

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



August 2007



Member of the International Council of BMW Clubs



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for 2007-8**

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Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval).

Next Meeting: Monday 23 July 2007

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 Newsletter 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 editor1@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 - with a minimum size of 1024 pixels - 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.

Cover photo

"The Likely Lads" Ron Andrews and Jim Reid at Harrierville for Christmas in Winter - see them in party mode later in this newsletter.

THE PRESIDENTIAL HOOHAH

Disconnected Ramblings

Martin Little

Having just arrived back in Canberra from my lap of Australia, the sub zero mornings are a bit of a shock to the system! I ventured outside this morning (Sunday) to discover the locks on the car frozen solid from the cool temperatures! Needless to say these temperatures haven't stopped our hardier members from getting out there and riding their bikes, with a good turn out for the *Christmas in Winter*, held in Harrierville Victoria, plus the dozen brave souls who rode out for Sunday Breakfast in the winter fog this morning.

In my absence, John & the committee have been hard at work, as you will see elsewhere in this magazine with details of the proposed rider training for club members to be held later this year. This is an excellent opportunity for members to learn/relearn safe riding skills and practices. Also, as part of our ongoing relationship with the ACT BMW Car Club, we have extended to the BMW Car Club an invitation to attend our next alternate breakfast, scheduled for the 5th August. Remember that both clubs enjoy finely engineered German machinery, and it's only in the number of wheels on the ground where our choices diverge! There will also be other events in the coming year where both clubs will have the opportunity to participate in events together.

In addition to this, you may have heard that the South Australia and Queensland BMW Motorcycle Clubs will celebrate their 50th anniversaries next year. As part of the celebrations, planning is underway by the two clubs to hold a joint event in Parkes NSW. This is planned for early April 2008. The planning for this also includes a visit to Canberra. Accordingly, your committee has offered to provide assistance to the QLD & SA Clubs in this. Stay tuned for further details!

Speaking of planning, BMW Motorrad Day is scheduled for early April 2008. If you have any suggestions on what the club could do for this day, please drop me or any one the committee an email.

In my recent circum navigation of Australia, I completed 18,462 kms in five weeks. Despite the weather, I had a cracker of time, with many highlights. You can read the detail in the ride report, (once I write it!), but to answer the most asked question of which was the best part, let me take the liberty as a GS rider to select the best off road and best road ride of the trip.....

1. Bloomfield Track. This wasn't gravel surfing, more mud sliding & rock hopping mixed with river crossings, incredibly steep hill climbs & descents all in a World Heritage rainforest, with weather that went from a balmy sunny day in Cooktown to torrential tropical downpour from the Lions Den Tavern onwards. Gravel Surfers, eat your heart out!

2. Great Ocean Road. A day of howling wind and rain straight of the southern ocean, with sea spray splashing across the road. Also a day, when everything just flowed from corner to corner, the bike was always in the right gear, and hardly a car to be seen, with just the exhaust note echoing off the rock walls. Days like this.....

See you out there!

MARTIN LITTLE
President

Being random thoughts from the VP

Welcome back to President Martin Little, home from his circumnavigation of Australia. I am certain that a previous circumnavigator, Matthew Flinders could not have seen any more water than Martin.

Next year, both the Queensland and South Australian Clubs celebrate their 50th anniversaries. They are looking to arrange a combined meeting in Parkes and possibly come to Canberra to party with our club. This could happen around Easter next year. The committee has contacted both clubs to offer our support. More details will appear in the magazine when things begin to firm up.

We have contacted the ACT BMW Car Club to invite them to join us at our alternate breakfast at Collector on Sunday 5 August, and they will invite us to join them at a Gunning breakfast later in August. More details to come on this one.

In the magazine this month are details of Subsidised Rider Training to be held at Wakefield Park. This is not a day to see how quick your bike will go or an uncontrolled fang around the track, but a serious attempt by the club to assist members to take advantage of some expert rider training and skill enhancement. It is suitable for riders on any type of bike who have mastered the basics. The club is prepared to offer a subsidy to help with the cost. Places are limited, so if you are interested, get your name in.

Chomp and Chat at Ginseng Manuka was one of the best. Excellent food at reasonable prices and as usual, great company. It was especially pleasing to see Leena Ward come along and enjoy the night. Thanks to Greg Oates for putting us on to the restaurant.

Safe riding

John

Welcome to our new members

- » **Susanne Ansley R 1150R**
- » **John Wotzko & Gabrielle Davidson R 1150 GS**
- » **Steve Pазsit F 650 GS**
- » **Stephen Riddell F 800 S**

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August 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		

- 1 Chomp & Chat—Zen Yai
- 5 Alternate Sunday Breakfast—Collector
- 11/12 Weekend Ride to Mallacoota
- 27 General Meeting

October 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				

- 3 Chomp & Chat—TBA
- 7 Alternate Breakfast—YBA
- 22 General Meeting
- 29/30 Weekend Ride to Beechworth

September 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

- 2 Alternate Breakfast—Crookwell
- 5 Chomp & Chat—Delisio
- 8/9 Weekend trip to Condobolin
- 24 General Meeting

Don't forget our regular Sunday breakfasts in Bungendore is now at Bardy's on Ellendon Street

**Other regular "get togethers":
Chomp & Chat on 1st Wednesday of the month & General Meeting on 4th Monday of the Month**

23 July – Extraordinary and General Meeting

Canberra Services Club 7.45pm. By law, we have to hold an extraordinary meeting to pass the Club's audited financial statements. It will be followed by the regular general meeting.

1 August – Chomp & Chat

Zen Yai, London Circuit, Civic at 6.30pm. It comes highly recommended for good food at reasonable prices. RSVP to Roger Paull (details on page 2) by 29 July.

