

# Shaft Drive Lines

February 2010



## Catch up with BMW Corporate News



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for 2009-10**

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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 25 January 2010**

**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  
BMWCCACT PO Box 4042 WESTON CREEK ACT 2611**

*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.bmwmccact.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](mailto:ACTGravelsurfing-subscribe@yahoogroups.com)  
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>  
[actbmwmcc-subscribe@yahoogroups.com](mailto:actbmwmcc-subscribe@yahoogroups.com)  
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**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  
BMWCCACT  
PO Box 4042  
WESTON CREEK ACT 2611

or email to editor@bmwmccact.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 BMW Motor Cycle Club ACT 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.

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Cover Photograph

A proud Steve Hay with his  
F650 GS

## THE PRESIDENTIAL HOOHAH

**Bob Coleman**

Hello all and happy New Year,

The coming of the New Year is always a time for reflection on how last year was and how much better (different) this one will be (from a BMW Club perspective).

I guess what I am trying to say is that it would be nice to see some more of our many (290+) members become a little more active in the activities of the Club.

By that I don't mean that everyone should go overboard with their participation, but it would be nice to see and interact with some new faces from time to time.

I appreciate that everyone cannot come to all the social activities or go on all the rides, or attend all the functions that the club promotes, but it would be nice to see some new "blood" so to speak.

When I joined the Club, only a few years ago, I knew only a handful of people and found it a little intimidating going to Club events feeling like a stranger. If you feel this way, just strike up a conversation with someone and, like me you will find that everyone will be only too happy to talk with you and introduce you to others etc.

On that note I would also like to remind long-time members of what it is like to be the newbie and encourage you to look out for people that are looking a little shy standing on the fringe.

The Club's Christmas party at the Hellenic Club went very well and it was pleasing to see a few new members join in the festivities. Sue Ball-Guymer did an excellent job of organising the event with Pam Paull doing a splendid job on the trivia questions. Thanks to Sue and Pam.

The AGM is only a couple of months away and as always there will be a few committee members standing down from their respective positions and it would be very nice to have some new fresh faces on the committee - fresh faces that have some new

ideas to help the BMW MCC ACT become bigger and better than it already is. So if you think you have something to offer, have a chat to either myself or one of the existing committee about what is involved, you might be surprised how easy it is and also how rewarding it can be.

The last two months has been very rewarding for me personally. In November Sue and I were married after a "courtship" of around 25 years ( you have to be sure about these things) and I have never been happier. Sue bought me a project bike for a wedding present, a 1975 R75/6 in reasonably good order. It has been stored for ten years and doesn't need a lot to get going, or so it seems - time will tell. Anyway a nice project to keep me amused in retirement. I bought her a Can-am Spyder. I am not sure who got the best present but I can guess.

Finally, as well as all the good news, unfortunately one our Club members, Rob Pinter had an 'off' over the Christmas break. Rob appears to be recovering well and you will see Rob's commentary within in this newsletter. Note to Rob P - you will do anything to win the coveted BMW Club 'Best Off' award!!

Ride Safe

Bob Coleman

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# WHAT'S ON

## Calendar: February to April 2010

One of the tables at our Christmas Dinner



### February 2010

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

6/7	Weekend Ride to Buchan Caves
7	Alternate breakfast—Hudsons in the Garden—National Botanic Gardens
22	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval). Dinner beforehand in the Club

### March 2010

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				

7	Alternate breakfast—Outsider Café Captains Flat
22	AGM Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval) Dinner beforehand in the Club

### April 2010

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		

4	Alternate breakfast—Catherine's Deli, Crookwell
26	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval) Dinner beforehand in the Club

**WHAT'S ON**

**Monday 25 January – General Meeting**

Services Club, Manuka, 7.45pm.

**Sunday 7 February – Alternative Breakfast –**

Hudsons in the Garden, National Botanic Gardens at 9.00am. Make your own way there.

RSVP to Sue by email to

[social@bmwmccact.org.au](mailto:social@bmwmccact.org.au) or by phone to 62882731 by 3 February.

**6/7 February—Weekend ride to Buchan Caves**

Buchan Caves. Will leave Williamsdale at 0830. Stop at Nimmitabel for coffee then down via Cann River. Lunch either there or Orbost (depending up when we get there). As always, if you can't get away for the entire weekend, joining us until lunch and heading home after that would make a good day ride.

**Sunday 7 March – Alternative Breakfast –**

Outsider Café, Captain's Flat. Meet at Red Rooster, Queanbeyan for 8.30am departure.

RSVP to Sue by email to

[social@bmwmccact.org.au](mailto:social@bmwmccact.org.au) or by phone to 62882731 by 3 March

**Sunday 4 April, - Alternative Breakfast -**

Catherines Deli, Crookwell.

Instead of the monthly Chomp 'n' Chat, members are now encouraged to meet for a meal before each General Meeting. Email reminders will be sent out in the week prior to each meeting.

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

**Other regular "get togethers":  
Dinner prior to the General Meeting on 4th Monday of the Month**

**AND LOOKING AHEAD.....**

**CHRISTMAS IN WINTER –** Saturday 19 June – Old Priory, Beechworth. Details later.

**RENDEZVOUS POINTS**

The Club nominates rendezvous points for rides and/or alternative breakfasts; these will vary according to the destination. They are usually one or some of the following:

**Red Rooster, Queanbeyan** (on the Bungendore Road, just near the corner of Yass Road, opposite Spotlight).

**Shell Service Station, Watson** (on the Federal Highway near the entrance to EPIC).

**Hall Lay-By** (on the Barton Highway one kilometre or so past Hall village, AKA Ben Hall Park on the NSW side of the ACT/NSW border).

**Williamsdale** (at the service station).

**Rolfe BMW** (outside the showroom in Phillip)

**Bungendore** (depending on the destination it is Bardys or the roundabout on the Tarago/Goulburn road).

**Welcome to our new members**

≈ **Bill Brown—R1200 RT**

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**Ride Coordinator's Report**

Hi,

Hope everybody had a enjoyable and relaxing time over the break. Given the weather – first lots of welcome rain followed by high temperatures – I didn't organise any rides over the break.

Now, however, the days are getting cooler, so time to get out on the bike for some decent rides. First weekend trip will be down to Buchan Caves. This will be the first weekend in February. GS rides also note, this would make a good trip to meet up with us down there. You could head down the Barry Way to Buchan and then on the Sunday, home via McKillops Bridge. Also will be organising a few day rides. They are dependent upon weather so, as per usual, will send out the details closer to the day.

