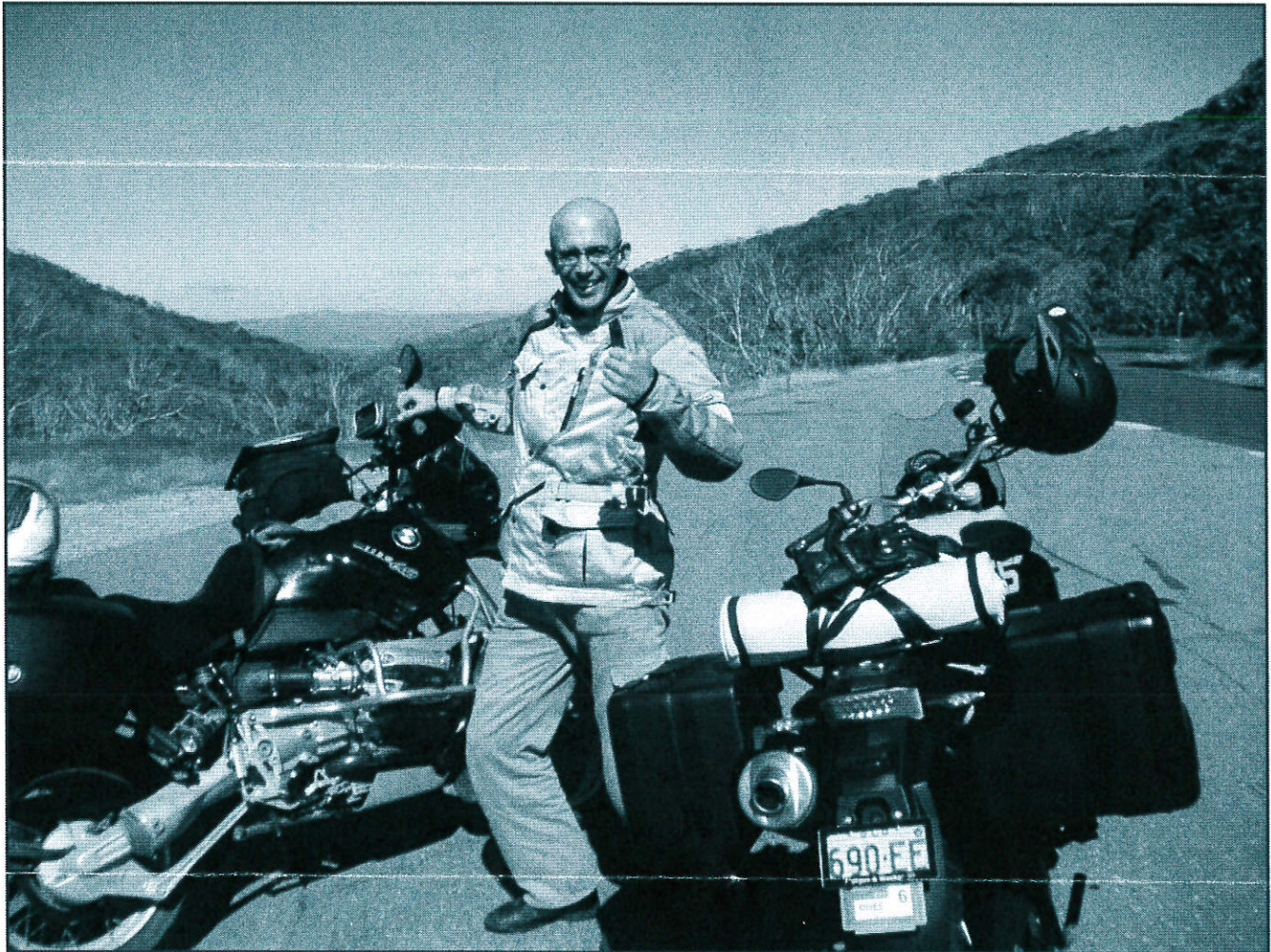


Shaft Drive Lines

June 2010



Martin Little pauses at Dead Horse Gap (Thredbo) on his way to the 2010 BMW Safari in Tasmania

Look Out For

Sat 12th June: 41st Alpine Rally at Brindabella. One for the Gravel Surfers.

Saturday 19th June: Christmas in Winter, joint BMWCCACT & BMWCCVIC dinner in Beechworth Victoria.

Sunday 27th June: Lunch run to the Araluen Pub after breakfast in Bungendore. Or meet in Bungendore for a 1000 departure.

Shaft Drive Lines
Volume 30, Number 6, June 2010

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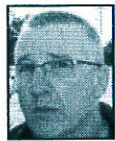
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Meetings: 7.45 pm, fourth Monday of each month at the Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval) or by Google Map.

Membership: Please see the form at the end of the newsletter or on our website <http://bmwmccact.org.au/>. Do not forget to tell us when you move!

Activities:

The What's On page lists Club runs and social events 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.

Whilst every effort is made to ensure that, the What's On page is accurate changes to meeting times and places etc can occur between publication dates. The Club uses email to remind Members of rides, activities, general information and late changes by email. If your email address has changed or your box is full, we cannot contact you, so advise the Ride Coordinator of changes to your contact details. Our website contains the most up-to-date information

Participants in Club activities 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
<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
BMWCCACT
PO Box 4042
WESTON CREEK ACT 2611

Alternatively, 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.

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.

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 or BMW Motorrad. 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.

Editor: no, you have not missed a copy. I have changed the 'number' to align with the month, making it easier for me.

FROM THE PRESIDENT

Hi,

So, the club has a new committee. For those of you who weren't there, the committee was voted in at the Annual General Meeting held at Rolfe's in March. First up I'd like to once again thank all those who were on the previous committee for their hard work during the previous year, and longer, for those who have been on the committee for several years. Also, its good to see a number of new faces on this committee. People who have been in the club for a year or two, but its their first time on the committee.

As always, Ron Andrews and his team at Rolfe's put on a great BBQ. As it turned out, that was Ron's last activity with the club as part of Rolfe's, given that he has just moved down to Eden. Ron has been active in the club for many years so I'd like to thank him for all his efforts and wish him all the best for his future plans down in Eden.

The new committee has a number of ideas about things to do throughout the year. Obviously one of the aims is to get more people out on their bikes more often - we are a motorbike club after all. We will be arranging a range of activities, so hopefully there will be something for everyone. Though, of course, the more other club members get involved with organising rides, the more they, and other members will get out of the club. For example, in my time as Ride Coordinator I focused on organising weekend rides, given that it was something that the club hadn't been doing much of and is something I really enjoy. The downside of that was it didn't leave me much time to arrange separate day rides. A number of people did join us on the Saturday of a weekend ride, up until lunch, heading home after that, turning it into a day ride. That, of course, is always a good option if you can't get away for the entire weekend.

I will continue to organise a number of weekend rides during the year, to places like: Gulgong (don't forget May 29th/30th -

always a popular weekend); Buchan Caves; Mallocoota; and Condobolin. That will free up Martin to run more day rides. Though keep in mid that the position is that of Ride Coordinator, so hopefully there will be a lot of rides being organised by other club members. Note, if you want to organise a ride somewhere, it doesn't mean you have to lead it. In most cases navigation is fairly easy (especially if people bring a map) so as long as everyone knows where to go (or to meet up along the way) then everyone can go at their own pace.

See you out & about,

Mark

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WELCOME TO OUR NEW MEMBERS

Joshua Edwards	BMW G650GS
Costas Livanos	BMW G650GS
Luke Cronin	BMW F650GS
Rohan Schmalz & Melissa Cashman	BMW R1100RT

WHAT'S ON

Here is a list of Club arranged activities. This does not stop you from arranging a ride, and if you want company, let the Ride Coordinator know and they will pass your planned trip on to the Club members. Do not forget an article and pictures of your ride for the magazine! Send them to the Editor.