5 August – Alternate Sunday Breakfast

The Bushranger Hotel, Collector. One of our winter favourites as it's usually cold and foggy. Group departure from the Shell Service Station, Watson at 8.30am. RSVP to Roger Paull by 1 August.

11/12 August – Weekend ride to Mallacoota

Leaving from Williamsdale at 8.30am and travelling to Mallacoota via Bemboka, Candelo, Wyndham, Bombala and the Inlay Road. Contact Mark Edwards (details on page 2) for more information.

19 August – Gluhwein Run

The ACT Veteran, Vintage and Classic Bike Club's annual event that is open to all bikes and riders. The

ride to Corin starts at the Cotter Reserve at 9am and then it's back for warming Gluhwein and brunch. Gold coin donation

27th August—General Meeting, Canberra Services Club, Manuka at 7.45pm.

And some dates for your diary....

2 September – Alternate Sunday breakfast at Crookwell.

5 September – Chomp & Chat at Delissio, Curtin.

8/9 September – weekend ride to Condobolin via Harden, Grenfell and Forbes.

14 October – German Autofest and Club Concours, Rond Terraces.

20/21 October – Kosciusko Rally

Other Dates to pencil in your Diary

20–21 October:—Annual Kosciusko rally at Geehi Park

Friday 7 December, Christmas Dinner and Presentation Night at the Rose Cottage.

27 Jan—9 Feb 2008:—Trip to Tasmania

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ALTERNATE BREAKFAST AT ROSE COTTAGE



SUBSIDISED RIDER TRAINING

We have the opportunity to run a one day Cornering and Braking Course, exclusively for ACT BMWCC members, at Wakefield Park Racing Circuit on Monday 26th November 2007.

This is not a track day. It is a proven skill development program, suitable for anyone at or beyond basic competency who rides a bike of any type on the open road. It will encourage best riding practice and develop roadcraft skills under expert supervision. It is being organised as part of the Club's ongoing commitment to rider safety.

The course will be conducted by Stay Upright, with three instructors. For further information on the course, see http://www.stayupright.com.au/cornering_braking.htm

Places are limited to a maximum of 24. The course will not go ahead if we do not achieve a minimum of 20 confirmed bookings.

Cost per head is \$370. The Club will offer a subsidy of \$75 per head which will reduce the cost to individual participants to \$295. This may seem to be a large amount, however, it is probably about 50% of the insurance or registration cost of your bike, and is aimed at enhancing your skills in a way that may one day save your life.

We are required to confirm our current provisional booking by the end of July.

The course is limited to financial members of the club. (However, if we are a few short of the required 20, we may offer unsubsidised places to non-members).

If you wish to participate in this event, please email your details to John McKinnon (vicepresident1@actbmwmcc.org.au) by 4:00pm Friday 20th July. The General Meeting on 23rd July will provide a further opportunity for members to nominate.

After receipt of nominations, and subject to reaching the required minimum number, nominees will be required to pay a deposit of \$100. Should numbers be greater than 24, a ballot will be conducted to allocate places and those missing out will have their deposit refunded.

If sufficient numbers express interest in the course, we will look into running another course next year for those who missed out this time.

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CHRISTMAS IN JULY WEEKEND

The fifth annual Christmas in Winter celebration with the Victorian BMW MCC proved to be the biggest yet with 109 turning up in suitably cold Harrietville in the Victorian Alps. It was raining with a low cloud base when we arrived so we couldn't even see the snow on the surrounding mountains, but some put on the chains and ventured up to Mount Hotham to enjoy the cold, white stuff.



Carol Singers, ?, Peter, Jeanette, Sue

Eighteen people came from our club (well, 17 plus a friend of mine who took the place of my globe trotting husband Roger). Alison and Martin Gilbert, Sue and David Morgan, Jim Reid, Ron Andrews and Chris Ward and braved the elements and rode down while the rest of us (Collette & Greg Oakes, Jeanette & Ian Hahn, Sue and Russ Ball-Guymer, Colin Dickson, Robyn and Peter Major plus me and friend Kathy) opted for the warmth and comfort of four wheels.

It was the Victorians turn to arrange the function this year so congratulations and thank you to all everyone who worked so hard to organise the event – especially Barb and Alan Wallace.

Father Christmas made a special mid year appearance and showed just how good he is as a Master of Ceremonies, ably assisted by the glamorously festive "wench" Erica Weare and a life sized elf suitably clad in red and green who doubled as the Victorian Club's official photographer Ian McKenna. We had some unrehearsed carol singers, a devilishly difficult BMW bike quiz and an even harder Christmas quiz...and just to keep our brains active, each table had to write a



Ron & Jimbo find an admirer



Sue & David Morgan

bike themed limerick. I can't remember which table won, but I did notice some of our members with some new neckwarmers.



Jenny Robertson & quilt

Our editor Lyn Leniston had kindly donated a beautiful quilt to be raffled at the dinner – it was won by Jenny Robertson of Wodonga and we raised \$300 which will be donated to Snowy Hydro South Care Helicopters.

Our Club will be organising Christmas in Winter next year and we've already started thinking about a venue....maybe north of the River Murray? Watch this space.



Pam Paull & Father Christmas

Mick Owen Motorcycles

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Mallacoota Ride: 11/12th August

The next weekend ride will be down to Mallacoota. Will leave Williamsdale at 0900. Stop at the bakery in Nimmitabel and then on to the roads around Candelo, Wolumla and Wyndham and then Bombala for lunch. After lunch do the Imlay road and on to Mallacoota. The roads and scenery around these areas are superb, especially the run between Candelo Wyndham. The road is in great condition and it winds through the lush state forest. The Imlay road is just as much fun, but is more open sweepers. Heading back on Sunday there are a number of options, including Cann River road. Will be staying at the Mallacoota Foreshore Camp Park.

