Lake Eildon. Its early evening with the shadows getting longer across the road, as we cruise past fishing lodges and weekenders on one side of the road and a very dry looking lake on the other (it's full of trees and long grass!) We finally pull into the car park of the Jamieson Brewery, our overnight stop. We have covered just under 700kms, not bad for a days riding including some gravel surfing.

After checking in, it's straight into the bar for a few cleansing ales followed by another huge country pub meal. We strike up conversation with a local who advises us against our proposed route for the morning..."there's 8 miles of dirt road and you won't do any good on them bikes" Hmm, we'll see.

The next morning we're off early and we cruise into Jamieson Village for a quick look. The village is still asleep and there's absolutely nothing open or moving. We then retrace our steps and take the back road that runs around the southern side of the lake. We head up an incredibly steep hill that provides great views across the dry Lake Eildon. We pass two mountain bikers half way up the hill; I know which bike I'm glad to be on! From the summit onwards the road narrows and the bush closes right into the road edge. Its cool and sunny, perfect riding conditions. I'm a little anxious about the rough dirt road that's coming, and when it finally arrives I'm pleasantly surprised. It's



“From Marysville we head down the Reefton Spur, which is everything I have ever read about it. Beautifully cambered & sealed, with many slow corners & short straights. Throw in the stunning scenery, and this is one great biker’s road. Honda boy disappears into the distance, followed by Mark in hot pursuit, while I decide to stick to my limits.”

easily manageable on my R, and I am quite to happy to chug along admiring the bush and bird life. We stop at Big River Bridge for photos and just to enjoy the bush. Before long the sealed road starts again, and it's OH MY GOD! Where did this road come from! We have 30kms of perfectly formed and sealed biker's road, with plenty of corners, short straights and dense bush. To cap it all off, there is nil traffic. We have a ball as this road leads us down to Snobs Creek on the western side of Lake Eildon. From here we take the Goulburn Valley Highway to Thornton, where we turn left on a back road that leads to Taggerty. We pass a group of sports bike riders going the other way; I'm guessing they are going where we have just been. From Taggerty we get back on the Maroondah highway as we head south to Buxton. This road is relatively boring, after what we have

just been on, but the view of Cathedral Mountain is awesome. This is a huge chunk of stone (Read Mountain) that dominates the horizon and looks sort of like a cathedral. At Buxton we turn left off the highway to take the back road to Marysville, a picturesque little town that sits at the top of the Reefton Spur road.

Marysville, its time for food and coffee and we take up residence at the bakery on the corner of the main street. Armed with pies & coffee we sit outside in the warm sunshine and contemplate the rest of the day. It's only 10.00am, so there is still plenty of riding left. We are joined by another rider from Melbourne, who kindly offers to show us a few side roads of the Reefton Spur. This feels like we are being set up here but what the heck. As we mount up, one look at his bike confirms the feeling of being set up! (One 900 Honda Hornet, with tyres scrubbed right out to the edge.) From Marysville we head down the Reefton Spur, which is everything I have ever read about it. Beautifully cambered & sealed, with many slow corners & short straights. Throw in the stunning scenery, and this is one great biker's road. Honda boy disappears into the distance, followed by Mark in hot pursuit, while I decide to stick to my limits. After about 15ks of bliss, we meet again at the turn off to Lake Mountain alpine ski area. Here we head steeply uphill on about 15kms of road that snakes its way up to the alpine ski resort of Lake Mountain. Great road with awesome corners! At the top we turn around and do it all again but down hill.



Back on the Reefton Spur we continue downhill to the Yarra Dam road, which we detour off to view and take photos. It's only 11.30am, and it's now very hot. We don't stay long and continue our journey. The boys graciously allow me to go first from here, and while I think I'm maintaining a good pace, it's obviously not fast enough for the Honda. I can hear his exhaust howling of the rock walls, before I see him in my mirrors, and then when I do see him he doesn't even break stride when he whips past. Five kms later Mark catches me as the road continues to twist and turn downhill. The view is simply stunning, but I have to admit, I'm concentrating hard on the road. At the Reefton pub, we pull over for photos, and a quick drink (non alcoholic). What a great old pub, and even though it's early afternoon, it's doing a roaring trade with horse & bike riders alike. Regrettably it's the cooks first day on the job, he's looking very flustered and we decide not to risk it. On the recommendation of our Melbourne companion we decide to lunch in Warburton. This is was a great choice as the cafe food was excellent.



From Warburton we head to Yarra Junction, where we gas up and farewell our Melbourne guide. From Yarra Junction we turn east and motor towards Warragul along route C425. We have being spoiled on the Reefton Spur, and it now feels like we are motorway riding. Even though the road follows the contours of the low hills and meanders through farming land, it still feels very sedate. The traffic is also heavier, lots of farm traffic going about their business. Just before Noojee, we turn south wards and the traffic is getting heavier the closer we get to Warragul. We time our arrival into Warragul perfectly with the end of the school day, and it's a painfully slow crawl through the main street. After a short stop to take stock, we select our overnight stop as Drouin. Why Drouin I hear you say? Well because of a certain restaurant called Durante's, but more of that later. We have plenty of daylight left, so decide to go gravel surfing and head off into Mount Worth State Park, up in the hills above South Gippsland. This was a real buzz, with beautifully formed dirt roads with minimal deep gravel! The scenery is stunning and the road follows every contour of the rolling hills. The views are amazing, but the highlight for me was when the road wound its way deep into a bush clad gully which was filled with the tallest gum trees I have ever seen. These were huge, and all straight as a dye. The road climbs it ways out of this gully up onto Grand Ridge Road which offered 360 degree view of the surrounding country side. If you are up here be careful as the road is used by logging trucks and there are many blind corners.