June	Sunday 6 June	Alternative Breakfast. Snowy Mountains Gourmet Food, Monaro Highway, Bredbo. Depart Williamsdale at 8.30am
	Sat 12- Mon14	41st Alpine Rally. ACT. The site is on private property approx. 8 kms up the Brindabella Valley Road on the eastern side of the Goodradigbee River, just follow the signs.
	Tuesday 15th	1930 Committee Meeting
	Saturday 19th	Christmas in Winter, joint BMW MCCA & BMW MCVIC. From 1900 at the Old Priory, 8 Priory Lane, Beechworth
	Fri 25 - Sun 27 Sealed road	25th Annual Casper Rally NSW. Bummaroo Ford camping area, beside the Abercrombie River, between Taralga and Black Springs.
	Sun 27th	Araluen Pub, Araluen. A group of members are planning a trip down to Araluen for lunch, leaving after breakfast at Bungendore at around 10.00am. Some members are planning on driving their sports cars, while the rest of us will remain true to the aims of the club and ride. Sports car enthusiasts should contact Colin McNally on colinmcnally@bigpond.com.
	Monday 28th	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).
July	Sunday 4th	Alternative Breakfast Rollonin Café, Bowning. Depart Hall Lay-by at 8.30am. The Ride Coordinator will be leading a ride onto Young after breakfast.
	Sat 10th-sun 11th	Winter Rally NSW. On private property approx 4kms south of Nerriga on the Nowra-Braidwood Road.
	Sunday 11th	0930 Committee Meeting, Heritage @ Bungendore
	Friday 23rd, Saturday 24th & Sunday 25th	BMW GS 30th Anniversary Rally
	Monday 26th	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).
August	Sun 1st	Alternative Breakfast Outsider Café and Gallery, Captain's Flat (by popular request!).
	Fri 6th - Sun 8th	Hat Rally NSW. Araluen camping area, approx 3kms north of Araluen on the Braidwood-Araluen road
	7th August 2010	34th Annual Border Run WA. Border Village. The idea is to get to Border Village Roadhouse in South Australia on the first Saturday in

		August, this year, Saturday the 7th.
	Tuesday 10th	1930 Committee Meeting
	Monday 23rd	General Meeting—7.45 pm at Canberra Services Club, Manuka Circle, Manuka. Pre-meet for dinner from 1830 (please call the club if you plan to eat).



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THE EDITORS FILL

The club currently has over 200 members. Allowing for an average 10k km/year is some 200 000 kilometres travelled each year. No doubt, some will travel more than others will. Throw in the digital camera or smart phone, makes each of you an on-the-spot reporter. Bang out the quick email, attach a photo or two and press send to the Editor. In probably less time than it has taken you to wash the bike after your ride.

Nobody likes reading ads, although we should all be supporting our advertisers where they are offering good products at value for money or paying to print white pages. So let us all have a go and send in an article or picture.

That's my fill, have a good ride

Editor



The Editor @ Loaded Dog 2010 Rally
(with Jane behind camera)

Your article, pictures, web link, gossip, or other input welcome here...

.NEW ZEALAND 2011 - ROAD TRIP

September and October 2011 will see New Zealand hosting the Rugby World Cup.

Whether NZ will win the William Ellis trophy is another thing, but well that's all the excuse I need to spend some time in the land of Long White Cloud, motorcycling around the country, enjoying the odd rugby game, and off course combing this with some great food and wine.

While plans are in the early stage, the only thing you can be sure of is that there are some great motorcycling roads to be ridden. For how long and on what bike, is yet to be worked out, but if you feel up to a few weeks of such an arduous event, and don't mind sharing some time with myself and Viv, then let me know by emailing me @ vicepres@bmwmcc.org.au or ring me on 0407 200 227



North Head, Devonport (Auckland) New Zealand 2005

Cheers

Kiwi Martin

This following will make more sense if you read the article An Introduction to Gravel Surfing at page 22 of this issue. And no the Editor is not a typesetter...

Jimbo's right of reply: Ah, a few words of wisdom from Upsidedown Greg. I hope all appreciate it. Might I add that a GPS is only a tool. More than a few people have implicitly followed the instructions on the screen and have ended up completely bushed and with no idea where they are. It helps to be able to read a good map and know where North is.

That is a fine list of local tracks / roads Greg. To which I will add the Two Sticks road from Uriarra, behind Mt Coree and out to Piccadilly Circus. The detour up to the top of Mt Coree is stretching the limits of what a big GS can do.

And while you are at Piccadilly Circus why not head south and ascend Mt Ginini. At 1700 metres, I understand it is the highest public road in Oz. Macca is still expecting a guided tour from me in warmer weather.

Later this year I will be heading to the coast via the Wadbilliga Track - another fine piece of gravel, and further north is the Nerriga Road. Let's do it quick - the tar seal is taking over!

Regards,

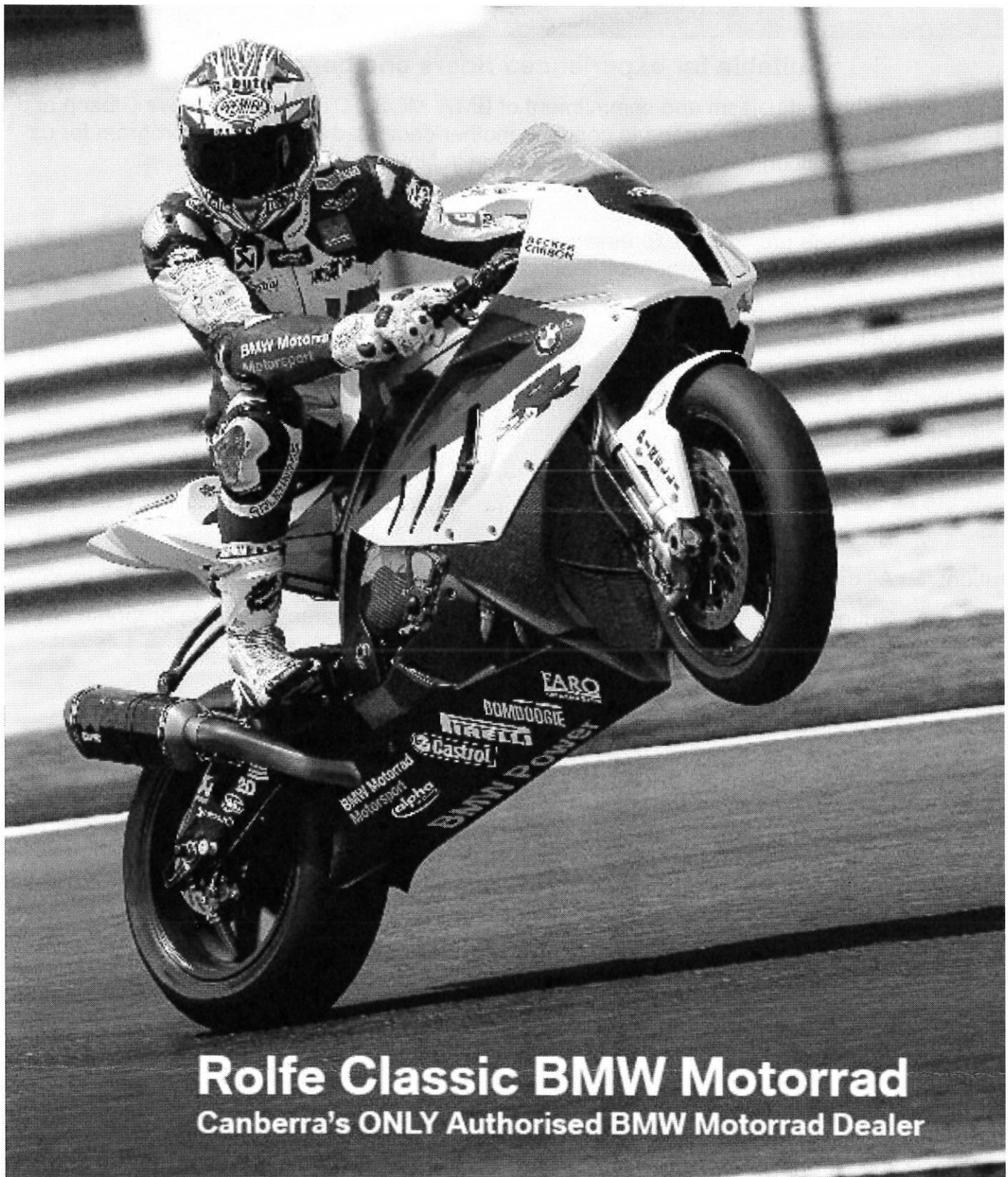
"Young" Jim 1200 GS/A

WANTED

Nominees for the rider training (see the promo elsewhere). Returning to riding, need to update those skills, cannot recall your last bike having this much power or tyres with so much grip? Then this may be the course for you, come along with your fellow club members and have the club subsidise your course fee.