<http://www.mallacoota.com/camppark/camppark.html>

Phone 03 5158 0300

They have onsite vans for those who don't want to camp plus there are a number of motels close by. Hope to see you there. The following ride will be to Condobolin on September 8/9.

Mark

Martin Little**Great Ocean Road Ride
(Or was that the Latté Tour?)**

The idea to ride the GOR was born over a cup a coffee one Sunday at Bungendore. I had a few months off on long service leave, and Hugh Davies had a few weeks off in late April, so why not go for a ride? As the route developed, with guidance from John McKinnon and others, our little group grew to a total of 9 by departure day. The plan was simple, head due west from Canberra through the mountains to Albury, and then make our way to the Grampians via North West Victoria, and from there, head across the border to Mt Gambier in South Australia. Once there, head to the coast and follow the salty air back to Canberra. A total of approximately 2700kms, with a rest day planned for Apollo Day mid week.

Our group consisted of 7 bikes and 2 pillions as follows;

Martin Little & son Sam	R1150GS
Hugh Davies	R1200CL
John McKinnon	R1200ST
Gary Smee & son Mitchell	R1200ST
Andrew Wight	K1200GT
Ed Hamilton	R1150R
Norm O'Meara	R100CS

The week leading up to departure was spent checking weather maps and making last minute arrangements. All looked good, and it would seem even the weather gods would smile upon us. We had arranged to meet Andrew & Ed at Kiandra as they were coming from

Cootamundra; details of time and meeting point were agreed.

Day One: Canberra to Albury: ~480kms (Martin Little)

Departure day dawned overcast and cool, but with a good forecast. Sam was up early and packed ready to go on time. This is no small thing for a 14 year old boy!

The bike was already gassed and ready to go, so we say farewell to the family and head off to Williamsdale to meet the rest of the Canberra group. As we reached Williamsdale, fog settled over the landscape and it looked like we might be in for a cool run to Cooma. Once the others arrived and introductions made, we were off to Cooma where we would fuel up and stop for the first coffee of the trip. What can I say about the ride to Cooma? The closer we got to Cooma, the heavier and colder the fog got. This combined with the autumn colours on the trees made everything feel very winter like.

Arriving at Cooma we all gassed up for the run through the mountains and then adjourned to the nearest café for hot coffees. We needed it as the fog was still very thick and cold. We finally managed to leave the warm café and head off to Kiandra via Adminaby to meet the Cootamundra boys. Taking the turn off to Adminaby just outside Cooma, the fog cleared abruptly and we were motoring along in bright sunshine. This part of the Snowy Mountain Highway is very open and we motored along at a comfortable pace to Adminaby. Unfortunately at Adminaby, Norm had to turn back due to mechanical difficulties, so our group was down to eight. West of Adminaby, the road climbs into the Alpine area amongst the Alpine trees and landscape and makes for a very scenic ride. Suddenly Sam demanded to stop, which we did only to discover that he had been stung on the leg by a bee or wasp. The really amazing thing was that it was through his Draggin jeans. After removing the sting, we proceeded on at leisurely pace and arrived at Kiandra at the same time as Ed & Andrew arrived. Talk about perfect timing!

After a short break and a few photos, the group made its way off to Tintaldra via the Elliott Way. This is a cracker of a road, and we were able to enjoy it in bril-



RIDE REPORTS CONT'D

liant sunshine with very little traffic. As Sam was feeling unwell, he & I traveled at a slower pace while we enjoyed the stunning alpine scenery. Once we had climbed up out of the valley, the land flattened out into open farmland and we motored along to Tintaldra, arriving in time to join the others for lunch on the verandah. We spent a very leisurely hour on the verandah of the pub shooting the breeze and eating. Considering it was a Saturday, with good weather, there was a remarkable lack of other bikes. The publican was also kind enough to show us his small collection of old bikes.

Leaving Tintaldra, we headed off to Albury via Walwa along the side of the Murray River and the Hume Dam. This is a lovely road that basically follows the river to Albury, and doesn't seem to have a lot of traffic as it is not a main road. Having said that we did see two police cars, one travelling and one parked talking to a farmer. The total distance from Tintaldra to Albury is about 140kms and can be travelled at a good pace as the road is made up of many open sweepers, with short straights and the odd section of tighter corners. We stopped at Bellbridge beside the big steel bridge to regroup and take photos. From here, we sedately motored into Albury for a coffee and to take stock of where we might stay for the night.



After much discussion over coffee, it became apparent that Ed with us his superior knowledge of the country would be the accommodation officer, or so it would stay until Mt Gambier! We followed Ed out to Laverton where he arranged good cabins in a tourist park. Even better, the local RSL had a free shuttle bus that picked us for drinks and dinner and dropped us back! This saved us the unnecessary walk that may well have tired us out after our first day on the road.

Day Two: Albury to Ararat ~470kms (Andrew Wight)

The team was up early and set off in perfect weather heading for a first stop, breakfast. It didn't take long before the riding conditions changed dramatically. A cold wet fog beset us, so the speed and enjoyability factor dropped. We crept along to Howlong and

all enjoyed the warmth at the bakery. Hot meat pies and coffee made for an unusual breakfast but most enjoyable. It was decided at Howlong that in future we would acquire the breakfast essentials at Woolies.

As suddenly as the fog had descended it lifted. Next stop was a great little winery at Rutherglen (no tasting). John Mck had made a previous pilgrimage to this winery and needed to restock his cellar with a couple of his favourite Sherries. It was still early morning when we arrived and the winery, to John's horror had not yet opened. As luck would have it the owner showed up to feed his cattle across the road and obliged us by opening up.