After an hour of this it was time to call it quits and we head off to Drouin, where we find a motel from the 70's. Cheap & cheerful, this is all we need. Showered we head back into town, park the bikes outside Durante's, and wonder across the road to the local pub where we have a pre dinner ale to wash the dust from our throats, and to catch up on sports news. The ale was great but alas Fortress Victoria is steadfast and there is not a hint of any Super 14 results to be seen on TV. Bigger. Across to the restaurant where we kicked back and enjoyed a fine Sauvignon Blanc from Hawkes Bay (NZ) with the excellent local cuisine. This restaurant is new, looks like it has been relocated from Melbourne and Sydney and if you are in the area is well worth the visit.

Saturday dawns fine and cool, perfect weather for the races. After a

hearty breakfast we depart and take the back roads from Drouin due south to Poowong, then onto Loch. This is an absolute blast through dairy farm country back roads that snake over small hills with the distant Bass Street growing closer. At Loch we are momentarily lost, but two other bikes with Vic plates go racing past so we follow them. The closer we get to the Island the more bikes we see. We finally meet up with the Bass Highway at Dalyston. From here we turn right and motor sedately along the highway through Kilcunda. The weather is



perfect; Bass Strait is calm and there's a steady stream of bikes flowing into the Island. San Remo welcomes us, and then it's across the bridge onto the Island at last. Pulling into the track, we find a park near turn 11, and get changed into summer gear and enjoy a sunny day of races. Phillip Island has turned on a perfect day. The racing was fantastic, with plenty of time between races to check out the trade stalls including making the odd purchase or two. Once the racing had concluded, we decided to head back up Bass Highway to look for accommodation for the night, and managed to pick up a room at the Miners Rest Hotel in Wonthaggi. Nothing expensive, the locals were friendly in the public bar and the meals were huge!

Sunday dawned with a damp sea mist cloaking the landscape. It actually feels cold as we gear up and head into Cowes for breakfast. Cowes was chocka with bikes of every description and we managed to get a spot at a café with outdoor dining where we could watch the bikes parade by. Once breakfast was done, we joined the crowd and headed to the track. The crowds were much bigger than Saturday, and we queued for 10 minutes to get into the track. By late morning the cloud & mist burnt had burnt off and it was warm again. We set ourselves up on the embankment at turn 12 where we had great views of Bayliss sliding his Ducati out the last corner, onto the straight, chased by Corser & Haga. We are planning to leave early as I was due back at work tomorrow. So just before 2.00pm we roll out the gate and head home in the hot autumn sunshine with the sea sparkling as we cross over the bridge and leave San Remo behind. The plan is to make it to the Bellbird Creek pub near Cann River for dinner before nightfall and then to assess whether we do the night run or grab a room, depending on how we feel.

Turning onto Bass Highway we motor carefully through Wonthaggi, followed by Inverloch. There are plenty of police cars around, and we're keen not to add to the state revenues. Just past Inverloch we take the back road through Middle Tarwin which will lead us out to the South Gippsland Highway. This provides an opportunity to stretch the legs and with wide open corners is great fun zipping along through the bright sunshine. There is a strong north easterly blowing off the Tasman Sea, which keeps me on my toes through exposed corners. Once we turn onto the South Gippsland Highway, its back to a more sedate pace, with more traffic. The views out across Corner Inlet and Wilson's Promontory are a major distraction, and at Toora we have to stop and admire the wind farm up on the hill. The view from up here is stunning

with the Tasman Sea forming a spectacular backdrop with the windmills towering into the sky above us. It's also bloody windy! We have to keep moving, so it's back on the bikes and we continue eastwards through Welshpool, Yarram and Woodside. At Woodside, I get caught in some Sunday traffic and after escaping, I up the pace to catch Mark. I am now on the flat boring run into Sale which is about 60kms away, and I let the speed creep up. Not thinking I go past Bruin, which I know is the last fuel stop before Sale, without registering the fact. 5kms later the fuel reserve light blinks at me & I momentarily considering turning around. I take the she'll be right approach and press on, confident I can get to Sale. I can see Marks GS in the distance, and motor quickly along, finally catching him 10kms out of Sale. The wind now feels storm force, and the bike is at a constant lean to the right. Can't wait to get out of this wind!

As we motor across the bridge at Longford just outside Sale, the motor stutters and starts to die. Oh no, I instantly know that the tank is dry, and pull over immediately and kill the engine. Mark has disappeared into the distance and I start to weigh up my options. We had agreed to fuel up in Sale, which is only 4 kms away, so I'm hopeful he will have noticed me pull over suddenly. 10 minutes later I'm contemplating doing the walk of shame when the phone goes.... "You wouldn't be out of petrol by any chance" is Marks opening line. My reply is short and swift; "get back here with a can"! 10 minutes later I'm mobile again and we pull into the servo to top up the bike & rider. The girl behind the counter takes great delight in announcing to everybody in the queue that I must be the bikie that ran out of fuel! After consuming a chocolate bar while we check the

map, we press on along the Princes Highway to Bairnsdale. Fortunately we find a Landcruiser clipping along at a good pace and we settle in behind him, allowing him to get photographed first should the cameras be out. While this road is flat and straight, the sun is warm on our backs and the wind has dropped away. Our shadows reach out in front of us as the sun slowly sets behind us. What a way to spend a Sunday afternoon!

Past Bairnsdale the road starts to become more interesting as we approach Lakes Entrance. We stop for photos at the look out above Lakes Entrance. This is my first time here and the view combined with the strong smell of salt sea air makes a good impression. The shadows are now really long, although it is still quite light. We motor through the forests that surround the Princes Highway, passing the turn off to the



Barry Way, then Orbost. Roads Victoria have been hard at work sealing the edges of the highway, which is all very well, but the seal line runs half way out into our lane. As I cross this line through the corners I can feel the bike twitching and tracking over the seal line. Most unsettling! Dusk is here, and as we near the Bellbird Creek pub, the odd wallaby can be seen grazing on the side of the road. We pull into the pub at exactly 7.00pm. The pub is quiet, with only one other family there eating, and the publican and his wife are welcoming. She soon has our dinner orders cooking and while we sit down and relax over a drink. I change my visor from the tinted to a clear one and put an extra layer of clothes on for the cooler night time temperatures. Once we have finished eating we head off in the deepening dusk to Cann River to gas up.