Also, I've been ride coordinator for several years so I think its time to let someone else do it. Note that the position is ride coordinator, not tour captain, which is how the position has evolved into over the years I have been doing it. What this means is you don't have to lead all the rides, just let people now about rides that others are planning and maybe organise a lead a few yourself. I intend to continue to organise a few weekend rides over the year – to places like Eden, Gulgong and Condobolin – and of late some other club members have started organising rides, so that should make the position easier to manage. If you have been thinking about getting more involved with the club and riding, think about taking on the Ride Coordinator position.

**Upcoming rides**

February 6/7.

Buchan Caves. Will leave Williamsdale at 0830. Stop at Nimmitabel for coffee then down via Cann River. Lunch either there or Orbost (depending up when we get there). As always, if you can't get away for the entire weekend, joining us until lunch and heading home after that would make a good day ride.

Cheers,  
Mark

**Down but not out....**

By: Rob Pinter

The story,

I hate wheel ruts....I hate wheel ruts.....was going through my head on day two of my adventure on the 08 KLR travelling from Willandra NP (up near Hillston) to Ivanhoe.

I had been riding since 08:00 in the morning, riding in the wide open spaces on OK dirt roads which are the access routes to many of the farming properties out that way. Recently they have had some rain which by now a week later the roads were dry with long puddles of water along the sides of the roads, so you would not want to pull off the road as you will be bogged for sure, however; the roads had deep wheel ruts in some places which were a little daunting and difficult to ride on with a fully loaded KLR. The road surface was firm on top, however; underneath the crust was still very loose dust.

The Crash 09:20,

One section of road was starting to deteriorate into more and more ruts so I decided to slow down to 60 kmph, up front of me I saw a mob of roos which I slowed down for as they were grazing on the side of the road...suddenly I see a roo jump out of a small culvert and into my path.....I was going to hit it for sure....BANG....he hit the LH Pannier, and the bike started to get unstable in the rear end...combine this with the rutted section that I was just riding into and the loose soil...the bike high sided me.....

I felt my left hand side hit the road and I could hear the sound of my helmet impact the road...I must have rolled a few times then came to rest on my back. The pain was intense, I just wanted to scream but the more I tried the more it hurt....I thought that "If I just lie here for a while the pain would go away"...however this was like no pain I have ever had in my life....I started to think that this was serious and I need to get up before the adrenaline wares off, I managed to get onto my feet and open the flip top of my Nolan...it was stiff and hard to open...must have got some dirt in the mechanism. I looked over towards the bike...did not look too bad lying on its side...I started to walk

## RIDE REPORTS CONT'D

over....I could not breath ( must of winded my self...so I thought) , my back was hurting....my shoulder and left hand hip as also very sore.

I looked around and thought that I need to get the bike back up and keep riding as I was in the middle of nowhere and did not see any one all morning. I managed to pick the bike up using my legs as the muscle force while resting my bum against the seat and also lifting via the rear rack and handle bars...I screamed in pain. ....this was hurting.....

Looking at the damage on the bike, it looks like that I had only broken the top left hand fairing...crash bars had done their job...and the rear pannier rack was bent a little....the 30mm Ammo box panniers were un damaged....funny that! I found some Ibuprofen and Paracetamol in my pack and decided to take two of each as I still had around a 40 Km ride to Ivanhoe hospital. I started the bike and away I went....very slowly....the pain hurt lots.

I arrived at Ivanhoe district hospital around 10:20....parked the bike near the emergency entrance....and walked inside....feeling the pain in my back and hip. I asked the nurse at reception if they could take a little look at me as I had come off my bike.

### The Examination

The nurse did all the usual tests....however they were a bit worried about the sounds coming from my left hand side...the local Doctor also checked me out pushing gently on my back and ribs...not too much pain, so I thought that it was good that I had not broken anything, just a muscle injury and I can get back on the bike....however; they were a bit worried about the funny sounds from the left side...so they decided to send my off to a bigger hospital to get some x-rays, as Ivanhoe did not have the available facilities.

They called the Royal Flying doctor Service ( RFDS), however they were at least five hours away delivering a patient to Adelaide...so it is just a waiting game...the pain got worse it hurt to breath...the noises from my inside got louder, a little dose of Morphine....mmm nice I feel a lot better now.

The nurse arranged to lock the bike up in a storage shed at the hospital and to get some

personal belongings off the bike for me.

Finally the RFDS arrived and it was off to the airport, I arrived at Broken Hill hospital around.....bugger if I know as I was off my face on the Morphine, as it hurt like hell on the plane trip....and off to the X-ray department. I do remember that I had to get moved from the ambulance stretcher to the X-ray bed and it really hurt...I had never felt pain like it. And then I had a CT scan just to check for any internal injuries.

### The Verdict

One broken rib and a punctured lung - everything else OK, and one week in hospital. I am at home now after some good friends came and picked me up from Broken Hill (2 day drive) and it still hurts and I am just filling out the insurance papers. The doctor has given me six weeks off work....I will go mad.

### Summary

Look out for wild life as I always do as I have been commuting 200km a day to work on country roads for the last 17 years and have never hit anything, I think that having a fully loaded bike did not help in the stability issue either. The BMW Rally 2 suit worked well, however it has always worried me that there is no protection to the ribs and chest area...I will now investigate additional protection. I am better off than most as I still have another two bikes I can ride till the insurance company can bring the KLR home and get an assessment on the repairs. The wife and my mum are not happy...however I tell them the best riders in the world come off and hurt themselves too.

Thanks to all the staff at Ivanhoe hospital, the RFDS and Broken Hill hospital, who looked after me so well...country hospital is the place to go if you get sick. Thanks to all the friends who phoned, wishing me well, and Alex and Linda, (fellow ADV member) for coming to pick me up and drive me home.



**BMW Motorrad Concept 6.  
Fascination, Supremacy and Riding Comfort  
with Six Cylinders.**

Munich. Six-cylinder power units have always had particular appeal, offering not only supreme smoothness and refinement, but also superior power and performance as well as a truly emotional driving – or, in this case, riding – experience. A further point is that the typical sound of a straight-six almost like a turbine is absolutely incomparable, with straight-six power units at BMW having stood for fascinating engine technology in BMW cars for more than seven decades.