Mid morning the weather was just ideal for riding, unfortunately the roads on day two were only average, fairly straight without many good curves. However if you ride across the northern part of Victoria this is to be expected. That's not to say that we didn't have highlights on this part of the trip. Firstly, on the long and dull haul between Shepparton and Bendigo, the group stopped at the little dairy town of Stanhope. Now be warned, Stanhope has the only bakery for a radius of nearly a 100kms, and the drinks and food are priced accordingly! \$3.50 for small bottle of water was some what excessive! Secondly, while on one of the many many straight pieces of road in this area, we noticed a brand new Ford FPV GT Falcon overtaking each of the bikes slowly and sitting behind each bike for some time. Needless to say it was the local constabulary overtaking in a safe and considered manner.

A late lunch at Bendigo would rate as one of the better during the ride. The rest of the ride to Ararat was much the same as described above. Day two was one of the longer days so we were all pleased when Ararat was sighted. The cabins that had been booked ahead by our Accommodation Officer were as described in the accommodation directory however this was a prelude to some very interesting accommodation that would follow at Mt Gambier.

Day Three: Ararat to Mt Gambier via the Grampians ~360kms (Martin Little)

Having purchased breakfast supplies the night before, we feasted on a communal breakfast in one of our 4 star cabins and then saddled up and headed off through Ararat to Halls Gap in the Grampians. The morning was cold; with low lying cloud ensuring things weren't warming too quickly. From Ararat it is an easy ride almost due west to the small settlement of Moyston, where we turned right and took the C222 to the base of the Grampians. As we ride along the cloud clears, and with the Grampians rising up from the landscape on our left, the day looks promising. At the intersection with Road C216, we regroup to wait for Ed who has turned back to retrieve his battery charger he had left plugged into the wall of our cabin. This gives us a moment to take photos and plan ahead.

RIDE REPORTS CONT'D

Once Ed arrives, we are off into the Grampians themselves, with a short 5km fang into Halls Gap, where we visit the town's information center. Halls Gap is a very pretty little village in the mountains and situated perfectly to make a good base for whatever you might be there for. We decide to head uphill to Lake Wartook & McKenzie's Waterfall lookout, which proves to be an excellent choice. The road to the waterfall is only about 34 km's, but what a road! Well formed corners, with excellent surface ensure the ride up hill is not boring. To top it off, the scenery is excellent. Once we arrive at the car park for the waterfall, its time to explore the area and take a few photos. Andrew Wight was so impressed by the ride up; he went back and did again! We joined him on the ride back down to Halls Gap, which proved to be difficult as there so much beautiful scenery to see, it made enjoying the corners a tad difficult! Safely back in Halls Gap, it was time for the first coffee of the day while we lazed outside in the bright morning sunshine, fielding questions on the bikes from various pedestrians passing by.

From Halls Gap we headed south on Road C216, which is a lovely road running through a forested valley with the Grampians soaring up around us. Many open fast corners, with good sight lines combined with a good road surface made for a very pleasant ride. On the advice of a local, we took Road C217 to Dunkeld, which was more scenic, but the first 3 kms up hill had been recently resealed and the stone chips made for a for a few interesting moments on corners. Arriving at Dunkeld, we then continue on the Glenelg Highway to Hamilton which regrettably is rather straight and boring after the Grampians. At Hamilton, its lunch time and we find a good bakery and settle in for another grueling coffee and food session.

Once lunch is over we head off westwards for the final run into Mt Gambier. We have only about 140kms to ride and its on easy coastal plains through some large pine forests. Not particularly stunning scenery, but just near the Vic/SA border some wag with a sense of humor had painted on the side of a large disused water tank beside the road in large bold letters the following: **Mexico (arrow pointing east) Australia (arrow pointing west to SA)**. Would have made a great photo opportunity but too close to Mt Gambier to stop!

Mt Gambier arrived and our erstwhile accommodation officer located our holiday park where we happily paid our money, secure in the knowledge that the last two nights accommodation of cabins had been great. DOH! Life's little lesson. Always check the accommodation before paying! Needless to say we were caught out and the promised 4 Star cabins were no such thing. A quick check revealed this was all there was, so it was this or the highway! Bugger. Needless to say we all had a good laugh over it over a beer that night!

Before it got dark, we rode up to see the Blue Lake which is really quite spectacular! Located in the crater of an extinct volcano almost in the middle of town this is well worthwhile visiting. While we were at the viewing platform, Andrew bumped into friends from NSW who were travelling by car.

The next morning, before we departed Mt Gambier, we visited a sink hole in the town that had been terraced and landscaped. Well worth the visit and we departed Mt Gambier impressed with the local sights, although the same couldn't be said of the holiday park!

Day Four: Mt Gambier to Apollo Bay ~420 km's (John McKinnon)

The weather looked good, and after an early breakfast, we rode out of the caravan park reasonably early. The first stop was only a couple of kilometers, the Umpherson Sinkhole, a spectacular feature in the Mt Gambier city area, where the limestone has collapsed to form a huge hole, now converted into a spectacular sunken garden.



From Mt Gambier we headed due south for the coast at Port McDonnell, a short haul of 25kms. By the time we reached the coast, we were being battered by very strong winds, which didn't go away for the rest of the trip along the GOR. We found a back route which took us along the coast through grazing country. This is a fairly bleak part of the world, and considering the amount of salt in the air, it is a credit to the people who live there that the stock and properties appeared to be in good condition.

We crossed back in to Victoria at Nelson and headed to Portland for a very welcome coffee. After Portland,



the next stop was Codrington Wind Farm. This operation was fired up in 2001 and produces 18mw of power into the grid. The 14 turbines are all located on private grazing

RIDE REPORTS CONT'D

property. Without organizing a tour for a closer inspection, the viewing platform is about 500 metres from the nearest turbine. Some appreciation of the size of the units was gained from pulling up next to a spare blade in a yard at Portland. The single blade was about 30 metres long. The complete rotor is 62 metres in diameter.

