

BMW CLUB

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



CELEBRATING

25

YEARS

December
2006



A.C.T. BMW
MOTORCYCLE CLUB

Member of the International Council of BMW Clubs



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for 2006-7**

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To be appointed

Meetings:

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

Next Meeting: Monday 27 November 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.

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 Marymead Child and Family Centre.

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@yahoogroups.com
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>
actbmwmcc-subscribe@yahoogroups.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 and are available on request.

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.

At Mount Stromlo, on the way to the 'alternate Sunday breakfast' at Dellisio Restaurant - via the twin/triple peaks of Canberra. Also a bit of an informal farewell to a couple of keen and involved Club Members - Ruthie and Howdie - who have now moved to Melbourne.

(Thanks to Olaf Moon for the Photo)

THE PRESIDENTIAL HOOHAH

Martin Little

Well, as many of you will have heard, following his recent illness, our President John McKinnon has decided to step down from the President's position. As yours truly has been covering for things over the last few months, and with only a few months to go till the AGM, I will continue in the role as acting President.

While John continues with his recovery, the Club will continue to have the benefit of John's experience and wisdom, as he has indicated a willingness to remain on the Committee. While this hasn't being an easy decision for him, John's health and wellbeing are a priority and eventually we hope to see him back to 100% and out there on his bike of choice again soon. (Maybe even on our Club Trip to Tasmania next year!).

And speaking of Tasmania, the Committee has made the decision to reschedule the planned trip to November 2007. The reason for this shift was to avoid a clash with the BMW TourenSport Safari scheduled for late March 2007, and November was selected due to the likelihood of warmer & drier weather. (Hopefully not like the recent weather we have had!) Dates will be confirmed in the New Year.

December is nearly here and that means the Club Christmas Party is just around the corner. Venue is the Cape Cod Restaurant in Deakin, which the Club has booked out fully for the evening. Numbers are limited to approximately 50 people, and I gather that we are now close to being oversubscribed, so if you haven't already, please pay your money by no later than Monday 27 November. (Next General meeting) Also coming up in December is the annual MRA Toy Run on 9 December, which will be followed by the Club picnic lunch at Uriarra (Eastern Entrance). The Club always has a good attendance at the Toy Run, and as well as making a significant contribution to our community by helping the Salvation Army and The Smith Family, we have the opportunity to show the depth of our membership by hopefully having the largest club attendance!

I can also report that at the recent Conference of The International Council of BMW Clubs, held in Pretoria, South Africa, our very own Ron Andrews was recognised with the awarding of the "Friend of the Marque" to him. Good on ya Ron! This is not to be confused with the also very well known club term "Friend of the Marque" for which Ron is well known for within the Club.

On the 10th November, Rolfe's hosted a new model night exclusively for Club members. There was an excellent turn out with over 50 members attending, which helped make for a great event. Thanks to Rob Jones and his team for organising this event. The intention had been to showcase the new F800's, which looked magnificent, but as an added bonus, the new R1200R was also presented. (Now that's a bike that could make me stray from my R1100R!). As a Club, we also took the opportunity to welcome our 1000th Club member, John Scott, by awarding him the much-promised Club hat and refund of his first year's membership fee.

Last week I had the pleasure of meeting world traveller Vladimir Yarets who was in Canberra as part of his journey around the world. You can read more about Vladimir in this newsletter, but simply put Vladimir is a deaf & mute 65 year old who is attempting to ride around the world on his own, with his current bike a BMW F650. His story is remarkable.

Last but not least please make sure you have a merry Christmas and happy New Year.

Martin Little

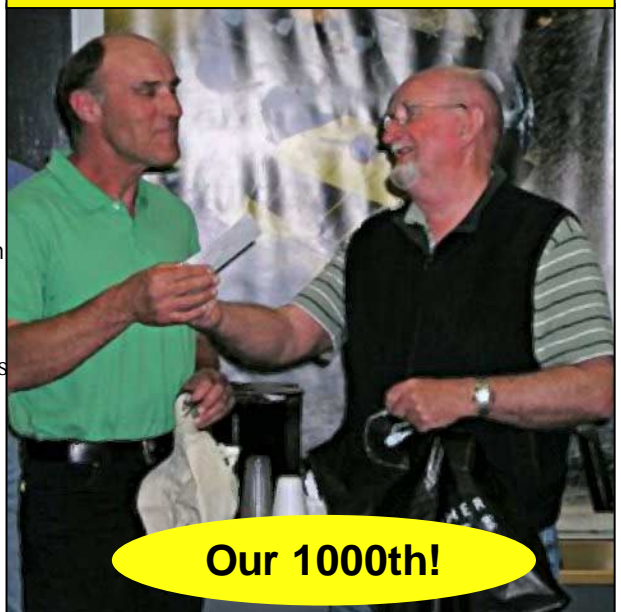
Acting President

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Welcome to our new

- » Scott and Jamie Weinhold R1000GS
- » John Scott R1150 GS, K1200 S
- » Christopher Ward R1150 R



Our 1000th!

Congratulations to John Scott, the Club's 1000th member! John joined at the German Autofest. John received a year's free membership and a Club hat as a special memento. Above: John Scott, member receives his hat from John McKinnon.

November 2006

Mon	Tue	Wed	Thu	Fri	Sat	Sun
		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			

Our next General Meeting (and last one for the year) is on Monday 27 November 2006, at the Italo-Australian Club, 78 Franklin Street, Forrest at 7.45pm.

25/26 Walhalla Weekend

27 General meeting Italo-Australia Club, 7.45pm

December 2006

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

1 Our Christmas dinner and presentation night.

4-9 Razor's Vic Alps ride (Gravelsurfers)

9 MRA's Annual Toy Run, followed by our Club's Christmas picnic at Uriarra Crossing

January 2007

Mon	Tue	Wed	Thu	Fri	Sat	Sun
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				

20 Day ride to Charlotte's Pass

22 General meeting Italo-Australia Club, 7.45pm

Just a reminder that to get information on Gravelsurfing rides you can subscribe to the ACT Gravelsurfing yahoo group.

Visit : <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

Or email to: ACTGravelsurfing-subscribe@yahooogroups.com

Or subscribe through a direct link from this site:

www.geocities.com/upsidedowngreg/gravel

Up Coming Ride

Razor's Victorian Alps Ride 4-9 December 2006

Meeting at Tharwa at 8.15 am on Monday 4 December for an 8.30am departure. Remember that the Tharwa bridge is closed so access is via Point Hut crossing or Cotter. We are expecting to camp out of town most nights so you will need to bring tent / sleeping bag / food / water etc.

Phone Razor on 0418 488 909 if you want more information.

The monthly Chomp and Chat dinners and Sunday Alternate Breakfasts will not be held in December or January.

If you feel like catching up, try the Kingston Hotel on Wed 3 January 2007 from about 6.30pm. Breakfast as usual at Café 2621 in Bungendore for those who are in town and not too full of food or busy with other holiday activities.

25/26 November Walhalla, Vic.

(aka 'Martin G's Birthday Ride) Lovely little old mining town, in the ranges northwest of Sale. A longish ride (just over 600km), but easy to access via good roads. Accommodation has been arranged at Rawson, about 10km out of Walhalla at the Rawson Village Resort, Pinnacle Drive, Rawson, Vic., 3825 T: 03-5165-3200 F: 03-5165-3377 W: www.rawsonvillage.com. Normally the village would have motel-style accommodation available, however they are hosting a wedding so those rooms are taken up. They will instead put us up in their Coranderrk lodge for the night. Coranderrk can sleep up to 38 people on a single or twinshare basis, and has a communal kitchen/lounge area and internal quadrangle with campfire and BBQ for self-catering. Rates are \$62 per night for a twinshare lodge room, and \$41 per night for a single lodge room, including full linen and towels. Please contact them direct to make a booking. The ride leaves from Rolfe Classic at Philip at 8.00am or Williamsdale at 8.30am. Contact Martin Gilbert delegate1@actbmwmcc.org.au if you intend going.

27 November - General Meeting

Our last general meeting for the year.

We will have a guest speaker Mark Roberts from Battery World, Phillip, talking about.....batteries! So come along!

1 December - Our Christmas Dinner & Presentation Night

The dinner is now over-subscribed! If you have booked but have not paid, you must pay no later than Monday 27 November to confirm your place.

9 December MRA - 2006 ACT and Districts Toy Run and Our Picnic

Looking for a big Club attendance for the toy run.

"The time has come again for motorcyclists to rally in support of those in need at Christmas. This year the Smith Family and the Salvation Army will have their hands fuller than usual with burden being increased through the impacts of the drought and changing economic circumstances.

Our help is needed to ensure everyone can celebrate Christmas with cheer and good will. So let's make our presence and presents felt by turning up in droves and making this the best Toy Run ever.

Ride Safe and I'll see you there.

Pete

President MRA ACT

Where: Form up at Old Parliament House at 09:30 for a 10:00am departure

Route: Old Parliament House via Adelaide Avenue to Woden then back to Garema Place

What to Bring: Money, Toys for all ages, and/or non perishable food

Any questions: Enquires: Malcolm 0439 303 106

www.mrAact.org.au/toyrun.htm

9 December - Our Christmas Picnic at Uriarra Crossing

Don't forget our Christmas picnic at Uriarra East Reserve starting noon-ish. Current plan is for us to go on to our Christmas picnic lunch immediately after the Toy Run. Venue will be the Uriarra East Reserve on the Murrumbidgee at Uriarra Crossing. Coming from the city, the entrance to the reserve is before the Crossing however it's well sign posted. It offers easy access and is family friendly, so we encourage you to bring along cars, partners, kids, etc. BYO drinks and chairs.

Christmas Dinner & Presentation Night

Our dinner at Cape Cod Restaurant is now **OVER SUBSCRIBED!** To guarantee your booking, you must pay no later than Monday 27 November - failure to pay by this date will result in your booking being cancelled.

Please, please do not turn up to the dinner unless you have booked and paid - the restaurant simply won't have room for you.

In keeping with tradition, dress (optionally) is loud shirt, and there'll be the usual awards, so we will be looking for nominations (with explanations/excuses) for 'Step-off' of the year!