At Cann River we gas up and then turn west towards Bombala. As we motor through Noorinbee, a big roo is just visible in the dark as it bounds across the road up ahead. I ease the throttle back and settle in for the climb up to Bombala. The stars are shining brightly and a crescent moon hangs over the hills. The higher we climb the colder it gets, and as we cross the border into NSW, I flick on the handle bar heaters. No point in suffering! I have a love hate relationship with riding at night. I love the vastness of the stars with the

moon in the sky and this adds a whole new dimension to riding. I also hate it as I wrote off my 750 Honda in a night ride a long time ago and the demons from this experience still linger. Before long the lights of Bombala come up on the horizon, and as we cruise through town, there is not a soul to be seen. I consider stopping to change to winter gloves, but decide to press on. There is little traffic, the riding is good, and I don't want to break the spell. As we approach Nimmitabel, the moon is now lighting up the landscape, and its bloody cold! There is also a lot more traffic, the closer we get to Cooma, we encounter more trucks. We bypass Cooma and I wave farewell to Mark at Bunyan. The last hour to Canberra passes slowly. I had hoped to get in behind another vehicle and use their lights, but there's bugga all traffic. By Michalago, I'm starting to feel weary, but I know I haven't long to go. Before long the lights of Williamsdale come up, and soon after Canberra's southern suburbs appear. I turn off the Monaro Highway onto Mugga Way and motor over to Farrer, pulling into the driveway at 11.00pm. Weary, but elated after an awesome day night ride.

So the highlights of the trip? First up has got to be the roads in the Victorian Alpine area. These are easily the best I have ridden in Australia. Next has got to be the gravel surfing near Lake Buffalo & around Lake

Eildon, the scenery was stunning, and I have to admit to being hooked on the whole gravel surfing thing now. You can see so much more, there's less traffic and it's just good fun. Combine all this with the racing at Phillip Island and I can't wait to do this again next year.

Last but not least, the trusty R1100 performed faultlessly, 2100kms in four days, and I felt like I could have kept on going for another four days. The only problem now is I have the urge to get one of them GS things!

Martin



Martin's R1100R
Gravel Surfer

While the (al)most full story of our Club members participation in the recent BMW TourenSport Safari will appear in our next issue, Ross Hayward reports on an interesting stop on the way home:

"On my way home from the TS Safari I checked out Deus Ex Machina on the suggestion of 2nd son who had visited the previous Sunday only to find it closed.

Deus Ex Machina (God from the Machine) an intriguing name from Latin that refers to an unexpected, artificial, or improbable character, device or event introduced suddenly in a work of fiction or drama to resolve a situation or untangle a plot. With this sort of windup it had to be explored.

Arriving just before 10am on Monday when it opens, although the adjoining coffee shop opens at 8am till 3pm, I was able to park in Barr St outside the main entrance. The premises, on Parramatta Rd Camperdown extends the full frontage between Barr St and Lyons Rd. If you know the area, it's opposite Missenden Rd which bounds the western side of Sydney Uni.

To the right on entry is the garment area reminiscent of a Country Road or Rivers before they went down market but with Sydney's coolest selection of jackets, helmets, t-shirts, gloves, boots and other motorcycle gear. Over the back is a wide range of DVD's and books even one on the Fastest Indian. To the left is an eclectic array of bikes some just on display others for sale. As Jack Brabham was celebrating his 80th birthday there that night Jack's race winning Repco Brabham took centre place in the large 'shop'.

Through a doorway in the opposite wall is the coffee shop and more bikes on display. The featured bike then being Indians – even the replica of Bert Munro's modified 1920 Indian Scout which was used to set a world speed record of 183.5mph as used in the movie. With one streamlined side removed and it was hard to believe that this bike wasn't 80 years old coated with a patina to match. Unfortunately the bike was being returned to NZ in a week's time.

I'm told that the business is the doing of the ex-owner of Mambo thus the style and another of Action motorcycles hence the machine!

Opened in October *the emphasis is not on brute power but rather the creation of personalised bikes that are a whole lot of fun to ride. Their range features popular Japanese (and others) bikes which are refitted and restyled to look like unlike anything else. Deus bikes have proven popular among all sorts of people, from those seeking the ultimate boy's toy to those who've grown out of love with their Vespa's after being swallowed up in Sydney's potholes.* So here's another shoppe to add to the list of must visit when passing thru Sydney. Check out further details on www.deusexmachina.com.au"

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Mick is celebrating his 1st Anniversary, and to say thanks to the club and their members for all their support he is putting a breakfast on for all ACT BMW Motorcycle Club members.

PS!!! don't forget the new address



25th Anniversary Run & Barbecue

The unexpected early morning drizzle had the organisers worried about how many would turn up for the Club's 25th Anniversary Run and Barbecue on 25 March but the clouds cleared and we had a perfect autumn day for the start of the year's celebrations.

The day kicked off with about 25 bikes gathering outside Rolfe's at Philip. Apparently quite a few heads turned in Philip as the bevy of BMWs headed off en masse on a very pleasant ride out to Honeysuckle Creek. Maybe we should have arranged a police escort to add to the occasion. The early arrivals at Point Hut Crossing (where the Club's first barbecue was held back in 1981) were pleasantly surprised as bike after bike crossed the ford and roared into the car park. Back in 1981 Point Hut was very rural and many kilometres away from the suburbs. How times have changed ... while we had a view of the straw coloured countryside and a glimpse of the slow moving Murrumbidgee in one direction, the hillside to the south is now dotted with rectangles of brightly covered roofs.