What is there to lose; apart from skin, damage to the bike or worse dented pride having dropped your bike from what might have been a recoverable incident.

Contact the Secretary now, before the course fills and time runs out.




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Suitable for experienced riders and beginners.

Bowled over by the enthusiasm and commitment of BMW MCC ACT members, Dave Gibson and his team at Stay Upright have agreed to conduct another dedicated rider-training program for us. This time we have built on the successful program run in November 2008.

Members' preferences

When asked members previously expressed a clear preference for a program focused on brushing up road craft skills, but with a component dealing with what to do if we:

- hit gravel unexpectedly (eg when 2kms of the road between Bungendore and Goulburn turns out to have just been dug up), or
- choose a route from A to B that just happens to be mostly gravel.

In other words, a slightly broader interpretation of 'road craft'

Details of the program

Stay Upright designs programs like this all the time, and is happy to conduct one just for us. Details are as follows:

Date: Sunday 31 October 2010

Duration: All day (precise start and finish times to be advised)

Location: Sutton Driver Training Complex, plus a suitable local area with an appropriate dirt road.

Cost: \$210 per member (\$310 per head fee, less Club subsidy)

Maximum numbers: 22

To reserve a place

To make sure you don't miss out on what promises to be an immensely useful skills improvement program for riders of all standards and seniority, please email Hugh the Club's Secretary (secretary@bmwmccact.org.au) to register your interest by 1st July. The \$210 course fee or a \$100 deposit will be required by 1st August, with the balance payable before 1st October. Payment details will be provided to participants closer to the day.

If more people nominate than the program can handle, preference will be given to members who have not previously accessed a club subsidy for rider training and then early registrations. On the two previous occasions the Club has run rider training we have been able to accommodate all interested members, let's hope we can do the same this year.

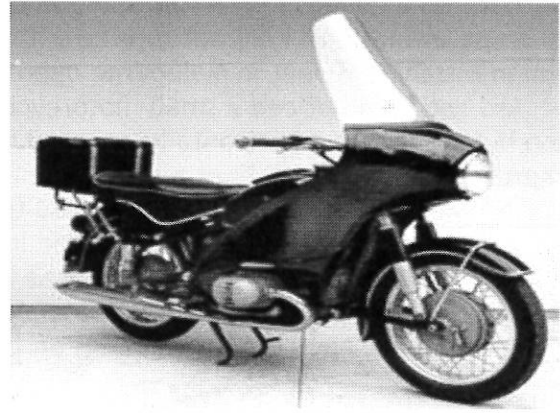
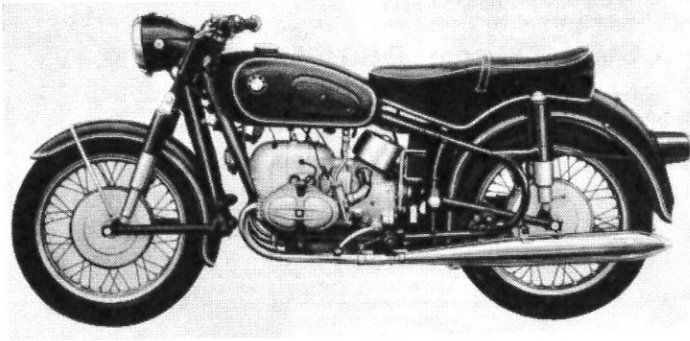
Insurance

Participants in the program should be aware that checking with their insurance company re the status of their policy for participation in the course is their responsibility. The Club does not provide insurance for riders or equipment.

Hugh Davies

Club Secretary

Rider Training coordinator



Model	R 69 S- (SE)
Production dates	1960 to 1969
Engine designation	268/3
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	590 ccm.
Compression ratio	9.5:1
Power output	42 kW at 7000 rpm (1hp =0.745kW)
Ignition	Magneto
Lighting	60 watt 6 volt
Number of gears	4
Weight	202 Kg
Fuel capacity	17 litres (25 liters SE)
Fuel consumption	5.3 litres / 100 Km
Top speed	175 km / Hr
Engine numbers	655004- 666320
Number built	11316

Notes.

This was BMW's last throw of the dice. Sales were still falling and without a good take up or a new complete model the end of motorcycle production would have finished.

This model came out in various types from the familiar European to the full house SE and US model.

There appeared to be very little changes to the mechanical side but there were several changes to the ancillaries and body. The biggest mechanical change was the addition of a harmonic balancer to the front of the crankshaft to try to dampen out the flex of the crankshaft at high revs. This consisted of a circular weight made from steel about 125 mm in diameter and 12 mm thick. This was fitted to the front of the crankshaft by means of a modified Allen head bolt and special mount, which was mounted on the front of the generator rotor. The balancer was mounted on 4 sets of rubbers. The first one was between the shaft and the weight. The second was between the end of the rotor and the weight and third and fourth were at the front and rear of the weight. All these were to be changed every 10,000 km.

The only other major changes made through its production were to introduce telescopic front forks very late in the run. A change was made from a 6 volt dynamo (generator) to a 12 volt one. Eventually a change to a three phase 12 volt alternator with a rectifier system was made. These changes were mostly for use of police forces that had increasing loads on the electrical system.

At this stage, I will digress from the basic model details and tell my story of my BMW R69S (SE).

In 1966, I owned a 250 ccm BMW R26 and was driving a semi trailer to Melbourne with a friend of mine to pick up house insulation. I am not sure how it happened but I was looking for a new bike. We parked the semi in Elizabeth Street in Melbourne opposite what was in those days Pratts Motorcycles, the BMW dealer. As I got out I noticed a small motorcycle shop opposite Pratts. I cannot remember the name of the shop but there was a horizontally opposed motorcycle in the window. His was worth a look. It was very impressive. Good clean lines a 500 ccm engine and a electric start. This looked good and it deserved a good think about. I will leave you to work out the brand. I decided to look across the road and see what Pratts had to offer. We walked in and there on a raised platform was the most impressive motorcycle I had ever seen. No description as it would take too long. I do have a photo of it but I cannot find it. I have found the closest possible on the net and it is at the beginning of this article. The one at Pratts did not have the Craven bags on it.

I must have stood there for an hour trying to decide what to do. Asking the price was a mistake. A lot. I forgot to mention that it was second hand with 4000 miles on the clock. After a long discussion with the sales person, I decided to buy it. I asked in a very quite voice "would you accept a R26 as a trade in." The answer was to my surprise was "yes." I think I left some money as a holding deposit but cannot remember how much or what the final price was.

On the next trip to Melbourne, we loaded the R26 on to the semi and set off. We ½arrived in Melbourne and it was raining lightly. We went around to the back of Pratts and lifted off the R26. There was no way we could get the R69S on to the semi so it was decided I would ride it to the factory where we were to pick up our load as they had a loading ramp. So, off I went in Melbourne traffic in light drizzle and shiny tramlines. I have never been so nervous. Made it to the factory without incident and loaded the motorcycle on to the trailer, tied it down, loaded the house insulation around it, and headed off home.