(Don't assume that Steve Hay will be an automatic winner - as, technically, his was more of a 'knock-off')

20 January 2007 - Day ride to Charlotte's Pass

A day ride to the "cooler" climate in the Alps. Leaving from Rolfe at 0800 and Williamsdale at 0830 and stopping in Cooma for an early coffee before heading to Charlotte's Pass and back to Jindabyne for lunch. Contact Ride Coordinator Mal Elliott for more information.

Tasmania - 2007

We had intended to arrange a Club trip to Tassie in March 2007 however as this will clash with the BMW Safari, we've decided to postpone the Tassie trip until November. More details next year.

SIDELINES

John McKinnon

I have stepped down as President and handed the reins over to Martin Little though I will continue on the Committee. I wholeheartedly thank Martin for stepping in to the job at a fairly busy time of the year, and thank each and everyone on the Committee for being so supportive.

Having been off the bike for nearly 3 months, I thought it was time to give it a go. So on Sunday last, I pulled the cover off, cleaned off the cobwebs and rode out to Bungendore, with Peter Stanfield as my backup. I had spent the night before worrying about whether or not I was doing the right thing, but I thought that it had to be now or never. As it turned out everything went well, and I even managed to park successfully on the gravel at the café. It was almost as if I had not had the unplanned interruption. Thanks Peter.

As you will see in the classifieds, I have put the RT on the market. It will be a reluctant sale, as it is one of the best long distance tourers around, but I am looking for something a bit lighter. I don't intend to give up riding yet. I tried out the F800ST for size, and although I don't think it's the bike for me, it is a very handy machine and should be a big seller.

Summer is with us, almost, and some good riding weather is on the way. Now is the time to think about your riding gear. I shudder when I see riders in T-shirts and even thongs. I can almost feel the pain. The only thing you legally need is a helmet, but there are other bits of you that need to be protected. Get your gear on.

Safe riding,

John McKinnon

Over 50 Club members attended Rolfe Classic BMW Motorrad's new model night on 10th November. This gave us our first close-up look at the anxiously awaited F800's, as well as the new R1200R.



Things have been rather busy on the Club Constitution front over the last couple of months. The Constitution Sub-Committee has been busy collecting information, having discussions at Committee meetings and preparing a new, beaut Constitution that will take the Club forward in the 21st Century.

The Sub-Committee has drawn on the best practice outlined in the Model Rules that form one of the Regulations of the ACT *Associations Incorporation Act 1991* and also the best parts of the existing Constitution to produce a new draft Constitution for consideration by the members.

The Committee has already had two big discussions on the draft new Constitution and has approved the current document as a discussion draft to go out to members for review and comments. You can find a copy of the old and proposed new Constitutions on the Club website www.actbmwmcc.org.au. Every member will also receive a paper copy, which will be mailed out soon.

Over the summer break the Committee would like all members to review the proposed new Constitution. All comments should be either emailed to the Public Officer at public1@actbmwmcc.org.au or mailed to the Public Officer care of the ACT BMW MCC, P O BOX 1042, WODEN ACT 2606 **by close of business, 12 February 2007**. These comments will be compiled by the Public Officer and used to support a discussion at the February 2007 General Meeting.

Assuming the outcome of the February 2007 discussion does not result in any major changes to the draft new Constitution, we will be able to vote on our new Constitution at the 2007 Annual General Meeting in late March/early April 2007. Of course we will still need a quorum as described in our existing Constitution to vote on, and hopefully accept, our new Constitution, so it will be vitally important that we get a good turnout of members at the 2007 Annual General Meeting.

Fiona Oliver

Public Officer

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

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



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[E] info@dragginjeans.com.au

Breakfast: A good attendance considering the early start. Even though we thought we were early, there was virtually no free car parks in front of My Cafe, with bikes being scattered around Manuka. Ian H was very brave in parking behind the 4WD!! We also had a couple of newer members attending along with visitors from NSW.

At The Lake:

Ian had gone down early and set up defined areas for the various bikes based upon categories. (thanks Ian!) There was some re arrangement required due to other car clubs taking up more than their allocated space. Overall numbers of bikes attending, appeared to be up on last year, with a very tasty black R90 fitted with an oversize fuel tank.

Bike Categories:

We had planned for categories based around all models (F, R & K) defined by years of manufacture. i.e. Cat 1 K 1983- 1990, Cat 2 K 1991 - 2006 etc. Like all good plans, this seemed reasonable at the time. Well, the reality on the day was somewhat different. The bulk (95%)of the bikes attending fell into one category, which was R series 1991 -2006. We had no bikes in the category K series 1982 - 2006 and 2 K's in the K 1991-2006. Does this mean that all Club riders ride R series bikes??? go figure!. Anyway, this meant our erstwhile trio of judges had a really tough job on their hands, and therefore there was some skilful juggling and adjustment of the categories on the day to suit what we really had. Anyway.....

The winners are:

- | | |
|---|---|
| 1. Best F Series | Sue Morgan |
| 2. Best K 1991-2006 | Ian Hahn |
| 3. Best R 1971-1990 | Colin McNally |
| 4. Best R pre 1970 | Jeanette Hahn |
| 5. The best of the Rest : R Series (95% of the bikes attending) | |
| 1. Sports | Ray Berketa |
| 2. GS | Dave Arton |
| 3. Cruiser | Tom Lsanaki |
| 4. Tourer | Colin Dickson |
| 5. RAT | Peter Robinson |
| 6. Shannon's Peoples Choice (bike) | Jeanette Hahn. Note this trophy was awarded on the day. |

Winners to be notified by email, trophies organised and presented at the Xmas party.

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underwriting



Report to The Executive and Delegates: BMW Clubs Australia Conference of The International Council of BMW Clubs

**The Farm Inn, Pretoria, South Africa
16 – 17 October 2006**

The Meeting was formally opened and International Delegates welcomed by the Chair, Ian Branston. Ian confirmed that the Council consisted of 17 votes covering BMW AG, Mobile Tradition and the assembled Delegates and asked that voting Delegates and non-voting Observers identify themselves. Apologies were received from Mr Holger Lapp, Director of BMW Mobile Tradition and Joerg Muller, both of whom were unable to attend the meeting because of prior commitments. Each Delegate and Observer introduced themselves and their parent organisation to the meeting.

Ian welcomed Peter Ho, BMW Motorcycle Club of Singapore and Chair of the recently-established BMW Clubs Asia, to his first International Conference as Chair of the new Asian Umbrella.

Dorothee Grau of the International Office of BMW Clubs (IO) asked that every Delegate send a personal profile to the IO covering their Club involvement to be published in the International Newsletter. Dorothee also asked that all changes to Club detail (addresses, office holders, etc) be passed on to the IO which keeps a register of every Club worldwide.

Dr Thomas Tischler, Delegate representing BMW Mobile Tradition and head of the International Office, presented a report on IO finances and how they are allocated and spent. Of a budgeted allowance provided by Mobile Tradition, costs are broken down to ...

International Office Administration, wages	EUR155000
Communications and Media, web support, promotions	EUR100000
International Council Conference	EUR 50000
Clubs Development and Organisation	EUR 30000
Support of visits to the Mobile Tradition Collection	EUR 5000
Total IO Budget	EUR340000

... or approximately AUD608000.

This being the 25th year of the International Council, some additional expenditure had been involved in the Conference to mark the occasion.

A number of new Clubs were inducted into the International Council following their successful application and implementation. Welcomed were motorcycle Clubs in Brazil, New Zealand, Panama and the International Vintage Motorcycle Club, and The BMW Car Club of Indonesia.

New Clubs will be monitored by the IO for the first two years of their existence to assist with importer and dealer liaison, membership growth, eligibility of events and Club presentation and communications. The IO will assist with guidelines for the monitoring process and a "buddy" system will be implemented so that established umbrellas can provide assistance and advice to emerging and new umbrellas ... Clubs Australia assisting Clubs Asia, for example.

The new BMW Clubs Asia was discussed. Peter Ho, based in Singapore, is the Chair of the new umbrella which encompasses most of the Asian nations ... Japan (2 votes), Hong Kong, Philippines, Thailand, Indonesia, Taiwan ROC, Malaysia, Singapore ... with 12 Delegates. The V5 region (South Pacific, Asia and Africa) has five votes on the International Council and at this stage, one vote is not utilized to allow for future growth.

All Clubs in BMW Clubs Asia are existing and accepted Clubs, with more Clubs applying for membership. As Clubs Asia grows there may be a need to rationalize some of the votes and this will be considered as required. Peter Ho spoke on the direction of BMW Clubs Asia and the enthusiasm of the member Clubs. New Clubs are being established and cooperating with their neighbours, an easy task given Asia's geography. The BMW Motorcycle Club of Singapore, for example, recently embarked on a five-day ride to Phuket in Thailand, meeting Clubs along the way.

There is discussion among the member Clubs on common needs and on how best to expand. A new BMW Clubs Asia logo is being worked on and plans are being considered for a gathering of all Asian Clubs at a common location.

There was a vote among the Delegates to expand the International Council to 18 votes to encompass BMW Clubs Asia, carried unanimously.

Dr Phil Abrami, International Vice Chair Cars (BMW Clubs Canada) spoke at length on the continuing dissent in BMW Clubs Europa (BCE) in which Phil has been a mediator and conciliator in an attempt to settle this long-running dispute. BCE is faced with the situation where of 36500 members in 200 Clubs throughout Europe, 19500 in six Clubs wish to establish a separate umbrella in protest at perceived value versus cost issues. The International Council is concerned that there is the risk of losing this membership should this not be resolved amicably, and further time and effort will be expended to find a resolution. Jan van Ruijven, one of the four Delegates to BCE, spoke on the outcome of the dissenting breakaway happening and the impact on BCE finances should this happen. It should be noted that because of its size, BCE is a registered company which employs full time administration staff to run the umbrella. Discussion will continue into 2007 with a view to finding a solution to everyone's advantage and benefit.

Dr Bernhard Knochlein presented an overview of Classic and Type Clubs (which cover one model Clubs such as the M1 Club, for example), reporting that there are more and more one-model Clubs being active. There are now 21 clubs covering single model or age-related vehicles internationally.