It was great to see some old faces amongst the 50+ crowd who came along to enjoy a sausage sizzle, birthday cake and bubbly. With more luck than judgement we had catered for 50 people so the magpies who had been quick to spot the barbecue missed out on a left over snag or two. Seven of the Club's Presidents - John McKinnon, Ron Andrews, Ian Hahn, Greg Barber, Jim Reid, Christopher Fulker and Frank Millwood - assembled to blow out the candles on the birthday cake.

It might have been the influence of the Commonwealth Games as our resident Games Mistress Fiona Oliver couldn't resist the opportunity to get us involved in some physical activity. Competitors were soon queuing up to take part in the Helmet Tossing Contest which had been a crowd favourite at last year's Christmas Picnic. Defending Club Champion Tossing Murray Parker (carrying an injury) lost his title to Greg Barber who threw 38 steps, just one step behind Muzza's Club record of 39 steps. Jeanette Hahn took out the women's division. For those who were into more cerebral exercise, Fiona had





25th Anniversary Run & Barbecue



organised a Haiku competition, the results of which can be found elsewhere in this newsletter.

Thanks to Fiona & Peter Oliver, Pam & Roger Paull for arranging the food and transporting the equipment and also to the cooks Ian Hahn and John McKinnon.

It was a great day and a wonderful start to the celebrations for the Club's 25th anniversary. May we all be around to celebrate the 50th in 2031.



Chefs hard at work --- current President and an ex-President --- John McKinnon





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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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“One new set of tyres for the RT please Hal” – he didn’t even grin, just gave me that raised eyebrow that I instantly interpreted as “grip or mileage?” and with me responding “both of course!”

It there are two things I definitely don’t want, it’s tyres that only last 3000 kms and a front that lets go on a dry road as soon as I tip-in with a hard counter steer – most un-nerving that!

The original and last set, lasted 8000 kms – not much – and the front had definitely had it, with the blued and feathered blocks and the rear down to the bare rubber. The problem is that a set of really grippy race tyres, or qualifiers, need high average speeds to warm up to their designed operating temperature and then only last a couple of trips at best. But why can’t the designers pick a race tyre and include some of the harder compounds for pin-point control and good wear characteristics? They can; you just have to pay for it.

“These might do it” said Hal, “they’re new and are quite unusual and I haven’t had enough on bikes yet to get regular feedback, but the OS reports are excellent”. Picking up one of these tyres, you are instantly aware of their stiffness compared to other softer models (such as some of the Metzlers). At \$490 for a pair, they certainly weren’t the cheapest option, but if I got 50% more wear, then the extra dollars would be well spent.

“What’s the story?” I asked. Pirelli has a great reputation for their top track tyre, the Pirelli Diablo, and wanted to create a longer wearing street tyre – hence “Strada”. The construction uses a

high matrix rubber, but adds some of the race polymers and in particular the liquid silica. Pirelli styles this as a “high mileage sports tyre”.

When a new pair are set up, you will find that there is little requirement for balance weights, indicating an excellent quality construction. The other difference is that they must be run at higher pressures from the normal at about 35 psi, up to 42 – 45 psi. And fair warning!! – you **must** run them in for a longer period, being at least 100 km rather than the normal 50 kilometres.

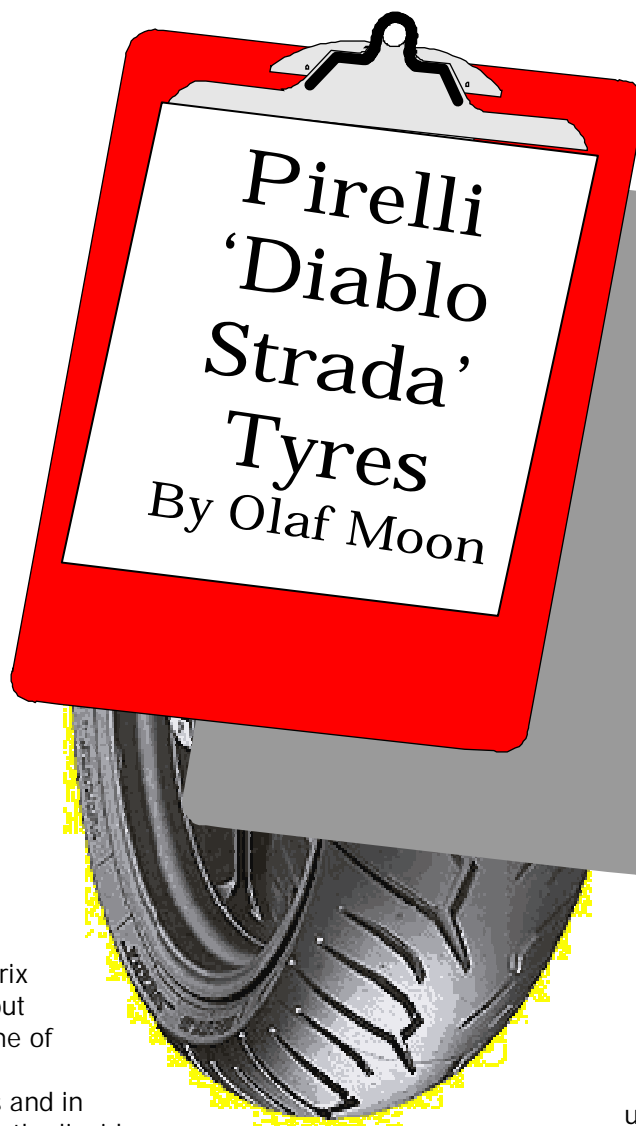
So I went out for a fang on them. The first thing you notice is that riding the first kilometres is like riding on ice, or at least a very wet road – take real care to run them in. But then, as they feather out to the edges on increasingly demanding turns, they demonstrate a capacity to “stick like the proverbial to a blanket”.

On a dry road, I have never

used anything like them. Even with a full

load on, and the suspension wound up about 70% to stop the centre stand bottoming-out on long compression turns, I could not feel the slightest slip at the front – uncanny. In the wet they are very acceptable. But the best element – after 12000 kilometres, they are only a little over half worn. I’ll certainly have another set of these on the next round!