The first few months were interesting. While not the biggest bike, I had owned in the past it was the most powerful. It cruised at a unbelievable rate corned well and surprisingly handled the dirt quite well. In all a extremely good motorcycle. It had one distinct disadvantage at the time. I was stopped several times by the police for what I assumed to be speeding. Wrong they only wanted to look at the motorcycle as it was most unusual at the time. The only disadvantage was I was late for work each time.

I spent a most enjoyable time while I had it and still today, I am sorry I sold it.

It was different from other R69S's as can be seen from the photos at the top. I will list them. Mine did not have indicators fitted to the end of the handlebars. This was on the later models. The most unusual one was the full Avon fairing, which gave good protection from all weather. If you look carefully, you can see a toolbox lid on the top of the larger 5½-gallon tank. It was fitted with a much larger seat than standard and if you compare the two photos the standard seat fitted between the shock absorbers and the one on the SE fitted outside the shock absorber mounts which gave a very comfortable ride for both rider and passenger. As I said before when I brought the motorcycle, it did not have any panniers. I fitted a set of Craven side panniers and a top box. The top box can be seen in the photo. Another unusual addition was the VDO tachometer mounted on the top of the right triple clamp. This was driven from the oil pump, which was mounted, on the front of the crankcase below the timing case cover. This was in turn driven from the crankshaft by a gear.

This was an extremely good motorcycle only hindered by the price. This and the entry of the small then followed by the larger Japanese bikes that eventually spelt the death knell of this model and a change in the history of BMW.

In 1969 we heard of a completely new model that was about to be released and photos appeared in the local magazines. I had to have one so the R69S was put up for sale. This was the worst thing that I had ever done. But that is another story.

Until next time when I feel like writing another chapter of my life with a BMW motorcycle, ride safely.

Ian Hahn

TourenSport Safari (Tasmania) 2010 Ride Report, Part 1
 Martin (Kiwi) Little

Early Saturday morning, gentle rain and mist drapes across the rolling hills and vineyards north of Launceston, while the Tamar River glistens dully beside me as dawn struggles to break through the low lying cloud cover. With Viv at the Launceston Airport for her flight back to Canberra, and Mark heading directly to Devonport to see relations, I was on my own for the first time in 10 days. As I motored out of Launceston, on a wet and slippery road, I was content to let

Victoria Pier, Melbourne



the GS to quietly motor along, while I reflected on

the week just gone, of riding the best roads the island had to offer, along with some great food, wine and company it been some week.

I consider myself to be reasonably well travelled around Australia and New Zealand, and it's fair to say I have seen some great scenery and ridden some great roads in both countries. That was before I had been to Tasmania, and for such a small island it truly offers so much, and all so easily accessible by motorcycle. From the West Coast, with its raw, wild and tempestuous scenery and weather (just like its roads), to the East Coast that soothes and lulls you with its magnificent curvaceous roads from Hobart

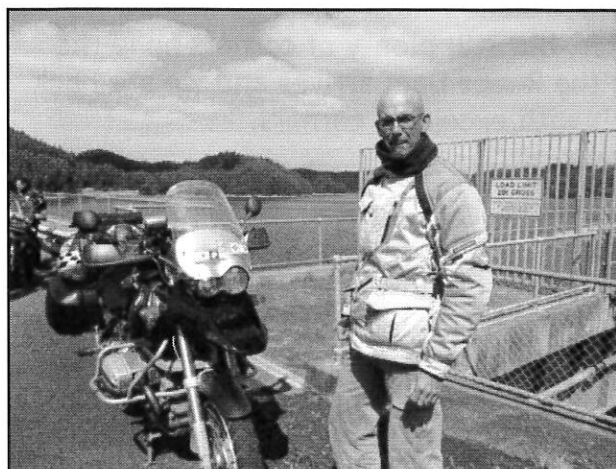
to Bicheno as its winds its way along the beautiful coastline. And then there is the North East corner of the Island that has roads with unbelievable corners that will exhaust you to the point of doubting you own ability as the road snakes through valleys and over hills that seem to just go on forever.

In short Tasmania is the equal of anything I have seen or ridden in 30 years of riding, and when combined with the great food and wine on offer, I reckon comes close to bumping NZ off the top of my riding list.... And Tasmania even has a place called Paradise, as I was to discover. Anyway enough of that, read on for this years TourenSport Safari Ride report;

Day 1: Devonport to Strahan: Total Kms travelled 310 kms.

The call comes at 0530hrs, time to rise and shine and get ready to get down to the car deck. It had been a rough sailing, and while I had slept Ok, it was good to get off the boat. It was a very short ride around the corner for the 200 odd bikes where we were fed breakfast at Perry's Bakery. Standing around in the dawn coldness drinking hot coffee and eating it was a chance for

Reece Dam



re-acquaintances and new hellos with other safari

participants. Once we were fed it was time to fuel up the bikes and head out on the A1, northwards to our turn off at Don. Strange thing about



Tasmania, even the motorways have corners, and they are cambered the right way. For some reason the motorway designers figured the right thing to

do was follow the contours of the land. (Good work I say).

At the turnoff at Don, the real work commences as we take the road that follows the river Forth as it winds its way along valley, the corners gradually coming at you more often as the terrain steepens towards Forth and then Wilmot. Cradle Mountain looms in the distance as our first stop, and as we climb continuously the temperature plummets to below what feels like zero. (This is a shock to the system after leaving a temperate Melbourne) The scenery is a blend of bush clad valleys and rolling farmland with the mountains looming in the foreground.

We motor through the hamlet of Daisy Dell (the names are very different here!), and from here, we are out on an open fast section of sweepers through alpine tussock country. Beautiful scenery but bloody cold! At the turn off to Cradle Mountain, we join the tourist traffic up to the Park Centre, which is the first stop for the day. After taking a moment to gather our thoughts, we decide heading up to Dove Lake (by bike) will be quicker than the Park shuttle and duly pay our fees to a very dour Park Ranger, who issues the obligatory warning that there could be ice on the road after the front that came through last night. The ride up to the lake is great, (scenery, wildlife etc) but by the time we pull into the car park at Dove Lake, it feels to me like its cold enough to snow. Regardless the cloud cover is lifting and Cradle Mountain is there on display in all its glory. Very picturesque, but we don't linger due to the freezing wind whipping across the lake.

Paradise (the place)



On the way back down to the Park Centre, the decision to ride the bikes instead of taking the shuttle pays off big time. We encounter a stalemate on the single lane road where 2 opposing camper-vans are blocking the road and haven't resolved who is going to reverse back to the nearest passing lane. We simply ride around them and leave them to it! It's time for morning tea and a chance to

warm up at the Park Café with hot coffee and muffins are gone in no time.

From here, it's back out on the highway heading westwards to the A10 that will take us to the turn off for another delightful back road. The A10 provided some relative change in road conditions with the corners being more open and quicker, but still plenty of corners none the less! (I'm not complaining!) Before long the turn off to the Reece Dam arrives and we are back on quiet (read isolated and nil traffic) well-sealed roads with excellent corners.

The sun was out and the temperatures had finally reached double digits, all which seemed to coincide with even more stunning scenery and endless corners. In fact I would go so far to say these were the best corners of the morning, which was the cue for Viv, who was sound asleep on the back. At Reece Dam, we stopped for our lunch (a packed roll from the bakery), where we soaked up the views, the cool sunlight, and the splendid barren isolation that is the West Coast of Tasmania. After a few photos, it was back on the bike to continue heading westwards. The next 30 kms to Zeehan was a repeat of great corners and scenery, which probably made Zeehan feel quite dull by comparison. The place looked and felt positively deserted supported by the

fact there was no manned service station, resulting in a fair queue of riders at the automatic petrol pumps.

We didn't linger and once fuelled up we were back onto Route B25 for the final 50 kms into Strahan. This road was great fun as it opened out into Tasmania's version of coastal plains, more open corners, hilly straight sections of road through coastal scrub. This was great fun for a change, after what seemed like the never-ending series of corners from earlier in the day. Strahan proved to be the total opposite of Zeehan, idyllic perched on the waters edge of Macquarie Harbour, stunning in the afternoon sunlight. We checked into our accommodation and took a moment to soak up the town and prepare for the evenings Gordon River Cruise.