This being the 25th Anniversary of the International Council, Dr Thomas Tischler spoke on the year's events and how information will be gathered from Clubs and umbrellas internationally to present a comprehensive report to BMW AG on the Club movement internationally. The report will include communication on clubs and their events, articles on Clubs in BMW publications and an international press release on BMW Clubs in December this year. BMW AG will be provided with a survey of membership by model and demographic guidelines.

It has been decided that the survey will be conducted on line using secure and private technology. Members responding will be assured of their privacy and every legal aspect is being considered, especially as the member countries have such diverse laws covering these matters.

Goals and targets of the international member survey to compile the report will be ...

- Choice of the agency appointed to handle the survey will be targeted at those with an in-depth understanding of the BMW culture and will probably be one already associated with BMW
- The International Executive (Chair, Vice Chairs Cars and Bikes and Vice Chair Classic and Type Clubs) will provide the agency with a background into the International Council, Club makeup, membership etc, so that accurate information relating to who the members are, where they are, what they do and why, can be gathered.
- The information collected will be directed through the International Office for compiling.
- Members will be invited to participate on-line and will be asked to identify themselves as "actual" or "virtual" members and to declare their nationality etc as part of the survey.

Thomas spoke of the 25th Anniversary on line competition offering a trip to Munich for one lucky member and with a number of supplementary prizes. Of 250000 members internationally, only 500 members responded. This perhaps indicates that Delegates are not passing on received information to their respective responsible Clubs and the IO was quite disappointed with this result. The result of the prize draw was announced at the 25th Anniversary dinner on the last evening of the Conference (see box following for some good Australian news!!).

Thomas also advised that the new BMW Museum adjacent to the four-cylinder head office building in Munich reopens in July 2007. International members will receive preferential entry and discount should they visit the Museum. Thomas showed an interactive DVD of the Museum and its layout, and I would think this should be a must-see for anyone lucky enough to be in Munich once it opens.

On the subject of visits, it should be noted that the MT Collection will continue as it is but the IO has asked that members be aware that only groups of 10 can be accommodated on week days only. In our case, we are able to "attach" to a tour group should places be available.

There was a lot of discussion on "virtual" Clubs, defined as groups of owners or enthusiasts who communicate via internet chat rooms and who do not have any set Club structure. It was thought that ways to integrate these groups into our Club movement could be beneficial for everyone by offering them access via our own websites as there is no doubt there are a lot of participants using this media. In New Zealand, for example, the Club extended an invitation to the virtual members to attend some Club events with their cars, and the result was that a lot of new members were gained.

The subject of "appropriate comment" relating to BMW was raised, but it is difficult to comment on

this as there is no formal association with the marque and its Club movement.

The matter of Club insurance was discussed in open forum, with the consensus that it is the responsibility of individual umbrellas and Clubs to ensure that insurance comply with national requirements. It appears that our example of being affiliated with CAMS, for example, for motorsport event coverage, seems to be universal and each delegate will take this up as required.

Corporate Image: As expected, there was much discussion on this very important topic. The legal and marketing departments of BMW AG have indicated that some major changes may be required relating to web site and logo presentation. CI is to be modernized and standardized, and initial drafts of the proposal will be presented to the Executive working meeting in February for consideration. Chair Ian Branston urged BMW AG to work with the International Council on this matter rather than simply "direct" what their requirements are to be. Any new policy will be given a two to three year implementation period with new Clubs being expected to comply from their outset.

Expect new Club logo formats and web designs to be introduced, and existing M, M-Power and tricolour logos to be included in the new CI guidelines. In the meantime, established guidelines should continue to be followed.

Thomas commented on BMW Clubs Australia excellent standard web format provided by BMW Australia and how this is seen as a very good example of compliance and co-operation between the local umbrella and national importer. However, the provided web format is designed for dealers, not Clubs!! That aside, we were complimented for our efforts and the problem with the format is an internal communication problem over which we have no control. It was noted that the IO does look at websites regularly, and that any content or comment is open to review.

Thomas also commented on the high level of communication being received by the IO in relation to CI compliance, and quoted BMW CA's efforts in having new Club and event logos approved before implementation, citing the logo for Nationals 2007 as a good example.

The problem with BCE highlighted the need for a set of guidelines for dispute resolution and the Executive will put forward suggestions to assist.

This year saw the end of the current executive term and the election confirmed ...

Chair	Ian Branston (BMW Clubs Australia)
Vice Chair, Cars	Dr Phil Abrami (BMW Clubs Canada)
Vice Chair, Motorcycles	David DeBruyn (BMW Clubs Africa)

It is to Ian's credit that he was returned unopposed and speaks volumes for the esteem in which BMW Clubs Australia is held by the international community. Our combined and my personal congratulations are extended to Ian. Phil Abrami continues as Vice Chair Cars after doing a sterling job of conciliating the BCE situation while David DeBruyn steps up to Vice Chair Motorcycles ... a worthy recognition for David's efforts in Africa.

The annual member awards were voted on. Worthy recipients this year are ...

Friend of the Marque: **Ron Andrews, ACTBMWMCC**
Norm Smith, USA
Andy Andexer, BCE

Professor Doctor Gerhard Knochlein Classic Award:

Dave Percival, Canada
Ulrich Sauer, Germany
Eric Dumas, France
Bill Young, USA

Congratulations to Ronny Andrews on his award! Again, BMW CA features in the voting and is representative of how we are perceived internationally.

Next year's conference will be in Salzburg, Austria from 15 to 20 September.

Overall, I thought this was a very productive conference, marred only by the on going dispute within BCE which appears to be no closer to resolution ... a shame given that Club life should be about our enjoyment of our motorcycles and cars and not politics.

Thank you for the opportunity to put forward this report and for the privilege of being your International Delegate.

Stewart Garmey

STOP PRESS!! AUSTRALIA WINS PRIZES IN THE INTERNATIONAL DRAW

Of the 20 successful entries in the 25th Anniversary on-line competition, Australian members won no less than eight prizes ... the highest of any country or umbrella!

The successful entrants and their prizes will be announced shortly.

About 10 years ago when I got back into motorcycling and onto a BMW for the first time the majority of my motorcycling trips were tailored to follow as many back roads as I could find. Over the years my riding habits changed as I focused more on riding gravel roads and fire trails. I recently had a week off work and decided to do some travelling in the Central West of NSW to visit relatives, and thought that it would be an ideal opportunity to forget about fire trails for a while and travel the back roads again. So I dragged out the trusty old NRMA maps and plotted a course on some quality tar sealed back roads.

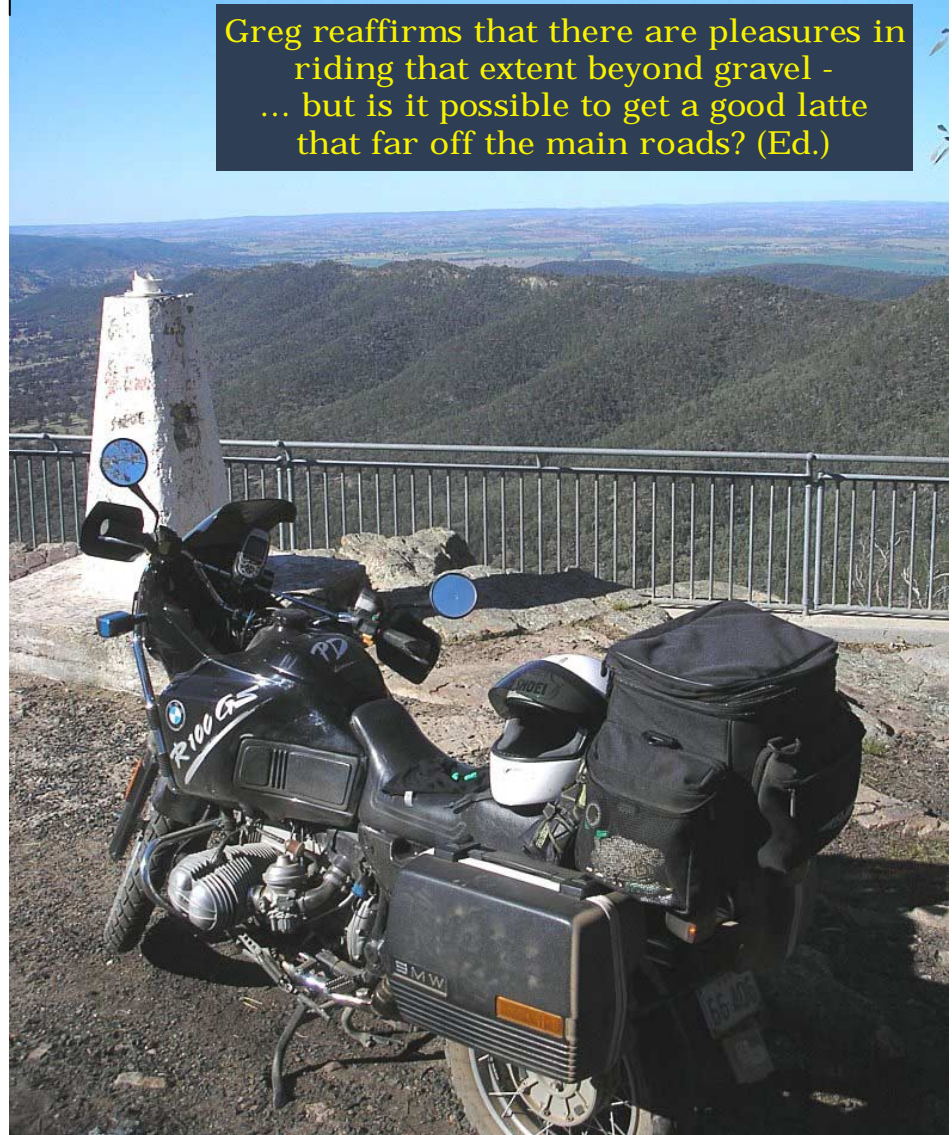
Unfortunately a quick trip to Sydney via the Hume Highway was required to start the trip.

Whilst the many disabled people (otherwise known as car drivers) who regularly take this route rave about the ease with which they can travel between Sydney and Canberra those of us who travel for fun hate the blandness of the relatively straight boring dual carriage highway.