Looking at motorcycles, inventive engineers have also tried time and again to offer the enthusiast the thrilling concept of a straight-six power unit. But while a few engines in straight-six configuration have indeed been fitted in motorcycles both lengthwise and crosswise, the straight-six has never really made a genuine breakthrough neither on production models nor in motorcycle racing. Depending on the way the engine was fitted, six cylinders in-line inevitably made the engine either very long or very wide, creating disadvantages in terms of the running gear, weight distribution and the centre of gravity. A further drawback was much higher engine weight usually setting off the benefits of extra engine power. The BMW Concept 6 now proves that a straight-six, benefiting from the most advanced construction and production technology, may offer not only unique prestige, but also a supreme standard of riding dynamics.

The new BMW straight-six will further expand the K-Series in the foreseeable future. The first model to be introduced will be an innovative and luxurious BMW touring machine. Reflecting the tradition of the BMW K-Series, this will of course be a genuine top-of-the-line product.

**Highly compact and dynamic six-cylinder.**

The starting point for this dynamic introduction of the straight-six in the new Concept 6 from BMW Motorrad is of course the extremely compact form and configuration of the engine. The power unit is approximately 100 mm or 4" slimmer than all former straight-six production engines and only a bit wider than a large-capacity straight-four with conventional technology.

The reduction in width is achieved in particular by the slightly over-square bore:stroke ratio with relatively long stroke and very small gaps between cylinders. To achieve this very compact configuration with minimum width, the electrical ancillaries and their drive components are positioned behind the crankshaft in the open space above the transmission. High-tech lightweight construction in all areas serves to make the power unit relatively light from the outset, impor-

tant components in this context being the two hollow-drilled camshafts and the very light connecting rods. The perfect compensation of masses ensured by the configuration and layout of the engine avoids the need for a balance shaft and its drive elements on the new straight-six, which again means lower weight and enhanced running smoothness. In its layout, the straight-six featured in the Concept 6 follows the well-known straight-four in the K 1300 model series, again coming with cylinders tilted to the front by 55°. This ensures not only a low centre of gravity, but also very good weight balance as an element essential above all under sporting conditions for precise feeling and clear feedback from the front. A further advantage is that the tilted engine provides extra space for the aerodynamically positioned intake manifold directly above the engine and allows ideal configuration of the frame profiles following the flow of power. The straight-six featured in the BMW Motorrad Concept 6 comes with dry sump lubrication. Apart from greater reliability even under extreme conditions, dry sump technology serves to keep the crankcase particularly low and flat, with the engine being fitted lower down and masses concentrated around the centre of gravity. Doing without an oil sump, the engine may be positioned far lower than on a conventional layout. The oil reservoir is provided by an oil tank integrated at the rear of the engine block. This avoids the need for a separate tank, again helping to make the entire power unit more compact and reduce weight to a minimum.

**Maximum supremacy in running refinement and performance.**

Designed and laid out as a straight-six, the engine also opens up new dimensions in motorcycling in terms of supremacy, power reserves, performance and running refinement.

Output of the new six-cylinder will be in approximately the same range as on BMW's 1.3-litre straight-four power units. Torque, on the other hand, will be right at the top of the range, even in comparison with the largest motorcycle engines, such superior power and muscle coming inter alia from engine capacity of no less than 1.6 litres. The engine's power and performance characteristics are equally impressive, offering 130 Nm or 96 lb-ft of torque from just 2,000 rpm and at the same time revving up almost to 9,000 rpm – a dynamic potential quite unparalleled in the tourer segment. This alone qualifies the engine of the Concept 6 as the ideal power unit for a wide range of different motorcycles.

**Environmental compatibility and all-round economy re-defined.**

The Concept 6 shows the absolute supremacy of its six-cylinder drive system also in ecological and economic terms. Fuel consumption of this six-cylinder naturally equipped with a fully controlled catalytic converter is lower than on a comparable four-cylinder under normal touring conditions. The use of E-gas technology (ride-by

-wire) then offers further potentials for enhanced fuel economy and riding dynamics throughout a wide range of different riding modes and conditions. And last but not least in this context, the straight-six power unit featured in the Concept 6 offers long inspection intervals through the use of cup tappets controlling the engine valves.

### **Dynamic and powerful design in Café Racer style.**

Supremacy and dynamism are also borne out clearly by the thrilling design of the Concept 6 and, as usual, this project from BMW Motorrad is more than "just" the attempt to develop a motorcycle of a kind never seen before. Working on Concept 6, the designers at BMW Motorrad have therefore focused yet again on technical function and quality and, in particular, the emotional element bringing together man and machine. Their rule, quite simply, is that a motorcycle must not only follow the laws of functionality, but also arouse emotion in all its facets. In a nutshell, therefore, the machine must be simply thrilling. Precisely this is why the design of the Concept 6 focuses in particular on the powerful straight-six engine as the heart of the machine. Conceived as a mixture of classic and modern styling elements in motorcycle construction, the Concept 6, with its long front end and short rear, takes up the design language of the legendary Café Racer. Powerful and muscular, the body elements extend around the power unit finished in a special platinum colour, presenting the engine almost adoringly from every angle.

Smooth and soft lines ensure fully organic integration of the power unit within the machine, while at the same time they create a powerful, exciting and dynamic contrast to the sharply contoured front and rear ends. The so-called Split Face, a well-known design element of the latest models from BMW Motorrad, extends smoothly from the front of the fairing all along the top of the fuel tank made of carbon-fibre, again confirming the high technological standard of the Concept 6 and forming an exciting contrast to the outer shell in aluminium with its white layers. The division into three sections created by the Split Face is further accentuated at the front by the LED headlight integrated longitudinally in the machine in its rod shape and by the slender LED rear light extending far up into the seat hump. The powerful and supreme character of the Concept 6 is also underscored by the six-chamber exhaust system complete with side-pipes and the strong presence of the intake ducts again finished in platinum look. Aerodynamic components such as the twin-tipped engine spoiler and the air guide elements derived from the design of the new S 1000 RR Supersports, on the other hand, bridge the gap between functional and clearly visible technology, on the one hand, and the soft and smooth design of other body elements, on the other.

### **Innovative suspension technology and equipment.**

The suspension of the BMW Motorrad Concept 6 is built around a light-alloy bridge frame as well as Duolever and lightweight Paralever arms holding and guiding the

wheels front and rear. Seventeen-inch HP forged wheels as well as the extra-large brake system with its six-piston fixed-callipers emphasise the sporting look of the new machine and its high level of technology. The outstanding supremacy of the Concept 6 and its drive-train is also reflected by details such as the instrument panel intentionally kept in minimalist design but nevertheless completely equipped with all the instruments and gauges required. While a digital display performs its usual function of clearly presenting road speed, there is intentionally no rev counter on account of the supreme flow of power at all speeds. So instead of a conventional rev counter, a LED display shows the rider at all times how much torque is readily available whenever required.