Olaf.





Haiku

Games Mistress Fiona Oliver came up an intellectual challenge at the Club's 25th anniversary barbecue - the haiku a 3 line unrhymed verse. The 1st line has 5 syllables, the 2nd with 7 syllables and the 3rd with 5 syllables.

My wife rides a bike
This is something I would stop
If I could catch her

Hear the bike's engine
Like a mighty animal
This is how to live

Helmet goes astray
Crowd screams look out move duck now
Roger turns in shame

Gym mistress yells loud
Met with silence from the crowd
Takes her whistle and goes home

Riding down the street
Beautiful girl on sidewalk
Back end of truck. Ouch

Two rumbling by
Hit the corner hot to trot
This is how to live

Greg wins helmet toss
One step short of record so
Murray reigns supreme

Silver sonic girl
Slices through air like bird
Bump bump need new shock

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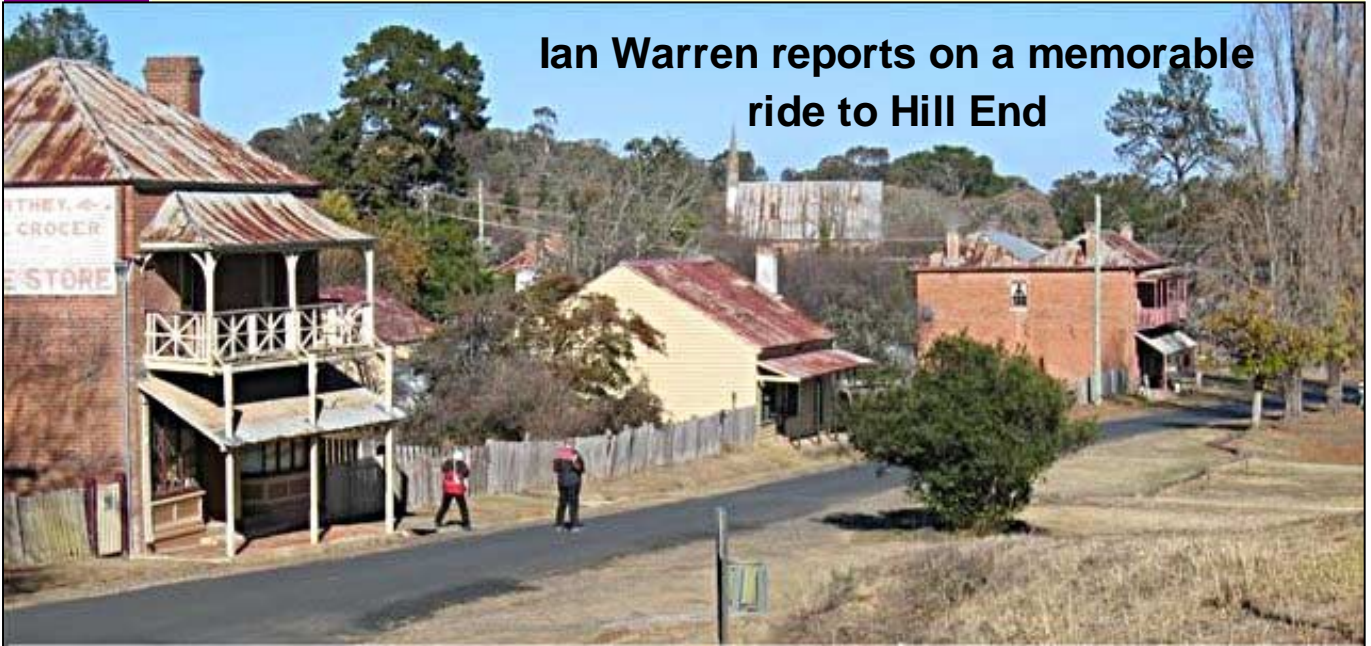
Ring and give us a try!

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

* Subject to
underwriting



Hill End faux pas



Ian Warren reports on a memorable ride to Hill End

'The club had decided on a medium "run" from Canberra to Hill End, an old gold mining town north of Bathurst and quite a large group headed out from the meeting point on a cool blue-sky May in 2004.

In line with normal practice, there were two routes to get to Bathurst with the gravel surfers and the tourers diverging soon after leaving the Hall lay by starting point. Margaret and I, of course took the tourist route as the K1200GT is not good for the rough and tumble of gravel and mud, and enjoyed the first segment from Hall to Boorowa. Our only disappointment was during the road north of the Hume Highway when a sheep carrier ahead of us decided to unload everything on the two levels of the carrier floors onto the road immediately ahead of us. We missed most of it, but the bike had a unique aroma for a while.

Boorowa, of course, is an ideal place on a cool morning for a reviving cup of coffee and is a unique place for many reasons. One of them was the immense gravitational force exerted on Claire's bike. Two of us helped her put it on the side stand – clearly the owner was suffering from the cool and forgot the side stand or something (at least that was her excuse).

However, after a good coffee and confirmation of the next route segment, we headed off towards Frogmore and Bathurst via the strangely named Wyangala Dam. More like the Wyangala ponds, actually – large areas of earth rather than water. Claire led us through some spirited and twisty curves northwards and the group started to really spread out as our skill levels showed with each curve and traffic challenge.

A quick fuel stop at Mandurama and then on through Blayney to Bathurst and Bernards Bakery for more energy before the rigors of the next segment. Heading north out of Bathurst I swear I saw

a sign which said "Hill End 26" which turned out to be 26Km to the end of the bitumen! Then, after some glorious sweeping curves through Wattle Flat to Sofala at the end of the bitumen there was another sign with "Hill End 26". Damn signs breed around here, only the next 26 were on gravel which slows me down quite a bit. But not for a daring young lady member of our group on her green motor scooter who seemed to disappear at speed in a cloud of dust before us showing her skill and the bikes lower center of gravity.