As well as the lack of corners the other annoying feature is the number of disabled people who insist on hogging the right lane and holding up faster traffic, despite regularly placed signs reminding drivers to keep left unless overtaking. No doubt many of these drivers would claim to be continually overtaking other vehicles as they stick to the right lane for the entire 2 hour drive to the outskirts of Sydney. I find it extremely frustrating when some vehicles travel at 109.9 km/h overtaking another vehicle that is travelling at 109.8 km/h, and then 4 kilometres later when they finally get past the overtaken vehicle they still remain in the right lane.

Having ridden this road a few times in recent months I can report that by far the majority of people who hog the right hand lane are driving ACT registered cars.

On this trip one driver was particularly frustrating and I was eventually forced to overtake them on the left hand side. As I was moving past his vehicle I noticed in my peripheral vision a big white sign on



Greg reaffirms that there are pleasures in riding that extend beyond gravel - ... but is it possible to get a good latte that far off the main roads? (Ed.)

the side of the road up ahead – no doubt one of the “keep left unless overtaking signs”. As I moved back into the right hand lane to overtake another slow car in the left lane I was now directly in front of the right hand lane hog so I pointed at the white sign hoping he/she would get the message. It was only as I was pointing at the sign that I realised it wasn’t a “keep left” sign at all but a “Please don’t litter our highways” sign. It wasn’t quite the message I was hoping to convey but perhaps the driver got the message anyway.

After a couple of nights in Sydney I commenced the real part of trip. From Parramatta it was a quick trip along the M4, then the M7 and finally Richmond road which soon led me into the Blue Mountains and Bells Line of Road.

The Bells Line of Road used to be a popular riding road but is less so now due to the speed limit being reduced to 80km/h for most of it. However on this spring morning I still had a great ride at legal speeds. The weather was warm, the sun was shining, the birds were singing, the bees were buzzing and the motorcyclists were cornering. Everyone was happy.

I soon reached Lithgow and then turned left on the Great Western Highway and headed towards Sydney for 3 kilometres before turning right at the Shell Servo and heading west towards Lake Lyall. I was intent on taking as many back roads as I could find on my way to my overnight destination at Parkes.

I followed the narrow tar road past Lake Lyall and Sodwalls, to Tarana. The road is not particularly smooth,

and in some stretches resembles a patchwork quilt of temporarily repaired potholes. At sensible speeds the suspension soaks up this roughness and the corners and views make the ride a very pleasant one. You would however be wise not to travel too quickly and to keep left on the crests - the locals don't.

At Tarana I took the road less travelled – through Gamallia, Locksley and Brewongle through to Bathurst. More of the same, a bit rough but a nice ride just the same. I reached Bathurst in time for an early lunch at Bernard's Bakery in George Street. It is well worth a visit as they have a good selection of pies, sandwiches and cakes. They apparently sell coffee too.

I resisted the temptation of a lap around Mount Panorama and headed straight out of town towards Perthville and Georges Plains. As you leave town you will see signs indicating the location of the "Old Vale Circuit", a motorcycle racing track that was a precursor to the Mount Panorama track.

Motorcycle racing was held over an 11 kilometre stretch of public roads around this area from 1931 to 1937. Only 100 metres of the track near the start/finish line was sealed with the rest of the circuit being gravel. The road was also not closed to the public during the race so the riders had to contend with the public traffic during the race. All that separated the riders from the public traffic was a graded line of gravel formed along the centre of the road. It would have made for some interesting racing.

I continued along the Georges Plains Road before turning towards Newbridge. This is a sealed road in good condition. I followed the signs towards the small village of Barry. There is another village nearby called Neville.

I turned right on the main street of Barry (which had me heading towards Blayney) and about 1km later I turned left onto a side road which would take me past Carcoar Dam.

This road was also sealed – with gravel. I wasn't going to avoid an interesting route just because of a little gravel? It was in good condition and didn't provide any surprises, as I made my way to the Mid Western Highway which runs between Blayney and Cowra. Whilst still on the gravel I passed quite closely to a wind farm. These giant wind turbines once looked out of place in the countryside

but they are becoming more common now. I stopped by the side of the road on one occasion to take some photos and was surprised by just how much noise was being emitted by the giant propellers as they turned in the wind. It is quite a loud wooshing sound and I'm not sure I would want to live too close to them. But I guess it isn't too much different to the sound of the ocean, or a river and people seem to like living next to them.

I was only on the Mid Western Highway for about 15 kilometres until I reached Mandurama and turned off the main road again. This time it was onto the Belubula Way and a quick trip to Canowindra. Another sealed road in good condition and not much traffic.

From Canowindra I headed north toward Eugowra and Parkes. Whilst the day's riding along the mainly tar covered back roads had been enjoyable I was hanging out for a more challenging diversion and a detour into the Nangar National Park provided just that. Nangar NP is a horse shoe shaped park that provides a safe haven for wild life in an area that has been generally extensively cleared for agricultural production. A feature of the park is the prominent stone wall that provides a good viewing platform over the NP and surrounding farm land. The road to the look out is rough and not suited to the average road bike but my versatile PD just loped along and covered the moderately steep rocky fire trail without any problems.



After over-nighting with my parents in Parkes I headed north the next morning towards Wellington. This road runs along the eastern side of Herveys Range and through Goobang National Park and provides a much more interesting ride north from Parkes the Newell Highway. It is approximately 110kms to Wellington and most of that is good tar sealed surface with only about 10kms of good gravel road. The road takes you through a mixture of open farming country and some wooded areas around the National Park and again as you get closer to Wellington. The last 10kms into Wellington is a series of 80kms per hour sweepers made challenging by a slightly rough road surface.

At Wellington I headed north on the Mitchell Highway towards Dubbo before turning onto the Goolma road at Montfiores and making my way towards Gulgong. After a few kilometres I decided it was time to venture onto the back roads again and so turned towards Twelve Mile, and followed a good tar road for about 20kms before reaching gravel again. After a few kilometres on gravel I followed a road of to the left that promised to be a bit rougher. It turned out to be in quite good condition and wound through a private property ("Uamby") before reaching Goolma road near Biraganabil. From there it was only a quick run into Gulgong for lunch. There are two bakeries next to each in Gulgong and neither have much to recommend them but at least the one called "Mcdonalds" (not the golden arches) make their own pies on site.

Whilst having lunch a look at the map showed me that my planned detour into Coolah Tops National Park could become a through trip if I headed into the National Park from the southern end near Cassillis.

This plan appeared to come unstuck when after turning off the Golden Highway onto the road which would take me to the National Park I saw a sign saying that the access to the National Park was temporarily unavailable. Bugger. I had changed my plans and travelled about 50 kilometres out of my way to hit a dead end.

However I figured that the sign might be a warning only and not a true indication and that perhaps I could still get into the NP. After all I have come across heaps of roads in the bush which were sign posted as "No Through" roads, only to find that

the signs were put up to discourage visitors, and that the roads did indeed go through.

So I headed off up the road and was soon riding along a narrow gravel road through a series of private properties. There appeared to have been quite a bit of traffic along the road so I figured my chances of getting into the National Park were pretty good. The further I went the narrower the road got until after about 20 kilometres it turned into just two wheel tracks and I passed a sign indicating I had just reached the National Park. So much for access being unavailable, I was now in the National Park.

Two kilometres down the track I came across a locked gate. The sign back at the main road had been correct after all. I toyed with the idea of riding through the gap beside the gate, which may have been possible if I had taken my panniers off.

However with thoughts of more gates further along which perhaps I would not be able to get around – and thoughts also of who would find me should I have a mishap on a closed road, I turned around and headed back to the main road. My 50km waste of time had now turned into a 100km waste of time. However the ride had been a good one and I will come through here again when the road is open.

With all the time lost I was now running late for my rendezvous at Spring Ridge so I turned up the wick and tackled the remaining 150kms in fairly quick time. Back past Cassilis, then Coolah, and north through to

Premer and finally Spring Ridge. Just in time to catch up with my young nephew who had finished school for the day and was keen to show me his 80cc KTM motocross bike.

Then it was time to try out the brother in law's KTM 450EXC. Hardly a bike at all compared to the PD. It weighs around 125kg wet. I've ridden women who weigh more than that!! It felt extremely light of course and the power was very usable, but a few laps of the home made motocross course made me realise that I don't have the skills or fitness to do it justice.

As we prepared for the evening BBQ the brother in law borrowed the keys to the PD for a test ride up to his property's front gate a few kilometres away.

He seemed to take a long time and just as I was starting to get worried he returned with a big smile on face. "I took it for a couple of laps of the motocross track. It went okay but I think your suspension is bugged because she bottomed out on that big jump!!"

He couldn't be convinced that the PD wasn't designed for getting air on motocross tracks. He then showed me an article in a dirt bike magazine of the new R1200GS Adventure which had a photo of a journo getting some huge air on the GS during a test ride. "See there you go" Time to retire for the night.

I awoke the next morning to rain. Not exactly good riding weather but much needed for the local farmers. My thoughts of returning to the Coolah Tops National Park were scuppered so I decided to head

straight to Sydney via the quickest route possible. The first leg would be via Quirindi, Muswellbrook, to Singleton. It rained very heavily all the way and my wet weather gear wasn't up to the job (Dririder by name but not nature) necessitating a lunch break at the golden arches in Singleton to dry out.

The weather cleared after lunch and I made my way to the Putty Road for the trip to Sydney. The Putty Road is revered by many Sydney motorcyclists. The northern end has about 20kms of tight bends which then open into high speed sweepers connected by the occasional long straight as you head south. It is worth the ride.

However, the 80kph area is stretching further north and as I approached Upper Colo I settled into cruise mode for the rest of my trip into Sydney which was basically the end of my trip. It had been a great ride on some interesting back roads and I'll be doing something similar soon, but I won't be giving fire trails away completely.



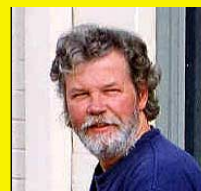
TJ's Tyres Touring Competition 2006/7

The weather's great, so why not get out on your bike and take a few photos for the TJ's Touring Competition. The prizes are worth the effort.

Details were in previous newsletters and are on the Club's website.

The leader board as at 15 November: Olaf Moon - 66 points and Martin Little - 56 points.

(Upsidedown Greg has probably built up lots of points with his 'backroads' trip, (above article) but perhaps he's not showing his hand at this stage?)