Strahan



The Gordon River cruise was great and included a guided tour of Sarah Island, the initial convict colony and the precursor to Port Arthur. If you get the chance to visit this area, do it. The scenery is stunning and the sense of Australian History is very strong.

All in all, day 1 had been a great introduction to Tasmania, and I for one would not have been disappointed if the following days could not match this one.

Day 2: Strahan to Hobart: Total Kms travelled 370 kms.

Day 2 dawned overcast with the forecast rain threatening. With the bikes packed, we walked up the hill for breakfast at Latitude 42, (restaurant) overlooking Macquarie Harbour. It was very relaxing being able to breakfast while admiring the sweeping views across the Harbour, with squall lines drifting across the horizon as the front from the southern ocean moved closer.

With breakfast over, it was on the bikes and out of town on the road to Queenstown. Almost on cue, gentle rain started to fall as we climbed up from the coast on the Lyell Highway. It was a case of adjusting to the conditions and riding accordingly. While there were plenty of corners to gladden any motorcyclist's heart the road was slick with the light rain, so I was happy to just gently motor along. It was only 40 kms to Queenstown but it was an interesting 40kms!

Rolling into Queenstown, there was no incentive to linger, the town is nothing like its New Zealand namesake, and with the persistent drizzle continuing, it was a case of keep on riding. Having said that the ride up Mt Lyell was awesome. For those who have not had the pleasure, Mt Lyell dominates Queenstown with its presence and is also the centre for the mining activities. The road is a simple affair with little pretence to safety or engineering. But the grade is ferocious, and corners every 50 metres or so to accommodate this, riding it is a delightful challenge, even in the wet!

From the top of Mt Lyell it was a relatively simple gallop through misty tundra country as the road opened out and then ran beside and then across Lake Burberry before entering the beautiful Lake St Clair National Park. With the mist lifting and the roads drying out, the pace quickened. It was tough trying to soak up the scenery while at the same time doing the road justice, as it winds its way through the mountainous and heavily wooded National Park, ultimately leading us to Derwent Bridge Road House where another distraction awaited us.

Pulling into Derwent Bridge, we were the only bikes, and a quick check with the pump attendant confirmed we were the first bikes through. With the bike fuelled, I was inside paying when a red vintage open top sports car pulled in to fuel up. The driver was fully kitted out in leather trench coat, full-face mask and cap making it impossible to recognize them. A few seconds later the pump attendant (the proprietress's son) came sprinting in to announce that "*she's wearing boots*" and then ran back out side.

This referred to the driver of the red sports car, now clearly female decked out in high heel calf boots, she made quite an impression that matched the car, and was clearly a novelty in Derwent Bridge. As is custom for travellers, we swapped notes on the road conditions, (we were both heading where each other had come from) before moving on.

From Derwent Bridge it was more of the same with corners aplenty and with the cloud cover clearing, the sun threatened to break out as we motored along beside the hydro lakes, dams and canals on our way to Tarraleah.

From Tarraleah the road opened out as the landscape eased into rolling farmland, and as if on cue, the temperatures soared with the sun beaming down. It was almost soporific,

and I wouldn't have been surprised if Viv had been happily asleep on the back, such was the effect of the rolling countryside and warm sunshine.

At historic Hamilton, a decision on lunch was deferred, as it seemed too soon after Derwent Bridges morning tea, so we pressed on to Bothwell. Hamilton was a lovely old town made up of solid sandstone buildings, all in great condition and still in use. Particularly the pub, judging by the cars out the front! The road to Bothwell is the B110, and what a cracker that was. A secondary country road there to service the farming community, laid out to follow the hilly country, a great road surface combined with almost no traffic, meant the enjoyment factor was right up there. All too soon we were motoring into Bothwell, and faced with another agonizing decision on what to do for lunch. An 1830's cottage, (the original village corner store) now a café/B&B run by South Africans got the vote, and we lazed away an hour, consuming coffee, food all the while with informed and intelligent conversation. Ok maybe that last bit is not quite true, but you get the idea. The cottage was so original that one felt quite motion sick walking across the floorboards, and the original glass in the windows made me feel like my eyesight had suddenly deteriorated!

Pulling ourselves away from lunch, it was time to break out the warm weather gear, open up the vents on the jackets and head back out on the road for the short sprint to Melton Mowbray, followed by an even shorter gallop on the A1 to Ellersmere, before taking the B31 to Hobart via Richmond. The B31 to Richmond is another one of those glorious back roads, all hills and corners, but with major uneven road surfaces! I was very grateful to be on the GS as the suspension travel was working really hard. Motoring through Richmond, we didn't stop but it was obvious that this was a village where the times are good, judging by the picture perfect state of the old homes, the shops and the cars.

Seen at Derwent Bridge



As if to prove to us the roads could get better, the ride down the hill to Risdon Vale was wonderful climax to great days riding. I was grateful for having got past the truck at the beginning of this road, as there would have been little chance to do so as the road unfolded. The descent down the hill into Risdon Vale was breathtaking, and by the time we joined the A1 for the final few k's into Hobart we were well and truly sated.

The entry into Hobart was under a warm afternoon sun, with the Derwent River sparkling below us as we crossed the bridge into the city proper. Thomasina did a great job in guiding us to our hotel, where we checked in at 2:00pm. Not a bad day's ride with only 370kms covered but what Kilometres! We settled into our room, and then went exploring Hobart.

Day 3: Devonport Rest Day: Total Kms travelled 340.

In my humble opinion, Hobart has to be one of the prettiest cities in Australia. A pre breakfast walk around the docks and inner suburbs only confirmed this, and with Mt Wellington bathed in the early morning sun, the day was shaping up to be another glorious sunny day in a motorcycling paradise.

Hobart Wharf



With breakfast over we headed out to on the road to Port Arthur, it was cool, despite the sun and the initial ride through to Sorrell was against the wave of commuter traffic heading into the city. After fuelling up the bike at Sorrell, it was eastwards on the A3. The speed cameras in Tasmania live in white Honda CRV's and for the one located just outside Sorrell, we received plenty of warning from the oncoming traffic. Once clear of this obstacle we were free to enjoy the scenery as the road snaked along through Copping, then Dunalley, followed by a superb set

of corners between Dunalley and Murdunna.

At Eaglehawk Neck, we played tourist and checked out the rock formations, Tasman Blowhole and Tasman Arch. Very spectacular they were too! The section of road from Eaglehawk to Taranna was another ripper as it snaked alongside Norfolk Bay, and it took some restraint to stay close to the speed limit here. Arriving at the village at the end of the A9 roadwork, which also doubles as the entry to the Port Arthur Historic Site we stopped for coffee and toast, electing to sit outside and soak up the quietness of the area. From here, it was a short 1km ride to the Port Arthur site. We elected not to go in, but instead checked out the area from the external viewing platform, took some photos and then left.

From here, we took the B37 road to Nubeena, Koonya before rejoining the A9 at Taranna. Again this road was typical of what we had come to expect in Tasmania, undulating over the hilly contours, with a reasonable surface and bugger all traffic, as it wound its way through forest and farmland with idyllic weatherboard cottages scattered through the occasional bays as we passed close to Storm bay and



Still in Hobart... (Ed: Coffee must have been good.)

then back to Norfolk Bay. At Taranna, it was westwards on the A9 to Sorrell and then back into Hobart, sans the commuter traffic. By now it was late morning, and time to think about lunch, which the old IXL Jam factory café served as an excellent venue.

After a suitable midday rest, we headed southwards to Kettering. The plan was to see a work client of Viv's who resides in Tinderbox, thus providing the perfect excuse for another short ride through some back roads. Our timing was out though, as the B68 to Kettering was coping with the end of school traffic. This would be great biking road but not this time. After enjoying an ice cream at Kettering and watching the North Bruny Island Traffic come off the ferry, we motored back up the B68 in the mid afternoon sun to find our way to Tinderbox.