## ANNUAL CHRISTMAS DINNER AND PRESENTATION NIGHT

The club's Annual Christmas Dinner and Presentation Night was held on Friday 4 December at the Hellenic Club. There was a good turn out with 58 members attending, although the room could have held more. It was great to see several new members and their partners there. The evening followed the usual format with the announcement of the winners of various competitions and the awarding of prizes conducted between courses.

After cold canapés our President Bob Coleman began proceedings by welcoming everyone and drawing the door prizes provided courtesy of Mick Owen and BMW. Between courses the Concours winners were announced and trophies presented to those winners who were there (see separate article for a list of the winners in all categories). Myles Leniston also presented the winners of the TJ's Competition, Roger Paull and Ian Hahn, with vouchers from TJ's Tyres. Myles has provided more details about the competition elsewhere in this issue.

As usual there were many contenders for the loud shirt competition and Bob Coleman won the male section (again) in an outrageous Mambo shirt with Martin Robertson coming a close second in a startling pink number. While there were fewer female entrants the competition was strong with Pam Paull winning narrowly from Monica Brooks. There were three contenders for the step off award; fortunately no-one present at the dinner had a major incident to admit to. Nigel MacFarlane was a popular winner with his engrossing tale of getting lost, meeting Ella and then falling off his bike. We are still wondering if there is any cause and effect at work!

Once again Pam compiled a mind boggling quiz with some deceptively easy questions, which turned out to be not so easy after all. The Coleman/Shean (and others) table were the eventual winners after a tie break question.

The evening was capped off with three teams doing their best to make one of their members resemble a Christmas Tree. This activity created plenty of laughs, particularly as the exercise produced some rather odd looking Christmas trees. Nevertheless, Jimbo's team were declared the winners by popular acclaim.

Overall, everyone seemed to enjoy themselves and some positive feedback has been received about the quality of the venue and food.

### WINNERS OF 2009 CONCOURS

1. **Sports/Sports Tourer:**  
Adam Logie R1100S
2. **Tourer (RT or LT):**  
No entries: hence no award
3. **GS:**  
Matthew Page R1150GSA
4. **Roadster/Cruiser:**  
Collin McNally R1100R
5. **Classic (Pre 1990):**  
Paul Pelczar K75S
6. **F Series (all models):**  
Roger Paull F650 (800cc)
7. **Judges Choices (2 awards):**  
Andrew Stacey R100GS Paris Dakar  
Ian Leyton-Grant R1100RS

Our thanks to Leena Ward & Peter Oliver in their uncompromising assessments and critique of the bikes on display. Full credit also to all who entered! The numbers may have been down slightly on last year, but the machinery on display was superb!



ANNUAL CHRISTMAS DINNER AND PRESENTATION NIGHT



## INTRODUCING THE BMW HALBO

The BMW Halbo, an entrant at the BMW Motorrad Innovation Contest 2009, is a front wheel-driven electric bike that uses a small rear wheel only to ensure balance. A ball joint is affixed to the rear, which helps the bike make turns with ease.

According to the designer, Pierre Yohanes Lubis, the Halbo is specifically designed for the “vibrant youth of highly populated cities.”



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## WHAT IS CLUB'S AUSTRALIA

### JUST WHAT IS BMW CLUBS AUSTRALIA?

This is a question we often hear ... what is BMW Clubs Australia and what does it do for my Club?

In 1992, BMW Australia (as it was then) received a directive from BMW AG in Munich that all BMW motorcycle and car clubs wishing to use the BMW roundel as part of their logo, would be required to become part of umbrella organisations in each country so that there could be constructive management of the Company's trade- and word-marks ... the roundel and BMW lettering. John Kananghinis was the responsible person in BMW Australia Communications charged with this responsibility, and set about putting everything in place. Not that it went smoothly! There was quite stiff opposition from some Club elements who perceived the requirement to be an infringement on their Club's liberty. That said, if the clubs were to continue to use the roundel, there was little option and eventually 14 Clubs (seven each motorcycle and car) became collectively known as ... BMW Clubs Australia ... while retaining their individual Club names.

Each club was requested to put forward a Delegate, usually the Club President, to be the contact point. From the assembly of Delegates, an Executive of four was appointed ... Chair, Vice Chair Motorcycles, Vice Chair Cars and International Delegate. A loose Constitution was prepared for the new umbrella organisation which gave Clubs Australia limited authority over the member Clubs.

Another major factor in the creation of the umbrella organisation was to streamline communication through the BMW structure. Contact with BMW Australia, for example, was the domain of the four Executive, while contact with Munich fell to the International Delegate. The reasoning for this was that Mulgrave would deal with four people rather than 14 Clubs and Munich with one representative. This structure occurred worldwide and some 100000 members of motorcycle and car clubs were encompassed. To this day, this communication stream is very much in place and adhered to as it does provide a commonality of information flow. The recent introduction of the new Corporate Image and logo requirements is a perfect example of how this works ... Munich passes on its requirements to the International Delegate who in turn coordinates the changes through the respective Chairs and on down to the individual Clubs. It worked so well that Munich was able to advise us that BMW Clubs Australia was the first umbrella organisation worldwide to completely implement the changes.

Of course, BMW Clubs Australia is far more than a "regulatory body" in that its Charter is to assist its member Clubs in any way required. In the recent past, assistance has been provided in establishing two new Clubs (BMW Car Clubs Ballarat and Tasmania) and assisting a struggling Club (BMW Drivers' Club South Australia) to get back on its feet. Individual Club matters are not interfered with and there is no mandate or authority to become involved in internal matters ... unless a formal request for assistance is received. That has happened with mediatory involvement in an incident seen to have possibly damaged the good standing of the BMW brand. Happily resolved!

BMW Clubs Australia draws its operating funds from a small per member levy paid by the Clubs, currently \$1.00 per member. These funds are used to attend to requests for help and to provide monetary assistance in the forms of advances to Clubs hosting the BMW Clubs Australia National Rally each second Easter. In recent years, the funds have also been used to pay for the travel and accommodation for the Annual Meeting of Delegates held in Melbourne in April each year.