Hal Caston
of TJ's Tyres

Canberra was graced recently by the presence of a truly remarkable individual. Vladimir Yarets from Belarus (part of the old USSR) was in town for a few days, as part of his journey around this wide brown land of ours. What's so remarkable about that you may ask? Well add in this trip round OZ forms a small part of a much larger **round the world** journey that started back in 2000, the fact Vladimir is aged 65 AND is deaf and mute. The deafness was the result of being too close to an exploding German bomb in 1943, which punctured his eardrums and left him unable to hear anything since.

For his current round the world odyssey, Vladimir left his native Belarus in May 2000, and has been on the road ever since. His stated aim is to be the first deaf and mute motorcyclist to circle the world, and therefore be eligible for the Guinness Book of Records. To date he has traveled through Europe, Africa, North & South America (including Hawaii). He plans to travel to New Zealand, Fiji, Japan and from there, back into Asia for the ride home to Belarus.

Vladimir originally started his journey on a Czech built Jawa 350 2 stroke, and this served him well until the Jawa came off 2nd best in an accident in the USA. This also left Vladimir with a broken leg, but not deterred, once he was healed it was back on the road again, this time on a BMW F650. The BMW is well set up with a very comprehensive luggage system, consisting of 2 very large Samsonite suitcases for panniers and mobile signs (Map of the world showing his progress), a large Givi top box, touring tank bag and two saddle bags slung over the tank which sit beside the engine. You have to see the amount of gear he carries to appreciate it. This is his mobile home after all!



So how did we communicate? Well when I rang the YHA to "talk" to him, the problem was easily solved. The receptionist instantly knew whom I was talking about and offered to write a message on my behalf. From this a time was arranged to meet. I must say I was apprehensive about how we would "talk" in the person, but this proved easier than expected. A combination of signs, gestures and miming soon had the problem cracked and in no time we were "talking" bikes.



Vladimir is very proud of what he has achieved so far (and so he should!) and pulled out hundreds of photos taken on his travels for me to pore over and "ask" him questions. While he was busy pulling out his photo albums from his luggage, I noticed an old bound leather album, which contained a number of black and white photos. GET THIS! These B&W photos were of a trip by motorcycle that Vladimir had made from west to east across the old USSR, which included the infamous Road of Bones to Magadan on the east coast of Russia. A number of these photos were of sites that I could recognise from "The Long Way Round" DVD, only they included a younger Vladimir, complete with more hair!

According to Vladimir, the BMW F650 is the bike for the job. Super reliable and robust he was very happy with it. While he admired my R1100R, he left me in no doubt that he considered his machine to be the perfect bike for him and his mission in life.

By the time you read this, Vladimir, may well have his visa for New Zealand, and with any luck be on a ship heading across the Tasman to Auckland. His plan is to spend six months riding around NZ, then ship the bike and himself to Fiji. I farewelled Vladimir with some personal contacts for New Zealand and Fiji that I hope may be of use to him in his travels. As I rode away from my encounter with this remarkable man, I was humbled by what he had done so far and by what he was hoping to achieve.

My thanks to Todd Hayward and John McKinnon for providing the initial advice that Vladimir was in town. You can check out this web site for further information www.yarets.com/index_eng.html

'With my weekend diary looking very full for the next few months with non bike stuff, I decided a mid week ride was in order to clock up some mileage and just clear out the cobwebs.'

The plan is to make it to Cann River via the Monaro Highway, then head north on the Princes Highway to tackle the Mt Imlay road, followed by the road down to Wyndham, then across to Bemboka, followed by Brown Mountain. (That should clear the cob webs!)

Wednesday dawned cool and overcast, but the forecast was 24 degrees with blue sky, so after a leisurely breakfast with the family, it was on the bike and out on the road by 7.30am.

Heading along Mugga Way, it was super slow with morning commuter traffic, followed by a long wait at the traffic lights at Hume, as the endless line of cars streamed along the Monaro into the city. Finally the lights go green and I can turn south and settle in for the run to Cooma. The day is cool with mist hanging around the hills. The paddocks are greenish and the poplar trees have a full load of leaves. I stop briefly in Bredbo to take a few photos, and then head off again. As I motor past Bunyan airstrip, the clouds have lowered further and there is now fog across the country side. I'm starting to feel the cold now and regret leaving my over trousers at home.

At Bunyan I pick up Mark Cooper on his GS1150 Adventurer and we take the Cooma bypass to head east towards the coast. By now the fog is so thick; progress is very slow with the visor constantly misting up with the surrounding country side shrouded in mist. As the two bikes motor along through the fog, we disturb a flock of birds feeding on the side of the road. They take flight across the road and I bulls eye one smack centre of the screen. There is a loud thump, with feathers everywhere. Fortunately no damage done and I motor on, with the heart rate well and truly up!

As the highway crests the highest point of the Great Dividing Range, the sun breaks through the fog and suddenly we are out in brilliant sunshine. Wahoo! The temperature jumps along with our pace and we motor along enjoying the countryside. The turn off for Bombala arrives and there is now even less traffic as the road starts to wind its way down to Bombala where we stop for coffee. I also take the opportunity to refuel the bike.

From Bombala we continue heading to Cann River. The road is quiet, with the odd vehicle and we manage a good

pace through the long open sweeping corners that lead down to coast. As we cross the border into Victoria, the corners come more often, and it is absolute bliss as we

swing through corners bathed in sunshine. The closer we get to Cann River the greener the country side gets. They've had plenty of rain! At Cann River we turn left at Princes Highway and sedately motor north, heading towards Genoa & Mallacoota.

Traffic is now a lot heavier on the Princes Highway and there is also a lot of road works. We are forced to stop at a total of four major roadworks projects. Good to see that the roads are being maintained! As Genoa rolls by, I'm tempted to turn off to Mallacoota, for a quick visit, but decide to do this some other day. (Another good reason to take the

bike for ride!) Just on midday, the Mt Imlay turn off arrives and it's off the main highway to start climbing back up the hills again.

The Mt Imlay road is a glorious stretch of tar that snakes its way up and down hills, always climbing steadily to reconnect with the Monaro Highway. There are plenty of corners all of them reasonably open and fast, with the bush growing right the edge of the road. With it being a work day, the road is in use by logging trucks, so we maintain a reasonable but safe pace. The road is in excellent condition and we wind our way through almost 68 kilometres of open fast corners. We see a total of 3 logging trucks, all heading in the opposite direction down hill to the coast. Apart from that there is almost no other traffic, and we have the road to ourselves. In what seems like no time, we pop back out onto Monaro Highway, where we turn right for Bombala.

At Bombala we gas up, and decide to lunch at Candelo, so we press on. The climb out of Bombala is followed by the almost boring run through Cathcart to the top of the escarpment. The boredom is alleviated somewhat when we see three camels happily grazing in a paddock! Just past Cathcart the road changes into a winding snake that drops down the mountain towards the coastal plains. This road is very different from Mt Imlay in that the corners are all much slower and many are blind. The road is generally in good condition, as we wind our way up and down the gears to suit the corners. One corner has a very large pot hole which I skim the edge of at full lean, grateful not to



have experienced it any closer. By now the temperature is into the mid twenties, just perfect. The village of Wyndham arrives, and a little further down the hill, the turn off to Candelo. Mark takes off, while I settle in to enjoy the scenery as the road twists and turns its way through National Park. Dappled sunlight plays across the road, which makes reading the road a little tricky, but still enjoyable. The road leaves the National Park, and we are out in lush green rolling farmland with a view down to Bega and the coast unfolding out in front of us. Very hard to ride and concentrate on the view!

Candelo arrives, and I'm well and truly ready for lunch. The Candelo pub is the go and we park our bikes out the front, order pizzas and grab a table on the verandah where we can watch the world go by while we browse the day's newspapers. We are not the only ones out riding mid week as a group of about ten bikes, head past going in the direction we have just come from. A few minutes later a Ducati 900SS roars to stop with the rider asking if we have seen said group of bikes go past.....we reassure him they are only minutes ahead and he's away with his exhaust echoing off the hills while we tuck into the pizzas.

Once lunch is done, we decide to head onwards to Bemboka on the Snowy Mountain highway. From Candelo to Bemboka is a leisurely 25 kms through rolling green farmland, no traffic to speak of, which suits me just fine. At the intersection with the main highway we turn left for Bemboka and ultimately Brown Mountain. Still not much traffic and even quiet Bemboka seems asleep in the afternoon sun. We make good time to the bottom of the Mountain, with the first corner eagerly anticipated, half way through said corner, bike leant over I run across a reasonable size branch lying on the road. The bike jumps

sideways, and then resettles into line; the same can't be said for my pulse! Feeling spooked by this, I muff the next corner, and then get stuck behind a queue of cars for the next few corners. This allows me to settle my nerves, and when a passing opportunity arrives I'm away. At the top of the mountain we take it easy as we expect to see our local friendly constabulary out taking photos. There are no photos today and we cruise along on the plains heading back to Cooma. Warm, with bright sunshine the feeling is great as we motor through Nimmitabel then onwards to Cooma.

I drop Mark off at Bunyan and continue on back to Canberra, taking note of all the vehicles I had seen in the morning when I was heading away from Canberra now returning to Cooma. All the traffic is going the other way, allowing me to make good time, and just after 4.40pm I pull into the Farrer servo to refuel. Its being a relaxing mid week ride, with just under 800kms covered, and home in time to cook dinner for the family.

Kiwi Martin





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**GOOD
WOOL
STORE**



In some ways November has been a quiet month for rides although, as I write, we are leading up to Aussie Martin's birthday bash to Walhalla.

The month started with the **Alternate Breakfast** going to Dellisio in Curtin. Preceding breakfast 20 bikes assembled at Rolfe's for a leisurely ride to some of Canberra peaks. It was good to revisit Stromlo and note the much improved rate of rebuilding after the fires of nearly 4 years ago. The shell of the telescope dome had new door and window panels fitted at ground level so clearly things are finally happening. Since the ride, newspaper reports indicate the ANU has come to an improved agreement with their insurers concerning the rebuilding of the research facility.

Our next stop was Black Mountain, at the base of Telstra Tower. By this stage of the day we were both getting hungry and getting caught up in the Ducati club activity so the third peak was scrapped and we all headed straight for Dellisio.