Thomasina directed us onto a suitable back road that was great, down at sea level it provided some wonderfully tight corners, with the sparkling waters of Storm Bay literally within touching distance. As if this wasn't enough, we then had about 10kms of smooth gravel surfing before popping back out on the sealed road overlooking Blackmans Bay at the entrance to the Derwent River. To say the scenery was spectacular is a gross understatement! From here, we quickly found our destination and spent a very enjoyable couple of hours, enjoying the hospitality of a local resident with magnificent views from his house across bay.

From here it was a quick ride back into Hobart for the rider briefing at 6:30pm, to ensure we were set for the next days ride to Launceston via St Helens.

Editor: Part 2 of Martin's journey continues in the July 2010 Magazine...

Jane's Big Sook! (or 2010 Cold Flame Rally)

I figure that if we keep writing articles of our travels, you will all get sick of reading them and a few more people might start writing their own. Other than that, maybe there are some other members that are as strange as we are and they like reading about our fun times and mishaps.

Some readers might have already worked out that I am a bit of a 'Rally Tart'. I think Rallies are all the best things I like all rolled together into one. Spending time with Garry, without the kids, heaps of time on the bike (that is my thinking time or listening to Queen and AC/DC and singing at the top of my voice without anyone hearing me time), Socializing with like minded people, drinking copious amounts of alcohol and generally just having a great time.

Since Garry and I have started going to rallies again over the last couple of years (had a big break due to our 3 ferals) we have been to some of the old goodies and we have gone to a few new ones, or at least new to us.

We went to the Cold Flame for the first time in 2009. We had a great time and could not wait to go again this year. I was not let down. Even though it is a back to basics (and everyone who knows me, knows that I LOVE catered rallies) a fantastic time was had again. Even that crappy weather on the Sunday could not spoil it. Although the rain was just enough of a pain - all day - to make us decide to go home that afternoon instead of staying the Sunday night like we had planned to do.

The other downer of the trip home was 'Barry the BMW' decided he was tired and decided to have a lie down on the Barry Way. BLOODY CLAY! My wonderful rain suit had worked perfectly

Wallace Craigie Lookout



until then, now I am in the midst of trying to make it water proof again. I tried telling Ron and Josh at Rolfe's that it leaks and they should replace it, my pretend scam received the appropriate response. I can still hear them laughing. I still highly recommend that suit if you ride in rain. It kept me dry during the torrential rainstorm we rode in on our way home from the Karuah in January.

The weather was so fickle. It was steamy when we arrived on the Saturday so Garry and I spent an hour or so just sitting in the small rapids of the Pinch River just before the bridge. It was very pleasant! (Must remember to take some suitable attire so as not to shock). I was so hot on the Saturday and then Sunday was just awful with the rain. We tried waiting it out but just after lunchtime, I was over it! When my sleeping bag was getting wet in the tent, it was time to give up and go home. We said our goodbyes to the last half dozen people that were sticking it out and off we went.

Everything was going fine, a few slips now and then but the GS and Garry were in control. I was finally relaxing as we were up the top of the Barry Way in the clouds (we were past the section of road with the sheer drops off the side of the road-I am scared of heights so I tend to close my eyes and tense up in the lower sections). We were just chugging along at about 20kph due to

The upside of Rallying...



the low visibility in the mist when "What the f#*%"? I was on my back and left side, facing back down the hill with the bike resting on my left leg. Garry asked me if I was ok. Once I did the 'wriggle fingers, hands and legs test' and said, "I think so" he responded with "Well help me pick the bloody bike up then"! There was some minor damage to the pannier bag but Garry was able to strap it on until we got home for some proper repairs. Being the good wife and pillion, I made the sacrifice for the BMW and used my leg to save the bike and Garry. I am sticking with that story anyway. I have a feeling that a knee reconstruction will be needed later (as I have already had one on my other knee

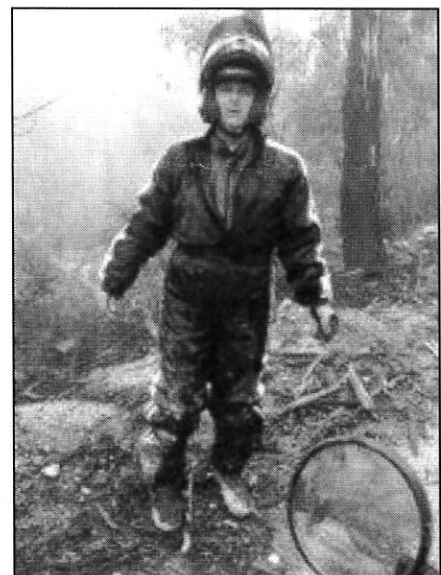
and this feels the same as before the last one) but other than a little nigggle now and then, no serious damage to anything. The whole problem was riding into a soft gooey clay section in the middle of the road. Anyone who came along after us would have seen all the tyre marks in the clay and had no doubt about what had happened there.

Still was a fantastic rally, great company, met new 'friends', caught up with some old ones, drank heaps, swam (or sat) in beautiful Pinch River water, great riding and got away from the ferals for another weekend. Can't wait to do it again!

PS. Still have not been able to make the rain suit waterproof again. Bummer, only worn it twice.....

Cheers and see you at the next rally,

Jane and Garry Smee



...the downside

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BM Diagnostic Equipment
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ALTERNATE RIDES

For those able to make a club ride, here is a selection of other rides you might be interested in. Remember if you are thinking of going, drop an email to the Ride Coordinator who can let other club members know of the ride should you like company.

RIDE MEETING 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).
- Caltex Service Station, Watson (on Northbourne Avenue).
- 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).

Advertisement

Following a recent misadventure and Jane sacrificing her wet weather gear to protect the paintwork, I had to get some clothing repair patches. Through the miracle of the Internet, I found and ordered some Tear Aid from Florida USA. You can read more here <http://www.tear-aid.com/> with pictures.

Given the packaging and freight costs, I ordered both Type A (everything) and B (PVC) retail products and offer them here to you for \$10 a pack (+ postage if required) and will bring some to the next meeting.

If this sounds like something you need, please email editor@bmwmccact.org.au or call me a/h on (02) 6291 5901.



Garry Smee
Editor



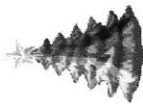
LOADED DOG RALLY

Run by Queanbeyan Tourers at the Tarago show grounds the Loaded Dog is a gruelling 74km from our front door. Not one for loading all that gear for what is normally an afternoon's ride the rally was well attended >100 and good time had by all. With a 'gold coin' bus ride to the Pub, hot showers (not used, but there), flushing toilets and great camp fire ambiance - what more could a girl want.

Yes Garry, you will be going again next year.

Jane

CHRISTMAS WITH THE VICTORIANS



CHRISTMAS IN WINTER

SATURDAY 19 JUNE 2010 at 7.00 PM

THE OLD PRIORY, 8 PRIORY LANE, BEECHWORTH

3 Course Dinner

Entrée:	Roast Sweet Potato Soup with Thai Spices; or Roast Vegetable Tart with Basil Pesto
Main:	Chicken Breast marinated in Lemon & Garlic on Basil Mash served with roast Vegetable; or Whole Roasted Porterhouse topped with Red Wine Jus served on Roast Vegetables.
Dessert:	Tiramisu; or Lemon Tart with Fresh Cream

\$40 per head (food only)

Drinks to be purchased separately

Special dietary requirements can be catered for; please advise when booking.

Bookings and Payment should be made to Sue Ball-Cuymer, social@bwmwccact.org.au or 6288 2731 by 4 June 2010. Payment can be made by cheque, payable to BMW MCC ACT, or by cash at breakfast or general meetings.

Payment is required to confirm your booking

Make your own accommodation bookings. Details of accommodation available can be found at www.beechworth.com/accommodation.