The role of the International Delegate is to provide a link direct to the various BMW AG Divisions in Munich. BMW AG funds the international Club movement with an annual budget of EUR365000.00 which is managed by the International Club Office in Munich. These funds go toward providing the Annual Conference of the BMW Clubs International Council (on which the International Delegate sits) and various projects such as website management, Club newsletters and subsidised visits to the BMW Museum and collection in Munich.





## WHAT IS CLUB'S AUSTRALIA CONT'D

A flow of Club structure looks like this:



So, what do I get for being part of BMW Clubs Australia? Because we are all members of the greater BMW Club family, we are provided with ...

1. Approved use of the BMW roundel and brand name ... approved BMW dealers are the ONLY other entity with this entitlement.
2. Access as a member guest to any BMW Club, anywhere in the world.
3. Member access to BMW facilities world wide ... build plants, BMW Museum and Welt in Munich.
4. Preferential entry costs to BMW facilities.
5. Preferential accommodation bookings and tariffs at The Derag Karl Theodor Hotel, Munich.
6. Member access to BMW Group Classic website and parts catalogues.

On a local level, of course, we are supported by BMW Group Australia which makes an annual budget available to us to provide ...

1. Club special event support through the Principle Event Support Programme
2. Support for the Annual Meeting of Delegates
3. Club promotional brochures
4. Financial support for National Rally events

Now, BMW doesn't have to do this. Compare the support we receive with those of other car and motorcycle clubs you may know about or be members of. BMW is a business that is responsible to its board of management and its shareholders. It is the largest privately owned vehicle manufacturing business in the world with revenues of EUR4b annually. Their dealer networks are similarly individual businesses from whom we cannot "expect" support. BMW manages its trade- and word-marks very carefully, and the umbrella organisations all around the world are their monitors in this respect which is why we might occasionally ask you to modify your magazine, for example, to comply with the guidelines BMW (rightly) expect of us. BMW rarely uses its legal capacity to "enforce" its requirements, much preferring to leave that to its approved representatives to look after.

BMW AG supports the international club movement for one very important reason ... there are currently over 120000 ambassadors (members) in the world who own over 500000 BMW vehicles and will espouse and promote the marque at every opportunity. Support of this magnitude cannot have a marketing number placed against it, and BMW AG is very aware of our value as Club members.

The Executive of BMW Clubs Australia trust this brief summary gives you an insight into what happens "behind the scenes" and would welcome any enquiry you may have.

## TJ'S COMPETITION

### Winners of the 2009 TJs Competition

The new format of the TJs competition last year has proved very successful. There were 13 entrants with a total of 23 bikes. A combined total of 113,827 kilometres was travelled.

The average kilometres travelled amounted to 8,755.9 travelled between 1<sup>st</sup> June to 30<sup>th</sup> November 2009.

The winner for the highest kilometres travelled was Roger Paull with a total 17,393 kilometres.

The winner of the closest to the average kilometres travelled was Ian Hahn with 7,041 kilometres.

The current number of participants for the 2010 competition stands now stands at 24. It is not too late to enter. As it can be seen, this form of competition is wide open to the result.

You have to be in it to win it.

For those who would like a reminder, below are the rules governing this competition.

### RULES FOR TJ'S COMPETITION

There are two competitions as below.

1. Highest kilometres travelled irrespective of the number of bikes used.
2. Closest to average kilometres travelled.

### Example

Rider One rides 2 bikes. He submits the kilometres on the 2 bikes and they count as one entry as he has done the kilometres. One has done 12,000 km and the other 9,000 km. So Rider One has done a total of 21,000 km but he has only one entry

Rider Two also has 2 bikes. 1 does 500 km and the other 18,000 km. - a total of 18,500 km.

Rider Three has 3 bikes which the total kilometres add up to 34,000 km. This results in a total of 73,500 km which is divided by 3 entrants results and gives an average of 24,500 km.

So Rider One with 21,000 km is the closest and wins the prize.

It is accepted that not every member undertakes or wants to undertake extended bike journeys but nevertheless in the course of the year covers a high mileage in normal or less lengthy trips.

Your entry should be submitted to Myles Leniston, TJs competition co-ordinator on: [mylyn226@bigpond.com](mailto:mylyn226@bigpond.com). The information required is:

**Your full name. Make, Model and registration number of your motorcycle(s) and odometer reading of each bike being entered (husband and wife riders would be considered separate entries.**

Myles

## **POLLING CLUB MEMBERS – SHOULD WE CHANGE THE NAME OF THE CLUB MAGAZINE?**

A Club member recently raised the issue that the current name of the Club magazine (*Shaft Drive Lines*) potentially disenfranchises all those members who ride bikes with belt drives or chains.

This issue will be discussed at the next General meeting. However, the Committee will also be running an online poll to get a sense of the views of Club members who do not attend General meetings.

Please enter the follow link in your browser and express your views!

<http://www.surveymonkey.com/s/5XZD5CD>

The poll closes on 28 February 2010.

## CALLING ALL MEMBERS WHO WANT TO BE MORE ACTIVELY INVOLVED IN THE CLUB!

The end of the financial year is rapidly approaching for the Club (28 February 2010). This means that the Annual General Meeting is also looming and with it, the expiration of the terms of the current Committee members.

The members of the Committee each have individual responsibilities according to their role but they are also part of an ongoing dialogue on issues that affect all Club members. The Club needs able and active members on its Committee if it wants to continue its strong tradition of riding, socialising and making a community contribution. Over the years there has been a core of members who have stepped up to various Committee positions. The current Committee would love to see some newer and younger members start to take responsibility for the decisions that make the Club what it is.

If you have the time (and the time commitment is not that big), and you want to part of a strong riding tradition, then why not put your name forward for a Club Committee position at the Annual General Meeting in March. You can email or call any member of the Committee or speak to them at a General Meeting or at a Sunday breakfast if you would like to know more about individual roles and responsibilities.