Port Fairy is a very picturesque little fishing town and was a welcome stop for a stretch and comfort break. Farther on we pulled in to Tower Hill, which is a look-out on the rim of an extinct volcano. On through



Warrnambool with a lunch stop at Port Campbell. From this village, all of the most famous spots on the GOR are fairly close and we all enjoyed stopping and taking the obligatory photos of the various sights.

The road soon leaves the coast and makes its way up Laver's Hill and of course down the other side. This is a very popular run for motorcyclists but does depend to some extent on drivers pulling in to the slow vehicle "turn-outs" for faster vehicles can pass. Victorians seem to be able to understand what these are all about, but SA drivers pulling vans don't seem to think it applies to them. After Laver's the next interesting bit of road is up and over the Otway Ranges, just out of Apollo Bay. Same deal here, a good run spoilt by a selfish vanner who could not manage much more than 40kmph and had to brake into every corner.

We were glad to get to Apollo Bay, where we found excellent accommodation in a pleasant caravan park. We were a bit worn out from fighting the fairly fierce wind all day, and were happy to hang up the gloves. The following day was to be a rest day, which we were all looking forward to.

Day Five: Rest Day @ Apollo Bay ~100kms (Hugh Davies)

The Day Five report could read "Rest Day... No Activity." However, that was not the case. A less structured day started with the call for a morning ride. Martin and John were the only takers. Can you blame the rest of us after Martin had spent four days telling us that we would rest on ANZAC Day? We took him at his word.

The morning ride took them out of Apollo Bay up to Lavers Hill (great fun the day before on our way down.) Mind you, we all had the same heart-stopping moment on the same corner. Yes you guessed it, Vic roads had surfaced the corner and failed to sweep up

and remove the excess gravel. From there they went down Beech Rd until they hit the dirt. John returned alone via the same route while Martin carried on. He reports one of the best roads he's been on was the last stretch of the C19 as it came off the ranges back to Apollo Bay.



Meantime, the rest of the travelling crew took to the feet and walked to the harbour to be delighted at the sight of a fairy penguin having a feast as it darted about the boats. This was the beginning of a day of wildlife adventures. From there we walked back to the edge of town and joined in as spectators with the ANZAC commemoration and dedication. A stroll down the street found John and Martin strategically positioned at a café with yet another cup of cappuccino on the way.

An afternoon ride by four intrepid travellers yielded great views of the region from Mariners Lookout where two visiting wedge tailed eagles entertained us from above. Then it was off to Cape Otway. A quick trip through the national park with its spectacular riding country, great corners one after another unfolded after we had passed my great, great granddad doing a safe and comfortable 40kph. The return home was interrupted by two koala bears having a lazy public holiday.

The ride was followed by more cappuccino and a small helping of fish and chips for dinner.

I took many great photographs but can't do better than Andrew looking under his new K1200GT muttering 'I can't find the boxer engine.' (Taken day 6) Day five reporter.....(Sorry can't find photo—Ed).



PS. The ride name could change from the Ocean Road Ride to the Cappuccino Ride!

Day 6 - Apollo Bay to Cowes ~290km (Gary Smee)

After a welcome rest day at Apollo Bay, when most of us hopped on our bikes and did some local touring, it was back on the road again for the next leg. This was to take us along the rest of the Great Ocean Road to Queenscliff where we would join the ferry for the trip across the rip to Sorrento.

The weather for the start of the journey was not that good, windy, cloudy and there were a lot of damp patches on the road. Putting up with a lot of foul weather is one of the joys of living on this part of the coast. When you are travelling on this part of the GOR, the only way you can enjoy the views is to stop at the various lookouts. Trying to see the sights while paying attention to riding is not an option.

We left the GOR to travel via Barwon Heads, mainly because of the large signs pointing to the ferry. Not a particularly good idea; the signs were probably put there by the local chamber of commerce to get a bit of traffic through the place. A bit farther along the highway would have seen us on a much more direct route to Queenscliff.

Still, we got to ride across the bridge made famous in "Sea

Change".

After a short wait at Queenscliff, we were loaded on to the ferry (bikes first) and enjoyed a very pleasant trip across to Sorrento where we pulled for a welcome coffee break. We firmed up on a decision to run down to Tidal River on Wilson's Promontory (as far as you can go south on the mainland). Not all of us made the trip, but for those who did, we had some rain for most of the way, but a beautiful road through the National Park.

From there, a bit of backtracking to get us back on the road to Cowes on Phillip Island. We arrived there fairly late in the afternoon, so didn't have time to do any of the tourist things before finding somewhere to stay for the night. As it is not far from Melbourne there appears to be a large number of people who commute to work, judging by the amount of traffic late in the afternoon. A lot of work is being carried out to turn to highway from Melbourne into a multilane affair which should suit both the locals and the motor racing fans. By the time it's finished, staying in Melbourne would be a good

option for visitors to the track. A very nice little Irish pub provided us with a substantial meal for a very reasonable price, and suitably watered and fed, we headed back to the caravan park for an early night.

Day Seven: Cowes to Lakes Entrance ~520 km's (Hugh Davies)

An early morning rise followed by a sumptuous breakfast of muesli and fruit and we were off. Last night's dreams and quick laps of the GP track on the island were just that, distant dreams. The route to Inverloch through the early morning wasn't much fun, lots of urban development and with appropriate slow and respectable riding. We only got lost once. I don't blame Martin as the lead bike with the map is in his tank bag!!!! Rather I congratulate him for keeping it down to one small detour where we covered the same ground in both directions. I reckon we'd still be there if others had been in the lead.

Roads and riding improved for the bikes as we approached our 200km detour to Wilson's Promontory. The C444 with its spectacular curves and hills with magnificent rock formations unfolding around every corner proved a challenge. John injured the elephants on his tyres as he smoked ahead of the more sedate riders. At the mainland's most southern town Tidal River, we stopped for the second cappuccino of the day. This was followed by the TJ's competition photos. The return from the promontory saw a respectable ride through great country to Sale for lunch and yet more cappuccino.