GS 30th Anniversary Rally

BMW Touring Club
of New South Wales



23rd, 24th & 25th July 2010

Our beloved GS will be 30 this year. Australia will be honouring the birth of adventure tourers at Riverwood Downs, set in the beautiful unspoilt Monkeral Valley 25kms north west of Dungog. (www.riverwooddowns.com.au)

There will be a Bike Show with prizes for Best Mono Lever, Para Lever, Tele Lever, F Series and People's Choice. Entry to the bike show is free. There will be a gate prize to be drawn on Saturday night and you must be there to win.

All types of accommodation and camping are available, with BBQ facilities and hot showers available. Accommodation bookings need to be made direct to Riverwood Downs. A celebration dinner will be held on Saturday evening for those people that pre book only, (this is due to catering requirements). Lunches and breakfast will be available over the whole weekend or byo.

Weekend schedule: Friday – Early arrivals registration. Free sausage sizzle in evening. Registration on arrival.
Saturday – 10am – Morning navigation ride.
2pm – Bike Show & display of history
6pm – Celebration Dinner, Bon fire
9pm – Presentations.
Sunday – Farewell breakfast and departure.

Please send entry in by **Friday, 2nd July 2010**. (Late entry fee is an additional \$5.00)

Entrants Full Name:			
Pillion/Partner:			
Address:			
Email Address:			
Friday evening Sausage Sizzle – For catering please indicate numbers	Number	Free	
Entry fee/ person (includes a Badge)	\$20.00	\$	
Saturday morning breakfast	\$ 5.00	\$	
Celebration Dinner/ person	\$35.00	\$	
Sunday morning breakfast – For catering please indicate numbers		Free	
Rally Polo Shirt – Size	\$30.00	\$	
Rally Zip-up Polar Fleece – Size	\$45.00	\$	
Rally Beanie	\$15.00	\$	
Rally Cap	\$15.00	\$	
TOTAL		\$	

Please make cheques/money orders payable to: BMW Touring Club of NSW
PO Box 53,
Rydalmere BC, NSW, 1701

All makes & models welcome

For more information – Jennie Banks – 02 4982 8073, Sandra Gluck – 0419 022 025 or Rob Tiedeman – 02 4963 1901(AH) – or check out our website - www.bmwtcnsw.org

Meeting Minutes

Minutes of last GM in abeyance, whilst Sec was in NZ. Come to the meeting for 'live' minutes!

BMW Motor Cycle CLUB ACT COMMITTEE MEETING
Sunday 16th May 2010 – Heritage Café Bungendore

Meeting opened 9.30am

Present

Hugh Davies, Mark Edwards, Sue Ball-Guymer, Martin Little, Martin Robinson, Garry Smee, Steve Hay

Apologies

Ian Hahn, David Shean, Alan Walsh

Reports

President: Mark asked committee members to be mindful of the diverse interests of members when preparing emails, magazine articles etc. Charity donations were discussed and it was agreed that we would maintain the focus of bike related and community issues.

Vice President/ Clubs Australia Delegate: Martin reported that working with Bob and the manufacturer had resolved the minor issues regarding merchandising. Martin held discussions with the BMW car Club about the German Auto Fest and a shared BMW position for 2010 will include cars and bikes. Clubs Australia will be supporting the 30th GS Rally. BMW Grants for equipment and merchandising for the club to use at the Kosciuszko Rally and end of year Christmas function will be to the value of \$1000. ACT car club will be holding its 25th anniversary next year.

Secretary: Hugh raised the rider training and asked committee members to bring it to members' attention. Sue will send out a reminder via email.

Public Officer: All election results etc have been notified to appropriate authorities. A decision has been made not to have a new common seal made.

Ride co-ordinator: The program of rides was discussed and full details are published on the club's web site and reminder emails will be sent out.

Social Secretary: The program of social events was discussed and full details are published on the club's web site and reminder emails will be sent out. There are 31 members who have registered for the Christmas in Winter event with the Victorian Club.

Following discussion, it was agreed that Sue would proceed with negotiations re the Christmas end of year function and make an appropriate booking for Friday 3rd December.

Editor: It was agreed that we would continue the current method of posting magazines. Garry sought contributions as early as possible.

Membership: We currently have 230 members. New badges have been ordered and should be with us in about 3 weeks.

Web Master: The web site is changing. Speed has been improved, layout is being modified, and useful links included. E.g., In 'What's On' map locations are linked to maps to assist members to better plan activities.

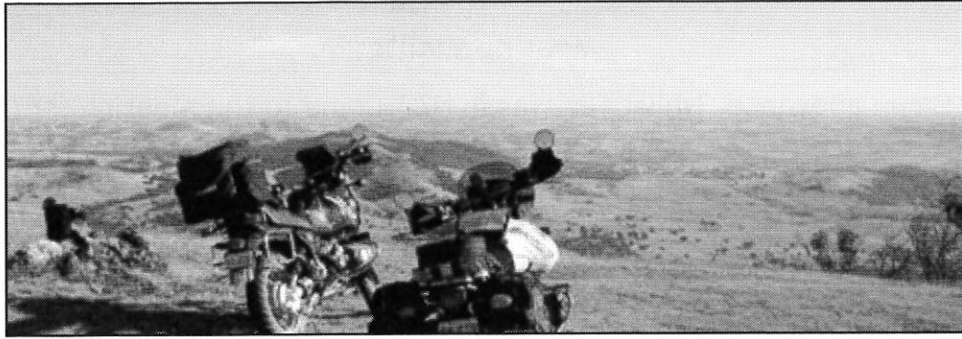
Next Meeting

Tuesday 15th June

7.30pm Martin Robinson's home: 27 Woodburn St, Chisholm.

Meeting Closed 10.30am

AN INTRODUCTION TO GRAVEL SURFING



The use of the term “Gravel Surfing” to describe riding your GS on gravel roads was first coined by Jim Reid last century. Jim is a former President of the ACT BMW Motorcycle club, or is that now the BMW motorcycle club of the ACT or is it the latte drinkers of the ACT??

Jim used to include impromptu dirt road detours on regular BM club rides to take the piss out of the latte drinkers. Jim still rides a GS but he is getting on a bit now (must be 80 yrs old at least, or perhaps 70, or maybe its really only 61) but he hasn't ridden on a gravel road since he got frightened by a wet one in 2000.

When I got my first GS in 1999, Jimbo showed me some of the good gravel roads around Canberra and I was hooked on Gravel Surfing. I started exploring roads that I saw marked as unsealed / 4WD in the hard copy NRMA maps (available free to members). I found that if a road was marked in the NRMA maps it was suitable for the GS.

I then moved on to fire trails in the surrounding National Parks and State Forests, and used the State Forest Maps, which are good, but you can't tell how good/bad a road will be just from a map. Sometimes you have to try it for yourself.

Google maps are a good option but it shows many roads that are not really roads ie just farm roads or other roads that are unused. Some of the things that I have learnt about riding around Canberra:

- Try to ride with someone else. It does not take much to drop these heavy adventure bikes and they hard to pick up by yourself - and perhaps impossible if you are injured from the fall.
- If you do decide to travel alone, make sure someone knows where you are going and what time you are due back.
- Wet gravel roads are not fun and can be bloody scary. Avoid them if at all possible. Be aware that fire trails can take longer to dry out than normal gravel roads because of the extra shade they get in the National Parks and State Forests. I have learnt this the hard way on several occasions but sometimes I still forget.

I have provided some examples of good roads for beginners (or anyone that wants a nice day out) that I have found around Canberra below (with Google link included). These are all what I call easy rides or Grade 1. See the information below the links about ride Gradings.

I will provide some info on more challenging roads shortly.