Fiona Oliver  
Public Officer



Some more pictures from the Christmas Dinner



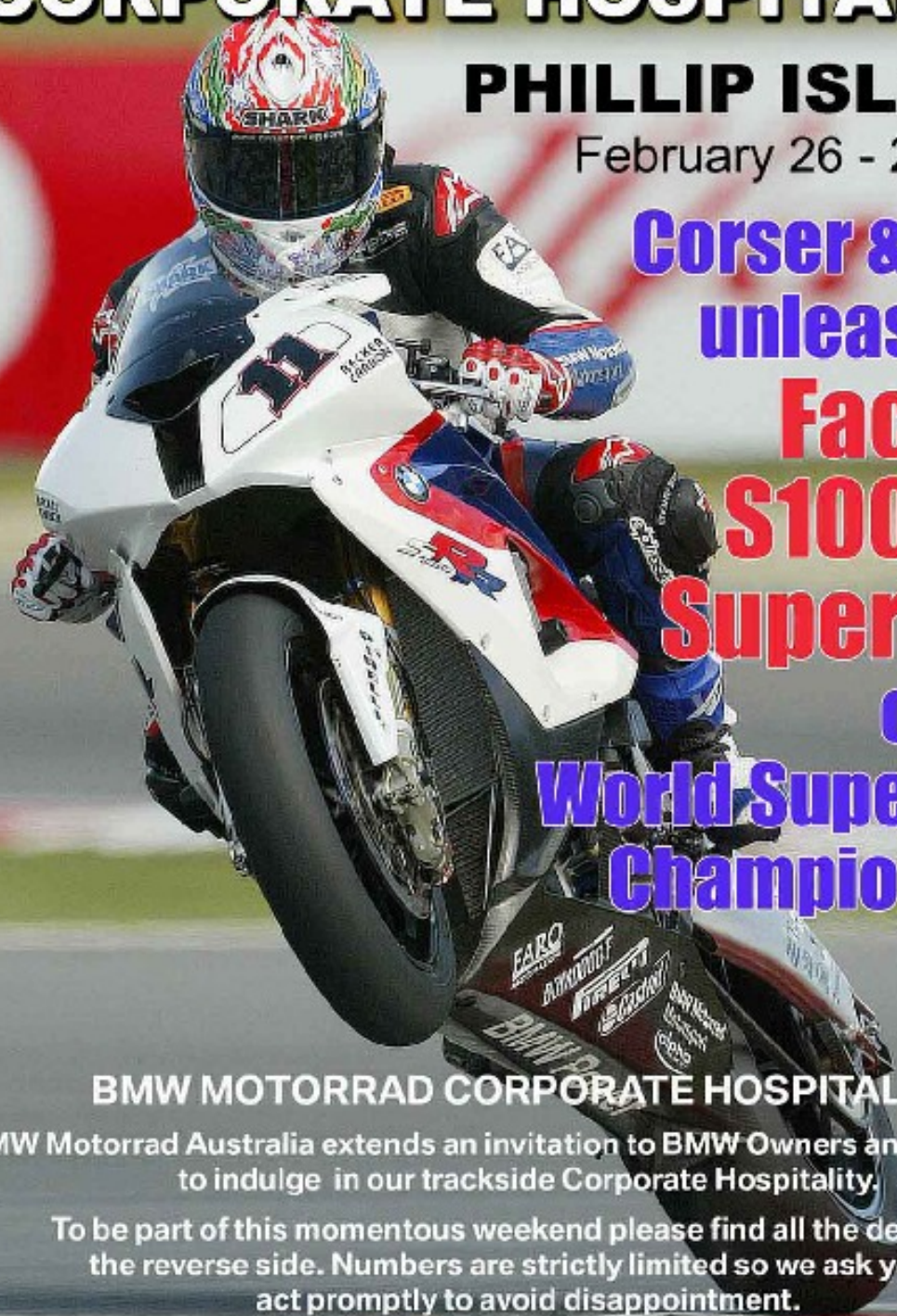


# BMW Motorrad 2010 WORLD SUPERBIKE CORPORATE HOSPITALITY

## PHILLIP ISLAND

February 26 - 28

**Corser & Kaus  
unleash the  
Factory  
\$1000RR  
Superbike  
on the  
World Superbike  
Championship**



### BMW MOTORRAD CORPORATE HOSPITALITY

BMW Motorrad Australia extends an invitation to BMW Owners and Enthusiasts to indulge in our trackside Corporate Hospitality.

To be part of this momentous weekend please find all the details on the reverse side. Numbers are strictly limited so we ask you to act promptly to avoid disappointment.

[www.BMWMotorrad.com.au](http://www.BMWMotorrad.com.au)

Motorrad Events  
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## BMW MOTORRAD NEWS CONT'D



### BMW Motorrad 2010 WSBK Corporate Hospitality

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#### Registration details

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ State: \_\_\_\_\_ Postcode: \_\_\_\_\_

Phone / Mobile: \_\_\_\_\_ Email: \_\_\_\_\_

Additional Passes (Spouse / Partner / Children / Friend): (Children 5 - 15 years: Price on application)

Names: \_\_\_\_\_

Will you be staying at the Circuit's camping area:  Yes  No

Please nominate Shirt size(s) and number(s): S M L XL XXL XXXL

Corporate Hospitality Ticket(s), No. req'd: \_\_\_\_\_ @ \$695.00\* ea = Total \$ \_\_\_\_\_ \*inc gst

**Preferred Payment Method:** (tick)  Direct Deposit (call us for details)

**Alternatively:** (tick)  Cheque (Payable to Motorrad Events) or

Credit Card : (tick)  Mastercard  Visa

Card Number: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Expiry Date: \_\_\_\_\_

Name on Card: \_\_\_\_\_ Signature: \_\_\_\_\_

You will be informed by writing of your acceptance to the above event(s) along with payment details and ticket collection etc. Please return the registration form with **full payment by: Friday 19 February 2010** unless sold out before.

#### FORWARD YOUR COMPLETED FORM TO: Motorrad Events

TEL / FAX: 02 4227 4583

POST: PO BOX 234 FIGTREE NSW 2525

EMAIL: [motorradevents@bigpond.com](mailto:motorradevents@bigpond.com)

WEB: [www.BMWMotorrad.com.au](http://www.BMWMotorrad.com.au)



**BMW R 60**

Model	R 60
Production dates	1956 to 1967
Engine designation	267/4
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	590 ccm.
Compression ratio	6.5 :1
Power output	28 kW at 5600 rpm (1hp =0.745kW)
Ignition	Magneto
Lighting	60 watt 6 volt
Number of gears	4
Weight	195 kG
Fuel capacity	17 litres
Fuel consumption	4.2 litres / 100 kM
Top speed	145 km / Hr
Engine numbers	618001- 621530 (1956 -1960) 622001- 630000 (1960-1967)
Number built	3529 and 7999

**Notes.**

This photo seems to be one of the last of one fitted with handlebar indicators. Many owners had the air filter box chromed.





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 LMD17000534

**23rd November 2009 – Services Club Manuka**

Meeting opened 7.50pm.