Having some weeks warning about the trip I had made all the usual plans for accommodation (this should read I left it to the last minute) and the only accommodation we could book was at the guest house. There were several negative comments from those planning to camp and those who were going to other accommodation in the town which we brushed aside hoping we had made the right, belated, decision.

Finally arriving in Hill End we were surprised by the number of engraved plaques of photographs taken by Beaufoy Merlin (certainly a name to remember!) in the early 1870's of a bustling town which was based on gold. Rumor has it that the first nugget was found by a black tracker who excavated the gold while erecting a tent for a local policeman. Perhaps apocryphal, but a lovely story in any case.

The guest house lower floor was a shop and the building was owned by a single lady who had decided to give "it" all up in Sydney and move with her two children to quieter pastures – and Hill End is about as quiet as pastures get in late autumn.

We introduced ourselves and met four hunters who were also staying at the house – they used high tech bows and arrows to kill wild goats in the area and were much appreciated by the local farmers.

After an evening meal with many of the other club members at the Royal Hotel (1872) we retired to the warmth of a roaring fire and conversations with the goat hunters.

After a memorable breakfast (size and quality) we met some of the other club members at the local store and sympathized with them about the freezing cold night, agreeing that we too had roughed it (see photo). The campers were worried that their toes would never separate again and Margaret and I then headed off just before the gravel surfers. I missed the turn to Bathurst and after another kilometer or so turned around and then took the correct road. Ron Andrews, at the following weekend's breakfast, commented that he and the other gravel surfers had been up to 100kph trying to catch me on the gravel but couldn't – he laughed uproariously when I told him that in fact I was well behind him and that group.

Oh yes – I forgot to mention the faux pas, didn't I. Well – as we all know it's well worth your time to listen carefully to breakfast conversations. So, when the lady owner of the guest house was providing breakfast, she leaned over to one of the goat hunters and asked, "Can



you help me get a kid by tomorrow morning". Not sure how we all finished breakfast. As politely as possible if I remember correctly.

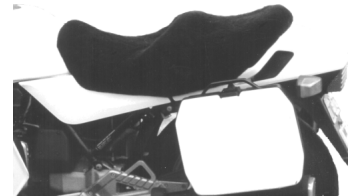
I'll get out of your way now,

Ian



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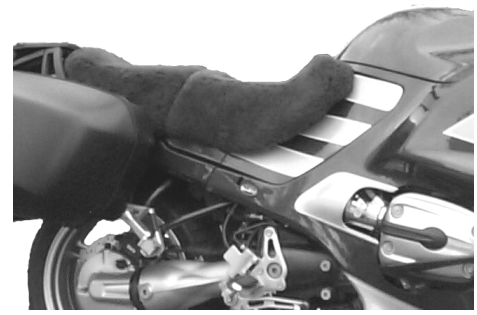
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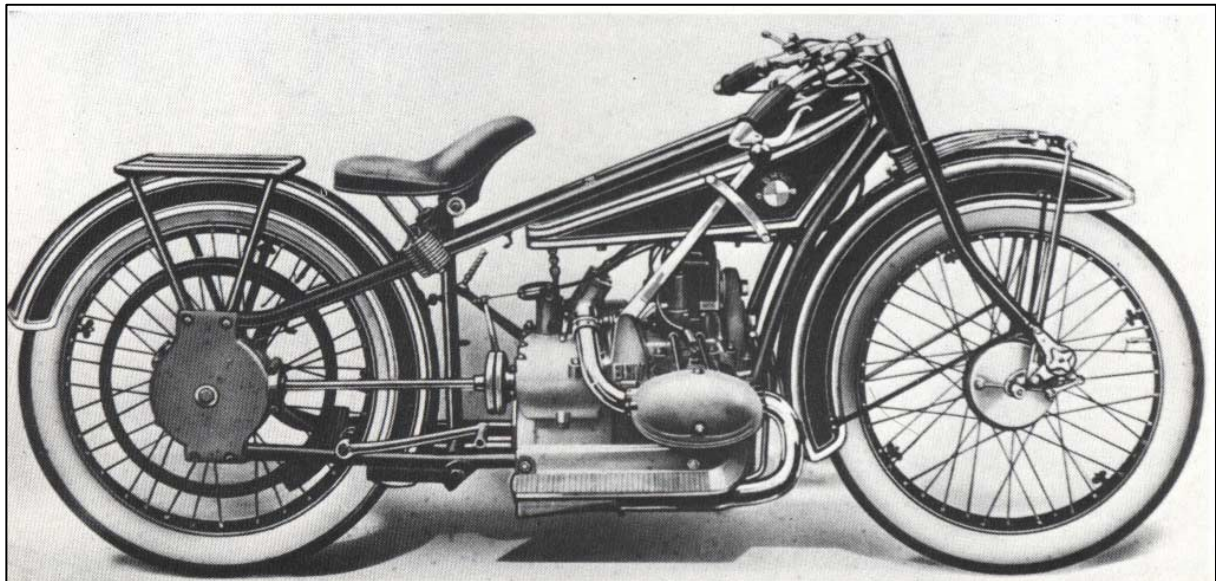


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BMW R 37



Model	R 37
Production dates	1925 to 1926
Engine designation	M 2 B 36
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	494 ccm.
Compression ratio	6.2 : 1
Power output	16 PS at 4000 rpm
Number of gears	3
Ignition	Magneto
Weight	134 kG
Fuel capacity	14 litres
Fuel consumption	4 litres / 100 km
Top speed	115 Km/ Hr
Engine numbers	35001 – 35175
Number built	175 (Other references say 152)

Notes.

As it can be seen from the photo that although the top speed was high for its day it still had a wooden block on the rear wheel for braking. I would suggest this would have been totally unsatisfactory for the speed. It also had a front brake but the diameter would also restrict the braking effort.

Another item to note is it still had footboards and the kickstarter was still forward aft action.