A great breakfast in a very packed café was enjoyed by all those who booked in advance.

A great pleasure of the day was to see social secretary Sheryle on her new 883cc V-twin HD. I am sure once the rider becomes familiar with her new torquey mini monster she will cause even more embarrassment to bigger bikes than she did on the Vespas.

MRA organised a motorcycle 'fashion night' with guest speaker being **Liz De Roma** from Sydney. Liz is a research consultant and adviser on motorcycle accidents and protection for the riders. To this well attended meeting Liz bombarded us with facts and figures on surviving a motorcycle accident. The summary of her statistics is very convincing and she is a strong fan of leather as offering the best protection. An overview of her presentation can be found on www.roadsafety.mccofnsw.org.au

Liz frequently referred to the only independent testing of motorcycle apparel website www.ridetriangles.com, an English website which has some nice thing to say about the BMW System 5 helmet. The third site promoted during the night was www.rideforever.co.nz

This weekend past I took the passive pillion to Sydney on the K100 to visit the **Motorcycle Expo** at Olympic Park. The first time I have done the trip on the bike and it was a lot of fun, and I even got a wave out of the highway patrols if I waved first. We took the opportunity to have brunch at **Deus ex Machina** in Camperdown. If you have not been to there you are missing a treat. At 98-104 Parramatta Road Camperdown it is on the other side of the road to (and at the Parramatta end) of the Sydney Uni complex, opposite the BP servo. Established by Dare Jennings of Mambo fame, and Rod Hunwick of Action motorcycles, Deus has an interesting variety of motorcycles and an XK SS replica on display. One 1979 Triumph Bonneville has all of 3 kms on the odometer, or study the twin cam 50cc Honda single. One of the other interesting machines on display is the Hunwick/Harrop. If you don't know what the H/H is go to the website www.deusexmachina.com.au





The view of BMW Motorrad Zentrum from the Parkinn Hotel.

Roger and I recently enjoyed a 6 week holiday in France, Germany and Spain so I took a four language travel dictionary (French, German, Italian and Spanish) thinking it might be useful. Browsing through it I chanced upon *Wir Sind Weltaburgers* which means "we are citizens of the cosmos" as opposed to plain *Wir Sind Weltburgers* which is just "we are citizens of the world". I couldn't imagine how anyone could use this in a sentence, but after trying to find a hotel in Munich, I certainly felt like I had travelled the cosmos. Read on for the explanation.

Roger wanted to go to Munich: despite the best efforts of Martin Gilbert and Stewart Garmey to arrange a visit to the BMW Museum, this couldn't be organised so BMW Motorrad Zentrum was the next best thing.

Roger, the eternal optimist, couldn't see any point in booking a hotel in advance saying "there'll be plenty of hotels, it'll be easy". Being quite organised by nature this didn't sit entirely well with me, but I went along with it. So we arrive on the outskirts of Munich about 4 pm on a Thursday afternoon with only a very rudimentary map of the city and a slightly better one of the city centre - which would have been a help had we been in the city centre but we weren't. I'm not sure why Roger decided to follow the signs to the Mittlerer Ring, but off we went and promptly got stuck in the first of many traffic jams caused by partial road closures for what we think was the construction of a new U-bahn line.

And we drove around and around and around with Roger exhorting me to look out for hotels. I did spot the Sheraton Hotel but Roger said "no, I don't want to stay in this part of town" (he later admitted he had no idea what part of town we were in). So we drove on and on, spotting the distinctive BMW towers from every angle. Unfortunately this didn't help us find a hotel. Two hours later and with the temperature rising to boiling point on the passenger side of the car we stopped at what seemed like the 100th set of traffic lights. Roger yelled out "remember where we are, that's the BMW place we have to go to tomorrow". "Fat chance" I replied, "all these intersections look the same" and under my breath I added "and I don't care, if you want to

go there, you can remember where it is". And then providence shined on us as I spotted a hotel. It meant a U turn in peak hour traffic and not a horn blown in anger at us, or rather Roger because he was driving - perhaps the locals just thought "bloody French" because our car had French rego plates. He managed to park on the footpath while I sprinted in to see if they had a room and a car park. I should confess that by this stage I didn't care if the room had been 500 euros a night (it wasn't and anyway Roger was paying), I was totally fed up with the great hotel search. Our luck was in, they did have a room and a car park and even better, the room rate almost halved for the Friday night. Roger was delighted: I had found a 4 star hotel with parking and it was directly across the road from BMW Motorrad Zentrum. This feat of absolute brilliance on my part earned me enormous brownie points.

On Friday morning we crossed the road and spent over two hours browsing in the largest BMW motorbike showroom in the world. Many, many pictures were taken some of which appear in this newsletter. The basement had hundreds of used bikes, the ground floor featured every current model but not a LT to be seen. The top floor was devoted to accessories and this was Roger's idea of heaven - helmets, gloves, shirts, underwear (I am not joking), leathers, rain suits, GPS units, lots of stuff he had only ever seen in a catalogue. The staff were very helpful and patient as Roger looked at everything at least twice and bought himself some goodies. After all this heavy duty shopping and browsing it was time for a break and you can guess who we thought of as we sat down in the showroom coffee shop for a latte or two just metres away from the range of GS's.

We thoroughly recommend the Parkinn Hotel, Frankfurter Ring 20-22 (www.parkinn.com) conveniently located to BMW Motorrad Zentrum and just 50 metres away from a U bahn station. We had a huge room that even had a fridge, hotplates and a coffee machine, a rarity in Europe.

I'll let Roger tell you about the bike stuff!

BMW **MUNICH** Rentals from BMW Motorradzentrum

After getting over the disappointment of not being able to arrange a visit to the BMW Museum/s in Munich, the next best thing was to visit the showrooms of BMW Motorrad Zentrum. (Frankfurter Ring 29, 80807, Munich) At least I could get to touch the new F800's and the R1200R a few weeks before the rest of you!

After browsing the wonderful range of clothing and accessories - and only being held back by baggage allowance, budget and just a small amount of common sense - I settled on picking up information on renting bikes from BMW Motorrad Zentrum. (Perhaps next time?)

The prices shown in their list are for 2006 but should give you an idea of costs. Rental bikes aren't available in the winter months (November to March) as it's too cold!

Roger Paull

Prices 2006

BMW Type	Daily rates	1/2 Day	Week end
F 650 GS	€117	€58,50	€234
F 800 S	€140	€70,00	€280
R 1150 R	€140	€70,00	€280
R 1200 GS Adv.	€153	€76,50	€306
R 1200 GS	€153	€76,50	€306
R 1200 S	€169	€84,50	€338
R 1200 ST	€140	€70,00	€280
R1200RT	€170	€85,00	€340
K1200R	€189	€94,50	€378
K1200S	€199	€99,50	€398
K1200GT	€199	€99,50	€398
K1200LT	€219	€109,50	€438

Daily rate includes 500 Kilometres!

All motorcycles are incl. side-cases — except R 1200 S.

Motor bike rent on weekends only from Friday till Monday.

Attractive Weekend offer:

Ride for 3 days- pay for 2 days. Pick up motorcycles from Friday 1 .00 p.m. You will only be charged for 2 days. Motorcycles cannot be hired for a period including Saturday or Sunday alone, only for both these days together. 1000 km included! price per additional km €0,25.

An attractive offer for the long-distance rider:

1 week 2500 km 5 x daily rate
2 weeks 3500 km 9 x daily rate
price per additional km €0,25

Deposit: €512 in cash or credit card.

Drivers license: Valid German or international drivers license necessary!!!

Insurance:

Fully comprehensive (rider pays the first €512)

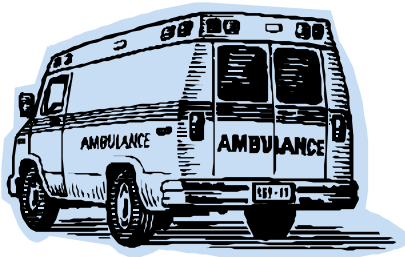
For reservations, please contact Mr R Emmell:
phone + 49 89 3535180: Fax + 49 89 35356584
email: dirk.remmel@partner.bmw.de



Above: Marcus, of BMW Motorrad Zentrum Munich, with tourist Roger and a new K1200S.

Below: A very patient Pam, and Roger with lots and lots of new/used/rental bikes
"... haven't seen that many since the last Aus Safari!"





Did you know that blood and blood products provide the gift of life to an estimated 100,000 Australians every year and that one in three Australians will need blood in their lifetime? We currently have 261 members and this statistic means that 87 of us will require blood or blood products during our lifetime.

Unsurprisingly, the bulk of donated blood and the products it is used to make are used to treat cancer patients (30%), heart disease patients (15%) and stomach and bowel disease patients (15%). Only 12% is used for accident victims. Several of our members have needed blood transfusions over the last year or so, whether as a result of an accident or because of life-threatening illnesses.

So, I hear you asking, what's with all the statistics? Well, the simple answer is that the Australian Red Cross Blood Service is always looking for blood donors as it needs 20,000 donations each week to meet the increasing demand for blood and blood products in Australia.

As motorcycle riders there is always an increased chance that we will need to make a withdrawal from the Blood Bank (just ask Steve Hay!). For this reason, the Committee has decided to encourage the members to become more active in making blood donations by joining the Australian Red Cross Blood Service Community Donor Program. The Community Donor Program is a friendly competition that gives recognition to community organisations that support blood donations and thereby support the community.

What this means in practice is that the Club now has a tally sheet in the Community Donor Program folder at the Woden Australian Red Cross Blood Service facility and members can add their names to the tally sheet every time they make a donation.

If you are already a regular blood donor, then please let Reception at the Woden facility know this and they will help you to add your name to the Club's tally sheet.

If you are a lapsed donor, then maybe you might want to start donating again.

If you've never donated before then contact me and I can tell you a little more about the process. It's an easy thing to do and only requires an hour of your time every three months for whole blood donations.

If there is sufficient interest, then I will organise the free courtesy bus to collect up to seven members and take a group of us in for a bulk donation.

I reckon the blood flowing through the veins of our Club members is worth bottling, so why not consider handing some over so that you can make a difference in somebody's life. You never know when you may need some yourself.

Fiona Oliver
Public Officer

A short story on the Club's 1000th member.