Leaving Sale on the last leg for the day, the intrepid map reader and lead rider took us on the C106 avoiding the highway, this more than made up for the mornings detour. The road was full of long sweeping curves as we headed back to the highway for the run through Bairnsdale and into Lakes Entrance.

Our last night's accommodation consisted of two rooms in the local RSL motel, enough said about that. (At least it is was dry!)

One day to go and tomorrow's weather forecast was for high winds and rain. The dreams were of more fast laps at the island and the reality was an early morning wake up to a forecast comes true.

Day Eight: Lakes Entrance to Canberra ~420 km's (John McKinnon)

At about 3.00am I woke to hear the wind rattling the windows of the motel room, and heavy rain on the iron roof. After seven days of generally good weather, this had to happen. We had been running in front of a big front moving across Victoria for a

RIDE REPORTS CONT'D

couple of days, and it had caught up to us with a vengeance

We rolled out of bed about 5.30am and Hugh needed to get rolling early to make an appointment in Canberra. After an early breakfast at the bakery, we pointed our steeds north and took on the Princes Highway in some of the worst weather I've seen for a long time.

The rain was constant, and mixed spray off passing vehicles and vehicles in front of us, kept visibility to a blurry minimum. On my R1150RT, the airflow over the helmet was good enough to keep the visor relatively clear. On the R1200ST, there is practically no flow and the water and spray combine and need to be constantly wiped off. Not so bad if you can get away from traffic in front of you, which I managed after a while. I pulled up at Orbost to clean my visor and rub some detergent inside it to stop it fogging up, as well as taking off my glasses. Martin Little also stopped for fuel, he was down to his last 2 litres and if you don't fill at Orbost, you don't get to Cann River as there is no fuel in between.

The run up to Cann River was uneventful, except for me filling my left boot with water from a puddle on the

road. We were all getting cold as despite all our good wet weather gear, there is no stopping some damp. I get it from my Sport Integra helmet, which is fitted with a 'horse collar' to cut down the noise. The rain runs around and down the helmet and is soaked up by this device and eventually it becomes saturated.

We all filled up at Cann River and set our sights on Nimmitabel for coffee. Not quite so wet there, but cold nevertheless, so we were glad of a stop in the warmth.

So, on the road again for the last time. Some showers to contend with on the way but I was looking forward to the hot shower at home.

3030 kilometres over 8 days, a most enjoyable trip in excellent company. We saw many great sights and apart from the last day, the weather was good. Given the amount of food and coffee consumed, some of our group may well be going diets right now. (Or fitting heavier duty suspension!)



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Monthly Meeting – June 25th 2007-06-25

Held – Canberra Services Club, chaired by John McKinnon – open 1940

Attendance – See book; 30 headcount + guest speaker

Apologies – Martin Little (Darwin), Mark Edwards (blown headlight), Roger Paull (Vietnam), Myles and Lyn Leniston

New Members and Visitors – Robert Curtin R1200GS Adventurer, Richard Pass R1200GS, Guest Speaker: Kate Jennings – Communications Officer Mary Mead

Minutes – Passed Fiona, 2nd Jeanette

President – BMW Car Club to be invited to Collector Alternate Breakfast in August.

Mark Edwards started planning our Kosciuszko Rally.

Steve Hay resigned as webmaster due to work pressures and club now needs new one. Any expression of interest gratefully considered.

Vice President – Currently acting President, see above

Treasurer – @25/06/2007: cash in bank \$8698.67, petty cash \$148.50, un-presented cheques \$150, balance in cash book \$8697.17. value of merchandising held \$10077.03, total current assets \$9774.20

2006/07 accounts now audited and passed with \$200 extra found by auditor, extra ordinary meeting in July for club to pass audit.

Talked with Stay Upright re rider training and prefers cornering and braking package as run at Oran Park. SU investigating a weekday training for 20-25 at Wakefield Park, probably in mid October

Secretary – post box opened after meeting, after Secretaries bits and pieces collected:

Club magazines from:

- BMW MC Qld - June 2007
- BMW Touring Club NSW – June 2007
- BMW MC WA – June 2007
- BMW MC Vic – June 2007
- BMW Club WA – March 2007

Regular mailouts from:

Shannons + Mary Mead

Membership items:

- 6 renewals
- 2 new memberships
- 1 membership correction
- 2 'return to sender' membership letters

Community CPS Australia statement

Editor – apology, no recent complaints, articles always required

Ride Coordinator - apology, no headlight

Social Secretary – (Pam) 18 from ACT going to winter in July & 106 for dinner.

Alternate Breakfast @ Rose Cottage – meet @ Rolfe's 0830 for pre breakfast ride, rsvp see list circulating, bookings not required.

Other activities as per Committee Minutes
German Autofest 14/10/07

Webmaster - Dreamweaver 8 copy for club purchased and with member at this meeting

Membership – 10 renewal, 1 new, 215 total – about 40 behind last year

Clubs Australia – Replacement for club representative held off until return of Martin Little (President).

Publicity Officer – Extra ordinary meeting to pass audited accounts, fined for use of word 'journal'.

Community blood challenge club is now coming 3rd, approx 30-40 donations

Gravel Surfers – Welcome to upside down Greg for visit.

Ride to Cairns for 5 weeks starts Friday, encouraged other gravel surfers to attend rider training. Recommended we consider Yamaha facility @ Mogo for rider training, approx \$250 for full weekend.