The carburettor was unusual as it consisted of a three slide unit. The outer two slides controlled the fuel/air flow for each cylinder and a central slide was to control the air flow to each of the outer slides. This made the tuning of the motor extremely difficult as all had to be adjusted at one time.

This machine was built generally as a racing machine and was ridden by Rudolf Schleicher in a 6 day race in England. This was the first of many race wins overseas for BMW in the years to come.



Minutes of 2006 Annual General Meeting

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

Attendance: as per attendance book.

Apologies: Colin Ward

New members and visitors: Geoff Harvis, Kim Davis (service adviser from Rolfe Classic)

Minutes of previous AGM meeting: Moved they be accepted by Jeanette Hahn, seconded Martin Gilbert. Passed.

President: John McKinnon welcomed everyone to the 25th AGM. In the past year there have been some good rides despite the weather, particularly to Cann River and Lake Hume for Christmas in July. Thanks to all the committee members for their work during the year. The 2005 German Autofest was the best attended since the Club started. Our Christmas party at Hudson's in the Botanic Gardens was a great night. The Club's 25th anniversary BBQ at Point Hut Crossing was well received. Thanks to Rolfe BMW for all the support during the year. On a sad note, January saw the passing of popular club member John Alexander. Our Vice President Colin Ward is on the sick list and is currently in Sydney for treatment. Our best wishes go to him and Leena. The proceeds of our help for BMW at the Ulysses AGM were donated to Mary Mead and Koomarri.

Club Person of the Year: John announced that the Committee had unanimously voted Colin Ward as the Club Person of the Year. Colin has worked tirelessly behind the scenes in the past year, fundraising with his heads and tails at meetings, organising the Club's participation at the Ulysses AGM, running raffles at the Rally as well as many other tasks that helped make the Club the success it is.

Vice President: apology

Treasurer: Peter Oliver presented the draft report for 2005/6. Highlights: profit of \$4319.97 (however about \$2000 was spent in March 2006 and will appear in next year's figures); increased revenue from advertising, membership fees and the Rally.

TJ's Touring Competition: In a close contest, the winner is Ian Hahn, second place to Fred Pensko and third place to Olaf Moon. Thanks to Hal Caston from TJ's Tyres for his generous first prize of tyres to the value of \$400.

Constitution Changes: Public Officer Fiona Oliver explained the reasons for seeking the changes to the Club's Constitution that were circulated to members.

The following motion was proposed by Peter Oliver in relation to Section 8 of the Constitution:

"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."

The motion was then discussed by members and an amendment proposed by Richard Gallimore that "fifteen percent" be changed to twenty members. Seconded by Mal

Elliott and passed.

The following two motions were proposed by Pam Paull, seconded by Martin Gilbert and passed.

"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."

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

e. 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."

The President then formally stepped down and handed control of the meeting to Jim Reid who called for nominations for the Committee.

Election of Committee for 2006/7: The President then handed the running of the meeting to Jim Reid who acted as the Returning officer for the night. The following people accepted their nominations and were elected unopposed.

President: John McKinnon
Vice President: Martin Little
Secretary: Steve Hay
Treasurer: Graeme Moffatt
Editor: Roger Paull
Ride Coordinator: Mal Elliott.
Social Secretary: Sheryle Moon
Clubs Australia Delegate: Martin Gilbert
Merchandise Officer: Pam Paull
Webmaster: Olaf Moon
Membership Secretary: Ian Hahn

The Committee will appointment a librarian as this is not an elected position. Fiona Oliver was appointed as Public Officer.

The AGM was formally closed and the March general meeting took place.

Minutes of March General Meeting

Treasurer: (Peter Oliver) S10 Smart Saver balance \$2213.00 S70 Business Cheque Account Balance \$6716.87

Editor: (Roger Paull) Thanked the contributors to the newsletter over the past year and looks forward to receiving more in the future.

Ride Coordinator: (Mal Elliott) It has been an interesting experience and is looking for new rides (including a sports bike run) and revisiting old favourites.

Social Secretary: (Pam Paull) Reminded members that the April alternate breakfast will be a mystery ride led by Mal Elliott leaving from Rolfe at 8.30am and arriving at the breakfast venue about 9.30am. April Chomp & Chat will be at the Hogs Breath at Woden. Bookings are open for the Christmas in Winter on 17 June at Beechworth with the Victorian Club.

Membership: (Ian Hahn) Advised that he will be on a trip from mid May and would like people to renew as soon as possible to assist his temporary replacement. Ian would also like to see an award made to the 1000th member of the club (there have been well over 900 already).

Secretary: (Stephen Hay) Mail this month consists of:
Australia Post Bill for the Post Box.
Other clubs' magazines
Poster and application for the BMW Safari
17 membership renewals
Junk mail

General Business:

John McKinnon showed the meeting the Plaque to be placed in the visitors lounge of The Canberra Hospital's Cardio-Thoracic Ward noting our support in the way of providing furniture for the room. He also thanked Ron Andrews for donating the plaque.

Rob from Rolfe Classic introduced Kim the new BMW bike service adviser.

Fiona Oliver read out some of the entries in the Haiku Competition that was a surprise hit at the 25th anniversary BBQ and will continue the competition.

Minutes of April Committee Meeting

Held on 11 April 2006.

Present: John McKinnon, Martin Little, Peter Oliver, Graeme Moffatt, Sheryle & Olaf Moon, Pam & Roger Paull, Mal Elliott, Ian Hahn, Stephen Hay. Also present Jeanette Hahn (member).

Apology: Martin Gilbert

Minutes of previous meeting: Approved. Matters arising from the minutes have all been addressed.

President: John McKinnon. Welcomed Sheryle, Martin and Graeme to the Committee. Still need to talk about things to do in the next 12 months for our 25th anniversary. He received two thankyou letters from Marymead and Koomarri for our \$500 donations. He also received an email from the Walcha tourist office who appreciated the Safari's business and asked us back next year.

Vice President: Martin Little. Thanked John for standing for the President's position again. He is looking forward to being on the Committee.