John Scott is our 1000 member. It is fortuitous that this number has been reached in our 25th year. He has not been a club member till ours. John, an employee of the CSIRO, has two late models a R1150 GS Adventurer 2003 and a K 1200 S 2005

John has been riding almost continuously since a teenager having owned many other bikes ranging from Bultacos, MV Agusta, Nortons and many Japanese ones.

John's first BMW was a K100 RS. He likes both enduro/dirt and road riding and has attended many road racing meetings like the GP and Super bikes. His first Kosciuzko rally was this year and went there via Broken Cart Road.

Raffle results from the 2006 Kosciuzko Rally

- | | |
|---------------------------|-------------|
| 1 st Helmet | Ian Hahn |
| 2 nd Gloves | Sue Coleman |
| 3 rd Tee shirt | Jim Reid |

Editor

Just a quick note on my recent article on "Batteries". It may be a good idea to include this in a prominent place in your next magazine.

When using a automatic battery charger to keep the battery at full charge it must be remembered that these battery charges drain some current out of the battery when switched off and left connected to the battery. The rule is turn off the charger at the power point and then DISCONNECT THE BATTERY. Failure to do this will result in a flat battery. You have been warned.

Ian Hahn

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AUSTRALIA'S LARGEST RANGE



**R1200S
BELLY PAN**



**K1200s
HUGGER**



**R1200GS
HUGGER**



**CRUISE
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R1200s Boxer Cup

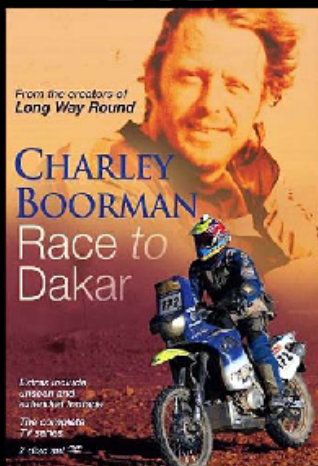
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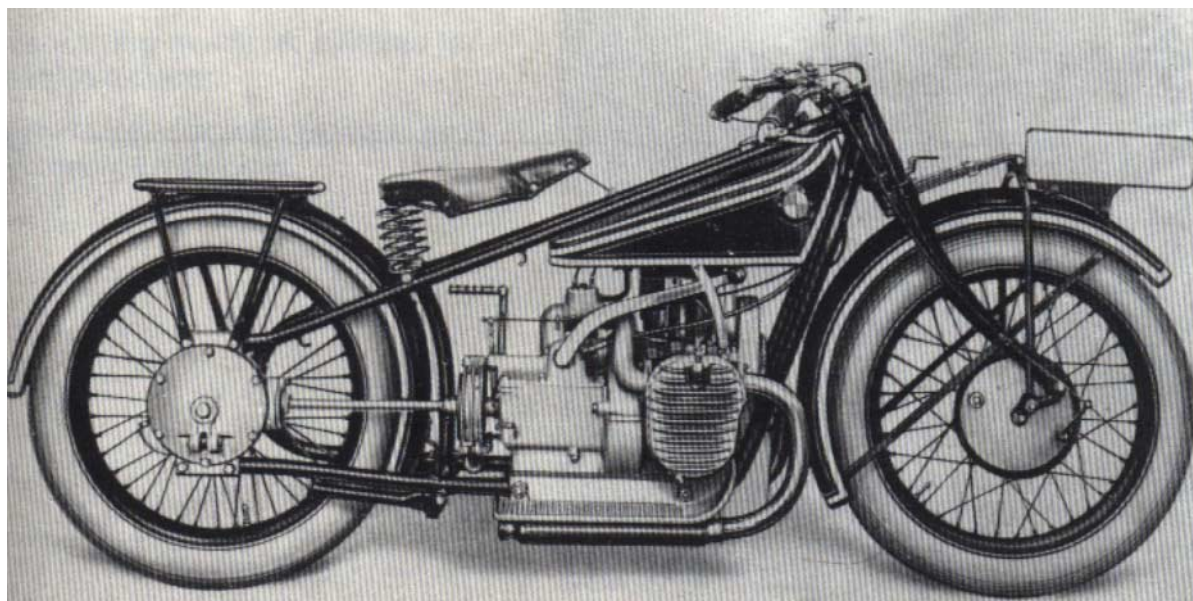
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BMW R 52



Model	R 52
Production dates	1928 to 1929
Engine designation	M 57
Engine type	Flat twin cylinder, side valve, air cooled
Capacity	487 ccm.
Compression ratio	5.0 : 1
Power output	12 PS 3400 at rpm
Number of gears	3
Ignition	Magneto
Weight	152 kG
Fuel capacity	12.5 litres
Fuel consumption	3.5 litres / 100 km
Top speed	100 km / Hr
Engine numbers	47001 – 51383
Number built	4377

Notes. The R 52 was essentially designed as a touring bike and gave the owner the ability to ride in relative comfort over long distances thanks to the well sprung saddle. The front suspension was a leaf spring type and provided some travel, but not much. Electrics were on request and obviously cost more money. It also came with sidecar mounts as most of this type of bike was meant to carry more than two. The rear brake was on cardan shaft behind gearbox. The front brake was a single leading shoe. In those days you did not have to stop in a hurry.

The R 52 appears to be the first model to have the outward swing kick starter which was one of the unusual items of the BMW mark up until the release of the /5 series in 1969 which electric starter motors were introduced and the kick starter was removed late in the run of the /6.

A speedo was also an optional extra. Although the top speed was listed at 100 km/hr it was most comfortable at around 45 to 50 km/hr. One site I looked at says that the tool box was located inside the gear box. A photo from another site shows a small compartment on the left hand side of the gearbox which could be the said tool box.

Held at Rolfe Motors, Phillip 23 October 2006

Attendance: as per attendance book.

Apologies: John McKinnon, Pam & Roger Paull, Sheryle Moon, Sue & Ros, Macca

New members and visitors: Geoff Dust

Minutes of previous meeting: Moved they be accepted by Jeanette Hahn seconded Taffy Williams Passed.

President: John McKinnon - apology.

Vice President: Martin Little. - First off hand over to Olaf for rundown on Christmas party. John on the improve and made it to Bungendore last weekend

Treasurer: Graeme Moffatt. We have made a comfortable return from the Geehi Rally which was very cold over night, but the next day was fantastic except I was in the truck.!

CURRENT ASSETS	
Smallbiz Account @ 12/10/06	\$4,210.60
Special Purpose Savings Account @ 12/10/06	\$2,215.52
Petty cash float @ 12/10/06	\$120.80
Total funds	\$6,546.92
Value of merchandise held (Pam's inventory list) @ 25/9/06	\$2,138.50
- plus goods from Safety Centre (see below)	\$109.78
Badges and stickers (estimate)	\$400.00
Total current assets (est)	\$9,195.20

Cash resources down by approx. \$300, due to payment of 2 printing bills, plus running expenses and (hopefully) extraordinary florists costs, partly offset by fees and merchandise sales

Total assets reasonably stable, but we still need to get a firm grip on inventory (including badges and stickers, not held or counted by Pam)

Banking options – approval to be sought for term deposit strategy, allowing an agreed block of funds to be locked away with interest to be donated on maturity

Registrar-General, Constitution and tax exempt status – Fiona to report

Secretary: Stephen Hay. Mail consists of:

Two new membership applications

One membership renewal.

One cheque for Christmas party received.

Other Clubs' magazines

Subscribe on line internet solutions.

Shannon's auction promo and Duco Magic info

Marymead magazine October 2006

Register General's Office Constitution Stuff.

Backup of Club membership database

Post box last cleared Monday 23 October

Editor: Roger Paull - apology.

Ride Coordinator: Mal Elliott. Nothing this weekend. Two Sundays time Delissio at Curtin. Meet at Rolfe's at 8:30 then breakfast at 10:00am . Snowy ride 10/12 November. GPS survey, a number of Club members would like to get information on what is available at present.

Social Secretary: Sheryle Moon. Olaf standing in. Just back from Tasmania. Alternative breakfast as above. MRA toy run followed by our Christmas party ay Uriarra Crossing.

Webmaster: Olaf Moon. We have been in the process of fixing our addresses at Netspeed to resolve Spam problems. Correct addresses will be in the next newsletter.

Membership: Ian Hahn. Current membership 260. The 1000th Club member will be John Scott (GS Rider). 88 badges claimed at the rally.

Clubs Australia: Martin Gilbert. Nothing new but he does need the details of the raffle winner to pass on to BMW Australia.

Gravel Surfers: Greg Barber. I don't know what has been happening lately. Timo had a lot of fun on the rally. First week in December the Gravel Surfers will have a trip to the Snowy.

Merchandising: Pam Paull - apology.

Public Officer: Fiona Oliver. Apology

General business

Jim 30th Kalua rally 30 Kms north of Dungog 9,10 & 11 December.

Martin Little. Insurance WOBE is reviewing their offerings to cover riding gear. Steve Hay related his recent experience with Western QBE, The damage to riding equipment can be recovered from the other party for a 10% surcharge.

Ruthie and Howdy are leaving to go to Melbourne and the Club expressed its thanks for their involvement in the last four years.

The Brindabella Lodge still has beds available for the Snowy Rally weekend.

Rob Jones (Rolfe) The dealership now has a new dealer principle Patrick Bogart. He has no motorcycle experience but is worrying his wife about getting one. The new G800's demo evening may be delayed as the shipment is still on the water. The Rolfe group are looking at rearranging their buildings which may result in the Bike section being a more stand alone operation.

Ruthie suggested the Club could be more involved on Saturdays to promote the Club and assist Rolfe's

Cathy (Rolfe) gave a short talk on the NZ dealer road test of the G800's

Jim - jokingly suggested there may have been "Graft and Corruption in the raffle" as Jeanette won the raffle and sold lots of the tickets.

Meeting Closed at 8:45.

November Committee Meeting

Held 16 November 2006.