**PRESENT:** Eighteen members recorded in the attendance book

**APOLOGIES:** Eleven members recorded in the attendance book

Minutes of Previous Meeting

- Approved: Moved Neville Williams, Seconded Jim Reid

**REPORTS**President

Not present, meeting chaired by Mark Edwards

Vice President

Leena attended the official opening of the Marymead "Cassells Building" today on behalf of BMW Motorcycle Club ACT.

The building was officially opened by Australia's Governor General, Her Excellency Ms Quentin Bryce AC. It was good to see where our small donation went to.

Treasurer

Not present

Secretary

Not present, minutes taken by Leena Ward

Public Officer

Not present

Ride Coordinator

Next major ride will be on the 10<sup>th</sup> of February 2010 to Buchan Caves. Day rides will be advertised by email.

Social Secretary

Christmas Dinner at Aegean Room, Hellenic club on the 4<sup>th</sup> of December. Annual Toy Run on the 12<sup>th</sup> of December followed by dinner with the BMW MCC Victoria on the same day. 12<sup>th</sup>

Club Australia Delegate

Not present

Membership Secretary

We have 290 members.

Webmaster

Not present

General BusinessHeads and Tails

Money from the night's heads and tails was donated to Martin Robinson who was fundraising for Movember.

Meeting closed 8.20 pm

Next meeting: Monday 25<sup>th</sup> of January, Service Club Manuka.

**Minutes January  
Committee Meeting****Sunday 17<sup>th</sup> January 2010 at Heritage Café,  
Bungendore**

Meeting opened 9.35am

**Present:** Bob Coleman, Leena Ward, David Shean, Mark Edwards, Graeme Carey, Fiona Oliver, Sue Ball-Guymer, Myles and Lyn Leniston, Martin Little, Ian Hahn,

**Apoloigies** Hugh Davies and Mark Nugent

Minutes of Previous Meeting

Moved: Martin Little      Seconded: Sue Ball-Guymer

**Business discussed:****Club Operating Guidelines**

Following discussion it was decided that the Committee would continue its review of the document and comments etc. would "flow" via email.

**Committee Positions for 2010-2011**

Each member discussed their own situation and the following positions will become vacant in March prior to the AGM:

President

Public Officer - Must be a resident of the ACT  
Ride Co-ordinator - Does not mean that person is ride leader for each ride

Social Secretary

Editor - Needs computer publishing program and editing skills

Webmaster - Needs web page processing knowledge and skills

Merchandising

A request for members to consider taking up these positions will be made at the next general meeting.

**Vice President:** Agreed that monies raised from Heads and Tails should be kept separate from other monies at the stage and used to perhaps expand that segment at future meetings.

**Secretary:** Submitted a note via the President that he agreed to keep the monthly meeting night as the 4<sup>th</sup> Monday of each month, following "dinner". (Sorry Hugh – not ready to sack you yet!!!!).

**Treasurer:** David explained the restructuring he has done to the Club accounts in order to simplify the handling of monies. A motion was proposed to seek approval to close the current account used for memberships. All memberships monies would then be paid direct to the general business account. In addition, an events account would be opened to allow full accountability of events and functions, these events would be club outings, rallies, Christmas party. Having a separate account will allow better reconciliation of all functions. The end result will give a much stronger posi-

tion on the cost club expenditure.

Moved by Fiona Oliver    Seconded: Sue Ball-Guymer

**Public Officer:** The name change is all completed. With the Committee's approval she will set up new letter heads and put all relevant information on to a CD for those who will need the information. All approved. The Constitution has been completed. Fiona stated that she is quite happy to carry on as our Community Blood Challenge representative. We still have to collect our Trophy for last year. Bob Coleman offered to do this during the coming week. We are at 5<sup>th</sup> place in this year's challenge.

**Ride Co-Ordinator:** First Overnight ride will be to Buchan Caves on 6<sup>th</sup>-7<sup>th</sup> February. Superbike Weekend is in Late February. There will be a flyer in the February Newsletter. The BMW Safari is on from 27<sup>th</sup> February to 7<sup>th</sup> March. The date for this year's Kosciuszko Rally will be advertised later in the year. Mark agreed to liaise with the NSW Touring Club with regard to a joint weekend ride.

**Social Secretary:** After some discussion with the Committee, due to the low attendance at recent Chomp N Chat's, it was decided to discontinue these evenings and continue with the practice of dinner before the General Meetings on the 4<sup>th</sup> Monday of the month. Dinner can be had either in the Club or one of the local restaurants in Manuka.

**Autumn BBQ:** Sue has investigated several places and believes that Weston Park would be an ideal place for this event. It will be held on 10<sup>th</sup> April.

**Alternate Breakfast:**

February – Hudson in the Gardens

March – Captains Flat

April: - Catherine's Deli in Crookwell

Christmas in July: 19<sup>th</sup> June – The Old Priory in Beechworth

**Editor:** Lyn showed the Committee how the new front page will look under BMW's instructions. This was accepted, with a request to perhaps use landscape photographs and to make it a little larger. There was also a request to make photographs that are included in articles a little larger. Lyn explained that this all depends on the amount of space there is available. In the light of current changes, it was agreed that it is perhaps the right time to ask the membership about a change in name for the Newsletter. This question will be added to the Agenda for the next General Meeting.

The Committee agreed that there was no need for advertising costs to be increased as advertising is not used to raise revenue for the Club.

Bob Coleman agreed to make contact with Roland Inman with regard to his request to be able to demonstrate his centre stand turntable. Mr Inman has already been sent details of our advertising costs.

**Clubs Australia Delegate:** Martin Little confirmed membership numbers with Ian Hahn to organise the invoice for Clubs Australia. – 293. The next Delegates meeting is in Melbourne on 18<sup>th</sup> April.

**Webmaster:** Graeme confirmed that the Club logo is up on the website. Everything is running smoothly with the new ISP – Grapevine. There was a hiccup with old addresses with our previous ISP provided become "live" but these have again been cancelled.