Secretary: Stephen Hay – Mail this month consists of:
Other clubs newsletters.
New cheque book.

Thank you letters from Marymead and Koomarri
2 New memberships and 6 membership renewals.

Email from Citizens Advice Bureau. I advised Susan to use our existing listing.

Domain Name renewal notice \$88.00

Post box last cleared Monday 10th April

Treasurer: Peter Oliver & Graeme Moffatt

Small Biz Account \$ 5374.68

Special Purpose Account \$ 2214.42

We received a new cheque book for the amalgamated credit union.

Editor: Roger Paull. The letters from Marymead and Koomarri will be published in the newsletter. He probably has enough articles for the next magazine. Olaf suggested that Safari participants be asked to write about one day of the trip for inclusion in future newsletters.

Ride co-ordinator: Mal Elliott. Kangaroo Valley/Berry ride on Sunday 23 April leaving from Bungendore roundabout 8:30. There will be a mystery ride leaving from Rolfe's at 8.00 am prior to the breakfast at Mick Owen Motorcycles on Sunday 30 April. He is intending to have an overnight ride to Bathurst on 20/21 May with the route to be decided. No special rides planned for June as some members are going to Beechworth for the Christmas in Winter dinner on June 17. Gravel Surfers are doing a Hill End trip first week of May. German Day 15th October usual place.

Clubs Australia: Martin Gilbert. Apology as he is still coming back from the safari.

Social Secretary: Sheryle Moon. The May Alternate Sunday breakfast will now be on April 30 at Mick Owen Motorcycles. Mothers Day ride on 14 May to Batemans Bay leaving from Bungendore after breakfast. May 3 Chomp & Chat will be a movie night to see The Fastest Indian - details to be confirmed nearer the date. Eat before or after the movie. June Alternate Breakfast at the Bushranger Hotel, Collector. June Chomp & Chat at the Ardeche Restaurant in Civic and July Chomp & Chat at the Brierley Street Pizza Place in Weston.

Webmaster: Olaf Moon. Has been bringing the website up to date with the new committee details. The official "lodged" Constitution will be put up on the website.

Membership: Ian Hahn. 268 members and 2 new applications received today.

Merchandising: Pam Paull. She has started on getting quotes on new items and will report back to the committee.

General business:

April General Meeting is scheduled for 24 April. John suggested we postpone it to 1 May. Steve to check room availability.

Recall notice. Olaf advised there is a current recall notice for most of the new 1200 models. The details will be going on our website.

Club Librarian. Mal asked if we are going to have a Club Librarian as he has heard that Richard Jackson has sold his bike. Discuss at the next meeting.

Charity and TJ's Competition. Pam suggested that at the next meeting the Committee might discuss the charities the Club will support in 2006 and also think about new rules for TJ's Touring Competition providing Hal Caston is happy to continue his sponsorship.

Next meeting 11 May 2006.



For Sale

Pair of R1200GS Vario panniers, complete with mounts and keys. The panniers are as new condition and unmarked. (photos on club website). They wont disappoint. I am asking \$1000 ono. They sell for considerably more. Call Dave on 0438 816756

BMW R1150GS. 2000 model, black, good condition. Remus sys, carbon fibre inlet, fastway pegs, engine bars, gearsack, .panniers, tankbag, seatcovers,100K, (photos on club website). \$10,000 ono. Neil Wiblin - (02) 95206071 or 0400 012757 Engadine or Wollongong.

R1200GS accessories. Aeroflow screen still in box \$550, BMW low seat unused \$280, Verholen centre caps to fill hole in rear wheel, brand new \$175, Deakin ACT, contact JOHN on (02) 6213 6305 or email johnl@industry.gov.au

2001/2 BMW R1150RT Silver, Panniers , AM/FM radio Cassette, tyres 50%, with 60,000 km, asking \$15,000 ono. STEPHEN.BOWLER@casa.gov.au

K100LT 12th/90. Red in Colour. Original 57,000 Km. ACT Rego No 39444 end of June /06. ABS, Staintune exhaust, new front tyre, tall screen plus standard screen. \$6,500 Contact Col MacMillan 6226 2102

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.

1989 BMW R100RS, Comes with panniers, engine rebuilt by previous owner, registered until July. Good tyres, runs well. Will deliver to Canberra. Please call Howard on 0419 142 803 for any enquiries. Asking \$6000.

BMW R1150GS 2003 twin spark model, Sun Yellow, Vic rego to Feb 2007, 27,000kms, one owner, fully serviced by Southbank BMW, ABS, heated grips, new Metzeler Tourance tyres, Sargent rider & pillion seats, BMW top box & panniers, BMW engine protection bars & sump bump plate, cylinder head protectors, Bobs BMW rider peg(s) lowering kit fitted, Wunderlich folding lift handle, handle-bar risers, oil cooler bug screen, handguards, optional Givi touring screen & std BMW screen, Ventura headlight protectors, cruise control, front fender extension, chrome alternator belt cover. This is an extremely comfortable, long distance Enduro Tourer. Located Mornington Peninsula, Vic. Owner will negotiate mutually agreeable delivery arrangements with purchaser. \$16,250. Phone John Hutchinson 03 5989 6434.



For Sale

Second Month

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)



Wanted

Second Month

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

BMW Freerider Jacket, middle to large, would prefer second hand. Contact Brian 0414 755449

BMW Pannier Touring case (Preferably Left Only) Part# 46 54 1 237 992 with Rectangle BMW Emblem and Orange reflector. Suit r65 1987 Model. Chris (07 5522 4116) Gold Coast

Panniers to suit R 100 (1975). Contact markanstey@castlemaine.net



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ACT BMW Motorcycle Club

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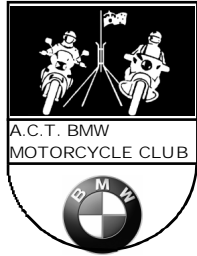
*** Applications are subject to Committee approval and may take several weeks to process.**

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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