East / South of Canberra

1. Hoskinstown to Captains Flat, Harolds Cross, Rossi, Hoskinstown
2. Hoskinstown, Rossi, Majors Creek, Araluen, Moruya
3. Captains Flat - Jerangle - Numeralla - Nimmitabel. From Nimmitabel there are options to get to Cooma via gravel roads /back roads through localities of Boca, Maffra, Bobandara etc - check your map.
4. Cooma to Canberra via Shannon's Flat. Also, check out Shannon's Flat to Yaouk and through to Adaminaby - check your maps.

5. Tharwa - Williamsdale - Tinderry National Park - Bredbo (slightly harder - Grade 2 due to road through Tinderry's. . There is also a steepish climb out of Angle Crossing between Tharwa and Williamsdale.

North / East

6. Nth Canberra to Gundaroo, Collector, Bungendore (Check the look-out on the escarpment between Gundaroo and Collector which overlooks Lake George and the Federal Highway)

7. Nth Canberra - Gundaroo - Yass - Hall

West

8. Wee Jasper - Sawyer's Gully / Cavan loop.

9. Wee Jasper - Piccadilly Circus - Nottingham Road - Doctor's Flat Road, Uriarra Loop. Slightly harder due to the often-poor condition of the roads caused by 4WDs. Doctors Flat road is a good introduction to fire trails - but only when dry. When accessing Drs Flat Rd from Uriarra end the entrance is via a gate on Mountain Creek Road opposite a farmhouse.

The road initially runs through a farm before reaching the National Park. A sign at the gate says the road is a "no through road" - this is not correct. There are a number of gates (3-4), which must be left as you find them. ie. if they are open leave them open, if they are closed make sure you close them after going through. Grade 2. There is a nice detour off

Doctors Flat Road about 2kms in from the Mountain Creek Road end. It runs to the north and takes you up to Pig Hill with great views towards the north and east. The section up to Pig Hill is grade 3/4 with sections of loose rock.

Adventure Riding Road Difficulty Gradings

Bear in mind that any unsealed roads may become un-rideable in wet conditions and that road conditions can change over time.

The grading is a guide only. Take each road at your own pace and turn around if you do not feel comfortable.

- **Grade 1. Easy gravel road:** Standard "council issue" gravel road. Usually an easy ride suitable for any motorcycle and rider if you take your time. However, road surface may vary due to weather conditions and level of traffic. May have potholes and loose gravel.
- **Grade 2. Easy trail/road:** Gravel road or wide fire trail in good condition. May have some washouts, loose gravel, rocks, and bulldust or shallow sand depending on level of traffic.
- **Grade 3. Moderate trail:** Fire trail with some steeper or twisting bits. Will have washouts, loose gravel, rocks etc.
- **Grade 4. Difficult trail:** Will have some or all of the following. Very steep bits, deep washouts, loose rocks.
- **Grade 5. Very Difficult:** Probably not suitable for large adventure bikes unless the riders are very experienced, brave or stupid.

Interested? Then join here <http://autos.groups.yahoo.com/group/ACTGravelsurfing/>

Upsidedown Greg

Kevin on Doctors Flat Road. Alan B 2009©



Sam searches for the elusive 7mm allen key, while Dave tries to decipher the BMW ABS reset codes. Peter B 2009 ©



CLASSIFIEDS

BMWCCACT 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 ad.

Ads from non-members may be restricted due to space limitations.

The Editor and Webmaster have the right to refuse or reject any ad without reason.

For Sale - 1st Month

I recently purchased an 04/2009 G 650 GS motorcycle that I use for general commuting.

The former owner fitted the following genuine BMW items that I have removed and are now surplus to my needs.

- Engine Protection Bars. New cost approximately \$250.00
- Touring Screen. New cost approximately \$250.00.
- Sale price is \$100.00 each.

Contact Danijel Kovač on Mobile - 0417 293 691

2007 R1200RT Ex Police VIP, it has 62000 K's low seat and is still in Police configuration, asking \$13000 ono.

Contact Lee Kirkpatrick on 0439 118 880

2001 K1200RS 81000 K's, colour is Yellow/Black, Panniers and Top case, Heated grips, Adjustable footpegs and screen lambs wool seat cover. Can be seen on BikePoint. Asking price is \$10,800. Contact Gary McCready on 0409 715 662.

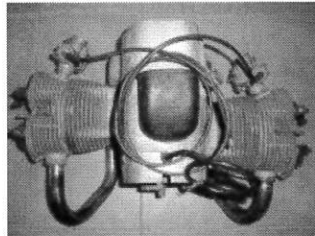
BMW R50/5 3/1973

Engine, carbs & headers complete.

Open to offers or swap for R90S OEM panniers + cash.

Contact Gary @

2valve@aussiebroadband.com.au or 0407671066.



Wanted - 1st Month

Wanted: BMW panniers or Krauser panniers (set) to fit a BMW R90S. Bike is fitted with the original chromed racks (oe equipment).

Panniers must be in very good condition. Contact Gary @ 2valve@aussiebroadband.com.au or mobile number 0407671066.

For Sale - 2nd Month

I am wrecking a 2005 K1200S in the ACT region. The bike had the works, including Power commander, ESA, ABS, HID, GPS, etc. Tyres/Wheels and K&N Filters already sold.

I am using the engine and brakes for a Hillclimb special and am wrecking the remainder. I am using aftermarket injection so do not need ZFE unit or ESA controller. I am not willing to sell the Diff just yet, as I may be adapting it to the car... unless a small enough and suitable LSD independent rear end becomes available. Please pass the word around, as I would like to see the parts go directly to a needy BMW owner as opposed to bypassing the BMW by going through a wrecker and hence increasing in price.

Contact Rob Milne @ rob@enginium.com.au or mobile 0404032665.

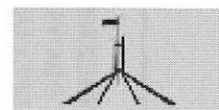
BMW Repair Manual R60/7 - R100RS \$40; BMW Multivario Tank bag (c/w magnetic base, elastic straps, expanding and rain cover) \$100, suit most flat tank c80's BMW or consider motor bike to sit under tank bag and of use for manual. Call Garry on 62915901 ah.

Wanted - 2nd Month

Wanted - R1150GS Pillion Seat. 2003 model. Will pay good money for a good seat. Please contact Mark on (0424) 730 381 or email me mark_p_plummer@yahoo.com.au

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.

Single Membership

\$ 40.00 plus \$ 5.00 Joining fee. = \$45.00
 (Fee from after the general meeting in October each
 year is \$20.00 + Joining Fee)

● Mandatory

Partner/Joint/ Family Membership

\$ 40.00 plus \$ 7.00 Joining fee = \$47.00
 (Fee from after the general meeting in October each
 year is \$20.00 + Joining Fee)

● Total \$

YOUR DETAILS

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

PARTNER'S DETAILS (JOINT or FAMILY MEMBERSHIP)

● 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 electronic format (default e-mail) or paper format (post) 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.

Signature 1

Signature 2

Date

● _____ ● _____ ● _____

Membership Secretary only

Membership #

Date

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

Pres V-Pres Sec Tres Ed Ride Soc Mer Pub Web Memb Clubs Lib

Cash Cheque Money Order

Mailing list Badge/s Sticker/s Membership card/s

J's

**CANBERRA'S
MOTORCYCLE
TYRE SPECIALISTS**

**MOTORCYCLE TYRES
AND ACCESSORIES**
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Leathers, Boots and Clothing

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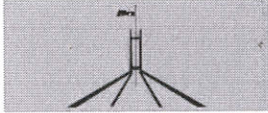
- ◆ Tyre and Disc Pad fitting While-U-wait
- ◆ Wheel Balancing and Alignment
- ◆ Fork Sealing and hocks
- ◆ (Anti-loke) Engine Decoupling
- ◆ All work Guaranteed

For Professional Advice and Service in Canberra, It's

**FOR TYRES
Ph: (02) 6247 6804**

J's

BMW Motorcycle Club
Australian Capital Territory



To:

**Garry and Jane Smee
32 Nicklin Crescent
Fadden**

2904

From: ACT BMW Motorcycle Club

PO Box 4042 Weston Creek ACT 2611

J's

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