6 day Dargo ride on November, watch GS website
Ride report – June long w/e 2 riders rode from head of Lachlan with 2 GPS to compare them,

General Business – covered in reports

Meeting closed – 2015

Minutes July Committee Meeting

Monthly Meeting – Committee Meeting 12th July 2007

Held – McKinnon's Gowrie

Meeting opened - 1945

Attendance – Ian Hahn, John McKinnon, Pam Paull, Graeme Moffatt, Mark Edwards, Mal Elliott, Steve Hay

Apologies – Martin Little, Myles & Lyn Leniston, Roger Paull, Fiona Oliver, Graham Carey

Visitors – Janette Hahn

CLUB STUFF

President - apology

Vice President - currently acting as rep for Clubs Aust, see general business for other matters

Treasurer - \$6285.99, total \$8786.09 + petty cash \$170.00

Secretary –

2 membership letters (1 renewal, 1 cancellation)
 Copyqik invoice 5/7/7
 Community CPS statement
Club magazines: BMW MC WA - Bike Torque - BMW MCC Qld
 BMW Touring Club NSW - BMW Drivers Club NSW - BMW Owners Club SA
 Notification of lodgement Application for German Day on 14-10-07 (email)

Editor - 2 copies of book "Twisting Throttle" received from author for free ads,

Ride Coordinator next ride this w/e (14-15 July) to Wellington – camping and cabins accomm; 11-12 Aug to Mallacoota camping/cabins; VVCC Gluhwein rally @ Cotter at 0900 for meet and greet then ride to dams and return for more Gluhwein,

Social Secretary - Apology. Alt breakfast 5/8/7 @ Collector pub 5/8/7, BMW car club joining us; Chomp n Chat 1/8/7 Zen Yai in London Crct; Alt breakfast/brunch Sept @ Cathrines Café, Crookwell; Chomp n Chat Sept @ Delissio Curtin.

Webmaster – Outgoing Steve Hay has introduced new webmaster, Graham Carey to club web & will host meeting with Martin L, Olaf and Graham to discuss problems. Netspeed also having problems with their own site.

Membership - 227 paid up. Queried recent decision to put club magazine on website with free access for public; this was discussed and no alteration to recent decision agreed to.

Publicity Officer - Apology

Merchandising – Nil to report

General Business – Kosciuszko rally 21-22 November; Ian Hahn organising 100 badges, and firewood. Club needs to start selling tickets for 2nd quilt @ \$2 ea and 3 for \$5.

Ride Coord to ask for expressions of interest in Tassie trip with replies to R/C.

Requests for nominations for Cornering & Braking training @ Wakefield Park on 26th November to be advertised – cost of \$370 ea less subsidy of \$75 per attending club member – if expressions of interest exceed course number limit of 20-24 a ballot will be held

at October general meeting.

Motorcycling the Snowy Mountains brochures received by Ian Hahn. Ian showed 'welcome to club' brochures from Qld club and asked if our club could do the same thing.

2 clubs have promoted mini safaris through Canberra in April 2008; VP to write to both clubs advising them we are willing to participate in their activities.

109 people attended Christmas in July in Harrierville. Raised for quilt raised \$300 for Southcare Rescue from 109 people attending.

ACTBMWCC arranging CiJ next year.

Vic club having a weekend to Tathra soon.

Meeting closed - 2130

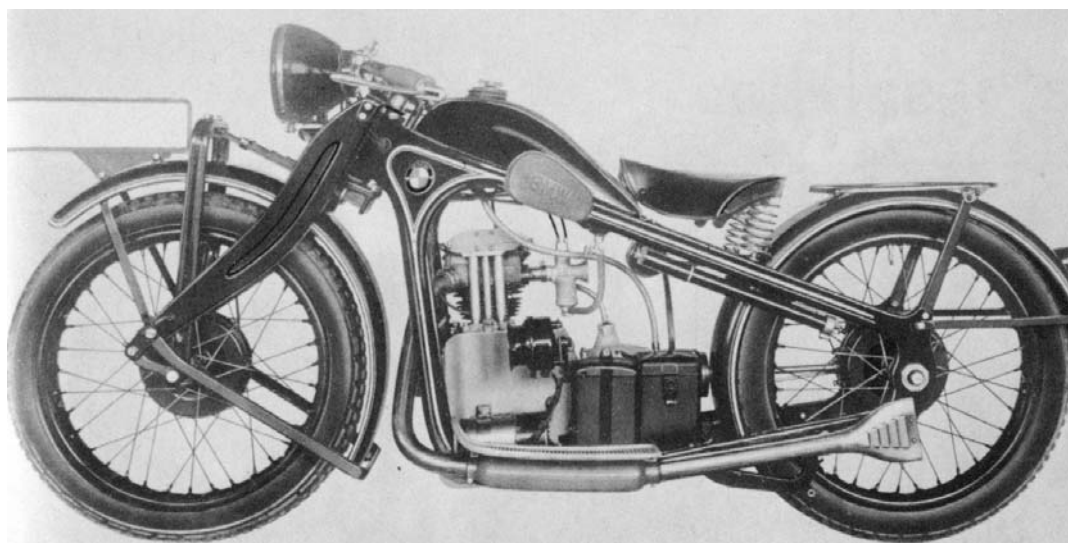
CLUB CLOTHING



Merchandise

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

Polar fleece zip jacket (mens and womens) Black, navy, red, royal blue, sky blue, forest green, burnt orange	\$45
Polar fleece contrast sleeveless vest (unisex) Black/red, black/gold, black/grey, navy/red, forest/navy, navy/beige, navy/gold	\$42
Long sleeve denim shirt (unisex) Medium blue	\$36
Mens rugby top Navy with denim or white collar	\$42.50
Ladies rugby top Navy, red or black with white collar	\$33
Short sleeve polo shirt (mens and womens) Black, navy, red (all with white trim), white with navy trim, stone with black trim	\$36
Thinsulate beanie Black or navy	\$25
Neck warmer Black, navy, dark red, sky, charcoal, royal blue	\$12
Summer hats (existing stock only)	\$23
Long sleeved tee shirts (existing stock only) - special orders	\$24 \$28
Clock/calculators	\$12

BMW R2**DATA SHEET 14**

Model	R 2
Production dates	1931 to 1936
Engine designation	M 67 S 1
Engine type	Vertical single cylinder, overhead valve, air cooled
Capacity	198 ccm.
Compression ratio	6.7 : 1
Power output	4.5 kW at 3.5 rpm
Number of gears	3
Ignition	Magneto Battery / coil
Lighting	30 watt 6 volt
Weight	110 kG
Fuel capacity	11 litres
Fuel consumption	2.8 litres / 100 km
Top speed	95 km / Hr
Engine numbers, 101-4260,	4261-6276, 6277-8113, 10202-12901, 12902-14816
Number built	16451 ? (as usual)

Notes.