**Membership Secretary:** We have a total of 293 members which includes dual membership. Memberships number 204. Ian still has one trophy to be handed out. He has been unable to contact the recipient. Ian will produce certificate of appreciation for Alan Walsh for the design of our logo. There are two new memberships. We have missed the deadline for the Veteran and Vintage event next Saturday. Ian had collected a number of other Club magazines from the Post Office. After some discussion it was agreed that magazines from other Clubs should be handed to Myles, either via post or at a Sunday morning breakfast to be kept with other Library documents. It was agreed that the Librarian should keep a rolling 12 months worth of other Club's magazines. An email should be sent to all members to see if there is anyone who would like the collection of early editions of other Club's magazines. Ian has organised new trophies and a new rubber stamp for use. New shields for the Club Person of the Year Trophy are being prepared. There are no missing postal keys however, there is a form that has to be completed to allow collection of parcels. A new Club Seal should be organised. Fiona will investigate the design requirements for this and liaise with Ian for new seal to be made.

**General Business:**

1. **Annual Club donation to charity:** This has been discussed at an earlier General Meeting and the Royal Flying Doctor Service and Southcare have been nominated for this year's donation. A decision of the value of the donation to these charities should be made as soon as possible and donations made by the end of February.

**Club Person of the Year:** This nomination needs to be discussed and confirmed at the next Committee meeting. Please add to the Agenda for that meeting.

**Next Meeting**

Time and place for this meeting have yet to be organised.

Meeting Closed at 11.00am



## CLASSIFIEDS

### For Sale

**BMW R1200GS 2006 model** - 22XXX kms – excellent condition NSW Rego to Aug 2010.

Full service history. Standard BMW features: - ABS, heated hand grips etc. Many extras available incl 12 months BMW

Roadside Assistance package to Dec 2010

**Price \$17,500** with full pannier system or **\$17,000**

Contact: Paul on [macca650@yahoo.com.au](mailto:macca650@yahoo.com.au) or by phone on 0406 009 059

Full list of extras available from the Editor



**BMW Dakar 2007** as new. Last one imported. 4250km. Always garaged. Only **\$11750**.ovno  
Contact: Edwin Power at Misty grove farm, Corang Po rd, Oallen NSW 2622. TEL: 02 48459030



Complete set of Hepco & Becker Pannier brackets and LHS 38 litre Aluminium Pannier to suit **1991+ R100GS** vgc. Price \$480.00 + postage. Brackets purchased 2005 and when new were \$355.00 and pannier was \$508.00.

Contact: John Hubner—Mt Gambier SA  
TEL: 0435 293 146

#### **BMW Motorrad Rallye 2 Pro Jacket**

Grey & Black, LG (98cm) in new/perfect condition used on only a dozen occasions. Paid over \$1,000 but sell for \$650.00. Contact: Tim Wilson on 0418-697708

**BMW R1200GS** left crash bar. New. \$200

**BMW R1200GS** telelever arm, used, in excellent condition \$400

**BMW R1200GSA** left fork slider, used in good condition. \$400

Contact: Alex on [0439 022 509](tel:0439022509)

### For Sale cont'd

**R65**, July 1980, **\$2700**. VGC. Alloy wheels, dual disk front brakes, stainless braided pipes, electronic ignition, new battery, MRA vario wind-screen, 9,658 km. Tyres near new, new seat. BMW panniers + box of goodies. ACT rego to January 2011. Serviced Mick Owen.

Contact: 0408 239 330 or [peter.frankis@inet.net.au](mailto:peter.frankis@inet.net.au)



**BMW R 1200 GS** - 8/2005, NSW rego to 6/2010, - 38.500 km. Roadside Assistance 10/2010. Metallic Blue & Grey. All std BMW features incl. ABS (switchable), heated grips, trip computer, etc. Many accessories and extras fitted. Comms system Never used off road. Ins co. write off 2006 with prev. owner. Suffered only cosmetic damage but written off and sold at auction for expediency. Has been totally restored to as new condition. Has a BMW Dealer Inspection Cert. I Sydney Southern region. **\$16.800** ono— Neg.

Contact: Alf Lechner mob 0410 543 502 a/h 02 9605 4350 or [adlec@bigpond.com](mailto:adlec@bigpond.com)

Full list of extras available from the Editor

### For Sale—second month

**BMW Motorrad Rallye 2 Pro Jacket**  
Grey & Black, LG (98cm) in new/perfect condition used on only a dozen occasions. Paid over \$1,000 but sell for \$650.00.

#### **BMW Sport Integral Helmets**

Silver, Med-LG in new/perfect condition used only a couple of times. Paid over \$600.00 each but will sell for \$300 each or \$500 for both. Contact: Tim Wilson on 0418-697708



### Wanted for second month

Pair of recon carbies to suit **R100RS**.  
Phone James 0412 217 563

**BMW MCC ACT 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 can be restricted to 3 lines with no photos, depending on space.**

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

**Copy deadline for next issue:  
12 noon, Sunday 14th March 2010**



# Application for Membership of the BMW MCC ACT

P.O. Box 4042 Weston Creek 2611

BMW Motorcycle Club  
ACT



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

<b>Single Membership</b> \$ 40.00 plus \$ 5.00 Joining fee. = \$45.00 (Fee from after the general meeting in October each year is \$20.00 + Joining Fee)	<b>Partner/Joint/ Family Membership</b> \$ 40.00 plus \$ 7.00 Joining fee = \$47.00 (Fee from after the general meeting in October each year is \$20.00 + Joining Fee)
----------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

● <b>Mandatory</b>	● <b>Total \$</b>
--------------------	-------------------

<b>YOUR DETAILS</b>	<b>PARTNER'S DETAILS (JOINT or FAMILY MEMBERSHIP)</b>
---------------------	-------------------------------------------------------

●Last Name _____ ●First Name _____ ●Post Address _____ ●Suburb _____ ●PC _____ Phone (H) _____ Phone (M) _____ e-mail _____	●Last Name _____ ●First Name _____ ●Post 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.

●The club magazine comes in <u>electronic format</u> (default e-mail) or <u>paper format</u> (post) <input type="checkbox"/> X
--------------------------------------------------------------------------------------------------------------------------------

Motorcycle 1. Make _____	Prefix _____	Model _____	Year _____
Motorcycle 2. Make _____	Prefix _____	Model _____	Year _____
Motorcycle 3. Make _____	Prefix _____	Model _____	Year _____
Motorcycle 4. Make _____	Prefix _____	Model _____	Year _____

The fees paid as above entitles member/s to receive the Club Magazine, a club badge, sticker and membership card (for each member) 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 BMW MCC ACT according to its Constitution.**

<b>Signature 1</b>	<b>Signature 2</b>	<b>Date</b>
●	●	●

<b>Membership Secretary only</b>	<b>Membership #</b>	<b>Date</b>
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"/> Lib		
<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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Australian Capital Territory



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