Present: Martin Little, John McKinnon, Steve Hay, Pam & Roger Paull, Martin Gilbert, Ian Hahn, Fiona Oliver. Also present member Peter Oliver

Apologies: Sheryle & Olaf Moon, Graeme Moffatt

Minutes of previous meeting: amended to show that Fiona Oliver was present and Peter Oliver attended as a member.

a/g President: Martin Little. We will be looking at the Draft Constitution and planning our Christmas Party. Fiona Oliver gave a progress report on the work that has been completed so far with the Constitution. A general discussion on the Constitution work to date followed. Christmas Party 57 acceptances have been received. Payments received to date are detailed in the Treasurer's report.

Secretary: Stephen Hay. Thanks to Ian Hahn for clearing the mail box while I am laid up. The good news is my leg is now mended enough to partially weight bear and I don't have to wear the air cast to bed. Correspondence received this month.

One new membership application.

One membership renewal

Four Christmas Party payments.

One newsletter printing bill.

Other clubs' magazines.

Treasurer: Graeme Moffatt - apology.

Smallbiz Account \$6,412.17

12 month term deposit \$2,500.00

Petty cash float \$120.80

Total funds \$9,033.07

Value of merchandise held (Pam's 25/9 inventory list) \$2,138.50 plus goods from Safety Centre \$109.78 plus badges and stickers (estimate) \$400.00

Total current assets (est)\$11,681.35

Notes:

Cash resources up from \$6,537 to \$9,033, largely due to Rally receipts and Xmas party payments. This will be significantly offset when we actually pay for the Xmas party.

Inventory figure needs to be updated and badge/sticker stocks included

12 month term deposit account opened on 13 October.

Editor: Roger Paull - Need some reports on the Rally and the Concours for the magazine. Also any photos from the Rolfe's night would be appreciated. Martin Little will be doing a few words on Yarets the global F650GS rider.

Ride co-ordinator: Mal Elliott. Weekend trip to Walhalla, 25/26 26 November. Day ride to Charlotte's Pass on Saturday 20 January 2007.

Social Secretary: Sheryle Moon - apology. Martin L will contact her about the program for the Christmas dinner and picnic arrangements.

Clubs Australia: Martin Gilbert. Next weekend's ride to Walhalla. There is a lodge available at Rawson with single and twin beds available. Dinner venue to be decided.

The international delegates met in South Africa. A Club member has been made a friend of the marquee. A

presentation will be made at our Christmas function.

Webmaster: Olaf Moon - apology.

Merchandise: Pam Paull Stocktake to be done. We need to clear some of the old stock and Committee agreed we should have a sale at the November meeting.

Public Officer: Fiona Oliver. Draft Constitution discussed and amendments will be circulated to the Committee; hopefully the revised draft can be distributed to members early in 2007.

Membership: Ian Hahn. 261 Members. 1000th member is Mr John Scott who will receive a summer Club hat. As he did not have a nominator the Club returned his membership cheque.

General business:

Road Safety for Club members. Information floating around that could be of use to members. John McKinnon is happy to take on this issue.

2007 planning (Committee/rides/Tasmania dates/Xmas in Winter etc.) What are we going to be doing next year? Christmas in Winter will be at Harrierville (near Bright) on Saturday 30 June. Tasmania ride will probably now be in November to avoid a clash with the BMW Safari in March.

Name Badges. (Placement of orders) - next meeting.

Event Insurance carried over to next meeting.

General Meeting dates in 2007. Steve Hay asked that we decide on the meeting dates for next year in order to get our bookings in early, assuming we are intending to continue using the club for our meetings. Steve will book the Italo Australian club and talk to Rob at Rolfe's about any additional hosting of meetings there.

Blood Drive. We need to find out if we can join the Corporate and community blood donor program. Fiona Oliver is happy to be the contact person for the Club.

Next committee meeting Thursday 11 January 2007



Pre Christmas Clearance Sale

If you want to grab a bargain or treat yourself to an early Christmas present, come along to the General Meeting on 27 November because we've reduced the price of our existing stock of Club clothing!

There will be a price rise in 2007, so these special prices only apply to current stock, not new orders.



For Sale

BMW R1150RT 2003

40,000kms, full service history, immaculate condition. Panniers, topbox, plus pannier bags and BMW tank bag. BMW large windscreen Metzeler Z6 tyres. ACT registration 3/07. \$17,500 neg. Contact: John McKinnon 0418 698 971



BMW R1150GS 2002. ABS. 12500 km (truly!). High screen, Staintune system, Induct pipe, full factory luggage, carbon-fibre side panels, headlight protector, sheepskin, more. Absolutely as new. Selling to buy R1200GS. \$16000. Peter 0418 630021.

BMW K1200GT 2003, light grey-green, 33,000km. Has barbacks, colour-coded panniers, heated handgrips, heated seat, cruise control, electric screen (the best one ever), top box, BMW GPS rack and wired for BMW GPS, paintwork immaculate. Has always been garaged, not used for commuting; serviced by the dealer. The ultimate sports tourer; selling only to buy the new model K1200GT. \$19,000. BMW soft box and rack for GT and RS, never been used, \$650. Phone Warren (02) 62863992 or email gilstamp@aol.com.

GIVI Topbox Holder Plate F650GS As new. \$75 Arne Andersen 0405644932 or email arne@andersen.org

Complete original BMW exhaust system for R100GSPD (should also fit GS model). Bike sold with Staintune system so the original is surplus to requirements. Price \$200 ono. Contact Paul on (02) 6266 2883 - work, (02) 6297 4148 - home.

BMW R1150RS 2001 40,300 km Just had 40,000 km service & 2 new tyres fitted. Comes with side panniers, RT top box & plate, seat covers, engine side protectors & a new Staintune muffler. Genuine muffler included. A fantastic sports tourer that comes with heated grips, adjustable seat heights, shaft drive, ABS brakes, etc. Immaculate condition, always garaged with full service history available. \$14,500 Contact Richard. Batemans Bay Phone (BH) 02 4471 3637 Phone (AH) 0427 713 637

BMW R65 1985, 65,666 kms, silver duco; low kms for age; very well maintained excellent original condition; BMW full touring panniers, original tools and manuals; wool seat cover; rear rack; small after market fairing (very effective); good tyres and battery; new Staintune exhaust system in 2003. ACT rego 4/07. An oldie but a goodie and a very nice, reliable touring bike. \$4250 ono. Ken (02) 6251 0966

BMW F650 CS 2003 , 20,000 kms Merlot Red featuring heated grips, BMW hand guards, BMW 32 litre top box, BMW Helmet Spider , Scarver Back Pack, Tyres - Pirelli Dragon on the back and a Metzler MT4A on front and new battery fitted . The bike has always been stored in a garage and parked undercover at work. Serviced regularly at BMW Rolfe and well maintained. This bike has never let me down and is a reluctant sale due to moving interstate. \$10,500 or best offer. Contact Ruthie on 0409 923 895 or email farrar@home.com.au

BMW R1100S Boxer Cup 2004. Limited release in Australia. This bike has been lovingly ridden over the past 2 years, always garaged, but due to other life priorities it's sadly up for sale. It has genuine BMW panniers with matched key, and some Wunderlich details, rear wheel hub cover, aluminium fork caps, carbon instrument overlay, aluminium oil filler plug, as well as all the Boxer Cup special bits onboard. Near new rubber front and back. Rego: Jun 07 Odometer: 12,928 Price: \$19,900 (reduced) Ring 0402 223 486

Vespa Scooter 2005 model 250GTie - \$8000. Fire-engine red, runs to 130km/hr comfortably, includes colour matched top box and screen. Fully automatic. Ph Olaf on 0410 220 602.

Photos of the bikes for sale can be seen on our website as we don't have enough space here this month.

ACT BMW MCC members can place an advert in this newsletter and on the website (including a photo) free of charge. Please include your membership number when placing adverts.

Adverts from non members are restricted to 3 lines with no photos.

The editor and webmaster reserve the right to edit or reject adverts.

Wanted

BMW R1200CL, brown or silver with low kilometres. Ph Gerry on 0448840050.

Aftermarket lowered seat to suit an R1150GS 02. Willing to pay good price for second-hand item or damaged original type which I could modify. Wayne Janson (03) 52451783 or 0404800645

Late model K75ST preferably with ABS. Please ring Denis 02 62811045.

BMW R1150RT 2004 in metallic blue or Biarritz blue in immaculate cond, one owner, low km, F.S.H. at a reasonable price Contact cbossar@bigpond.net.au

ACT BMW MCC

PO Box 1042 Woden ACT 2606

Application for Membership



Please don't send any cash by mail. We don't have credit card facilities.
 Membership expires on the last day of February.
 Applications are subject to committee approval and may take several weeks to process

1. **NEW** Single Membership \$ 40.00 plus \$ 5.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

OR

2. **NEW** Partner/Joint/ Family Membership \$ 40.00 plus \$ 7.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

Please print and complete noting *mandatory information required TOTAL

_____ \$ _____
 _____ \$ _____
 _____ \$ _____

YOUR NAME
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
By filling in the e-mail address you have indicated you are willing to accept information on Club events

PARTNER'S NAME (JOINT/FAMILY MEMBERSHIP)
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
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 (post) 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 _____

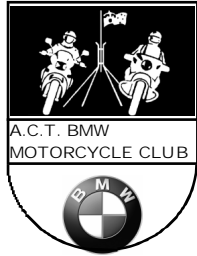
The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

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 MCC according to its Constitution.

Signature 1	Signature 2	Date
* _____	* _____	* _____

Membership Secretary only	Membership #	Date
Application considered by the committee on / / and accepted <input type="checkbox"/> or declined <input type="checkbox"/>		
<input type="checkbox"/> Pres <input type="checkbox"/> V-Pres <input type="checkbox"/> Sec <input type="checkbox"/> Tres <input type="checkbox"/> Ed <input type="checkbox"/> Ride <input type="checkbox"/> Soc <input type="checkbox"/> Mer <input type="checkbox"/> Pub <input type="checkbox"/> Web <input type="checkbox"/> Memb <input type="checkbox"/> Clubs		
<input type="checkbox"/> Cash <input type="checkbox"/> Cheque <input type="checkbox"/> Money Order		
<input type="checkbox"/> Mailing list <input type="checkbox"/> Badge/s <input type="checkbox"/> Sticker/s <input type="checkbox"/> Membership card/s		



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FOR TYRES
PH: (02) 6247 6804

From: ACT BMW Motorcycle Club PO Box 1042 Woden ACT 2606