In 1931 the model R2 appeared. This was the second single cylinder motorcycle manufactured by BMW. The first was the R39 from 1925 to 1927. This was a 249 ccm. In 1928 BMW was given a tax revision, which made it possible to drive motorcycles up to a capacity from 200 cm³ tax free. Thus the R2 at 198 ccm was introduced. There were 5 different models produced of this bike. The first had exposed valve springs where on the second they were enclosed. With the third version the power was increased to 6 kW at 4500 rpm. The third model had a change in the fuel tank design and that increased its capacity. There was also a change in the lighting. I can not find any particular details of the change but it was most likely in the headlight. I have just compared other photos I have and it seems that this was the first to have a rear drum brake. This photo above does not show it. The carden drive was exposed and the universal took the form of a round hard rubber block enclosed in a steel band minus the external brake at the rear of the gearbox. It was a single leading shoe drum brake and this continued on the small capacity bikes until they ceased production in the late 1950's.

CLASSIFIEDS

For Sale

BMW GS Adventure Low seat for sale \$350.00. Also staintune high exhaust \$500.00 and staintune sports high flow collector \$500.00.. Contact Steve on 0425203261

BMW 2003 R1150GSA - 42000kms. ABS. Choice tank bags. Dirt-Bagz soft panniers. Moto-Sport panniers. Centre stand, .S/s stand enlarger, fog lights. Never crashed. \$14,000. See full photo's on eBay. Contact as next ad.

1971 Moto Guzzi 750 . Very clean classic. For full list of extras on this bike and the one above, Contact: Lachlan on lockyv7@hotmail.com or 0417622880 or 07-54931381. Price \$8500

BMW R100RT-1983 model; 106000kms; emerald green; good condition; well maintained; runs well and a great tourer. \$3900. Contact Martin on 6254 6568

BMW R1200RT—2005 Model 15,800 km. Reg Feb 2008, Comes with \$800 Top Box & panniers. Fully optioned ex. con \$23,500 ono. Contact Craig on 0403 349 601

Wanted

WANTED BMW Pannier mounting bars and stabilizers for a BMW R1100S 1998

Pt nos 4654 2328, 737 4654 2328 738,
4654 2328 605 4654 2328 606

Contact Geoff on 08 8132 4444.
Mob. 0405 222 205

Wanted: left and right panniers to suit a **BMW 2005 R1150 RS**. Buyer in Newcastle.
Contact: Karen or Michael on 0425 258 350

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.

**Copy deadline for next issue:
12 noon, Sunday 19th August**

For Sale - second month

BMW R 1100 GS 1994 Black. Excellent condition. Panniers, Top Box, Tank Bra. Heated Grips ABS , Sports exhaust (fitted) also comes with Standard exhaust. \$5200 ono. Has Doug B tick of approval. Contact Andy Dunn on 0413550782 or at a.dunn@eds.com

Shoei TZR Helmet— silver, size XL, clear and iridium visors, worn twice, as new. \$350.
Ph Peter 0418 630021.

BMW comfort seat - suit monolever R100RT/R80RT or R80/R65. \$300.00. It is in perfect condition - only on my bike for less than 12 months. Contact Sean on 0434 874 660

R1100S 11/2001. 31000 weekend and touring kms. Yellow and black. Touring+original screen. High+original bars. Van der Linde pipes+chip+original pipes. Heated grips. BMW panniers. Many other extras. Full service history. Reg. until Feb 2008. \$12,500 o.n.o. Contact Greg 0428 961 501 or 6231 0886.

BMW R1100S Sport 2004 - top of the range, immaculate as new condition. 19,800 touring klms only. ABS, panniers, carbon hugger, carbon tank protector, sheepskin seat cover, new tyres, 10 months rego, black twin plug engine, last of the classic 1100s series. \$13,990.00 Contact Steve on 0413884259

Set of forks to suit **BMW. K 100 83 to 86**. Great condition - \$300
Contact George on: 02 6382 5691

Low seat for **2005 R1200GS**. Black in colour, genuine BMW, and in very good condition. \$150.
Contact Andrew on 0412 375 682.

Various BMW parts including: 2 bing carbs - 4 speed g/box, g/lever & k/starter - 2 x 750cc heads & valves - camshaft 750/900 336 spec - side stand kits R100 part no. 46-53-2-302-062 - Michelin 100/90-19 near new - oe BMW pan frames kit (new) - early krauser pan's (used) g/con. *will not separate frames & pan's **will barter Contact Gary for more information after 7pm on 02 6581 3806

1983 Mercedes 380SEC VGC—\$10,000 ono. Will consider straight swap for BMW 1150GS. Contact: Myles on (02) 4884 4333

Wanted - second month

Panniers to suit BMW 2005 RS 1150 in good condition. Phone Michael Haines on: 042525 8350

Original collector box for 1994 R100GSPD - I am located in Grafton NSW.
Please email me: garybull@bigpond.net.au

Still Wanted

BMW R 80 RT or R100 RT—LT, any year. Call Colin on 6238 1060

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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