

BMW MotorCycle Club

2004

STOP PRESS
BMW Riders support the day!
MRA Blanket Run in aid of the
Smith Family and the Salvos.
Sat 8 May, meet at Old
Parliament House at 9.30 am.
All welcome. Bring a pillon!

SHAFT DRIVE LINES

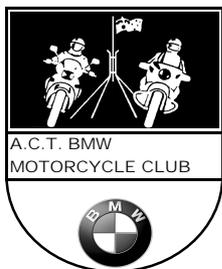


ACT BMW MotorCycle Club Inc

Member of the International Council of BMW Clubs



May 2004



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Meetings:

When: **Fourth Monday of each month**
(except in this case, where Monday's a public holiday)

Where: Italo Australian Club, 78 Franklin St FORREST

Time: 7:45pm

Next Meeting: **Tuesday 27 April 2004**

Membership:

Membership fee is \$40 per year. A small joining fee applies to new members and includes your membership badge. A membership form appears in the back pages of this magazine, or you can obtain one by writing to :

The Membership Secretary
ACTBMWMCC
PO Box 1042
WODEN ACT 2606

Please advise the Membership Secretary of changes to your contact details.

Activities:

Club runs and social events are detailed in the *What's On* page in this magazine. The Club endeavours to have at least one organized run per month. Suggestions for runs and activities are welcome to the Ride Coordinator or the Social Secretary.

Every effort is made to make the information on the *What's On* page accurate but changes to meeting times and places etc can occur between publication dates. Members will be reminded of rides, activities and general information by email. If your email address has been changed or your box is full, we can't contact you, so advise the Ride Coordinator of changes to your contact details. The most up-to-date information will be posted on our website <http://www.actbmwmcc.org.au>

Participants in Club activities are advised and reminded that they do so at their own risk and are fully responsible for their own riding. Please obey the law at all times and ride with your safety and the safety of others in mind.

Kosciuszko Rally:

Will be held on the third weekend in October 2004 at the Geehi Hut campsite near Khancoban NSW. A portion of proceeds is donated to the refurbishment of The Canberra Hospital, Cardio-Thoracic Unit's patients/visitors lounge.

Charity Support:

This club proudly supports the Cardio-Thoracic Unit of The Canberra Hospital.

Web Site: <http://www.actbmwmcc.org.au>

Check the web site for updates of rides and social events.

About Shaft Drive Lines:

Contributions:

Relevant Contributions to this Club Journal are most welcome, and should be directed to the Committee at any general meeting, or posted to

The Editor, Shaft Drive Lines
ACTBMWMCC
PO Box 1042
WODEN ACT 2606

or email to editor@actbmwmcc.org.au The deadline 10 days is before the next meeting. All disks & photos etc. will be returned upon request.

Articles to be in Word format and please keep photos separate and do not imbed them in your document. Photos to be in JPEG format.

Disclaimer:

The opinions published in this Club Journal are those of the individual correspondents, and are not necessarily those of the Editor or of the ACT BMW Motor Cycle Club Inc.

Technical articles, and other such information where provided, are for use at the discretion of the individual members, after warranty, and are not intended to detract from genuine BMW spares or accessories.

This month's cover:

Bernie Shailer's (Qld Club) immaculate '55 R50 on show at the National Rally over Easter.

The Presidential Hoohah

Welcome to autumn and hopefully some cooler riding weather before we all start putting the liners back in our jackets – Makka will let us know when the time arrives. We must also start checking the bikes at breakfast to see who we should fine being the first ones caught leaving their heated grips (or seats) on!

Well a lot has happened since the last magazine – the AGM, the Nationals, launch of the new GS, plus a few good rides – watch out for some of the reports. We also have a new committee – well a few new ones – we couldn't get rid of some – but welcome to Peter Oliver as Treasurer, Steve Hay as Secretary and Roger Paull as Editor – we reckoned Roger needed something to do to keep him occupied while he waits for his bionic hip to come good.

So get those articles started and in to Roger – ride reports – pillion reports and hints from those who participated in the rider training or tell us about your bike or maintenance hints – what about good venues to stay – product reviews on any gear that you have bought – safe riding hints (my gripe this month is: if you are in a group and overtaking a car, pass quickly and pull away to let the others follow through). We are also planning to set up some folders to store the magazines that other clubs send us and bring them along to breakfast/rides etc so that more of you can get to read them.

I hope a few more of you have taken on the Stayupright Masters rider training program. I understand that more are planned but not until Spring, but let them know now if you are interested. I reckon I'm slower now than I was before – yeh I know that was already pretty slow – particularly in the wet. I now approach a corner and I'm thinking about getting over to the left or right, turning my head to look through the corner, getting the shoulder out and down, getting inside the line of the bike etc. etc. However, as I can only usually think about two things at once

They told us of some interesting statistics at the course: one being that 50% of motorcycle accidents happen on right hand corners. Apparently, this has been attributed to the idea that some riders, thinking they have entered the corner too fast, decide to brake hard and stand the bike up with the consequence of crashing, rather than pushing the bike down further which may get them around the corner - or of course entering the corner a bit slower

in the first place. However, a recent article in Australian Motor Cycle news attributes most single bike crashes to downhill left-handers! We all prefer cornering one way more than the other and you sure run out of road in right-handers – but what is your experience?

John McKinnon, Huey Vaughan (V.P. MRA), Denise and I attended a meeting of the Snowy Region Motorcycle Safety Group in Tumbarumba on Saturday 3 April. This is a great initiative involving local councils, the RTA police and motorcycle clubs in looking at ways to reduce bike accidents/fatalities in the Snowy area. We will be distributing some brochures resulting from the groups activities – safe riding in the area, maps, stopping/meeting places, safer riding in groups etc. so please take the time to have a read. Needless to say we really enjoyed the roads down that way putting nearly 700 kms on the bikes in the process. We also found a few new roads and collected some information on good accommodation and things of interest to see/do in the area for a possible club overnigher.

I hope those who participated in the Nationals over Easter enjoyed the experience. Many thanks to Martin, Ian, Howdey and Ruthy for helping organise the event. The planning for our August/September mini safari (28 August to 12 September 2004) has started with a bit of reconnaissance by a few of us up the ranges in March (3,500 kms in my case). We tried out some great roads, found some nice places to stay with a range of accommodation from camping, pubs and motels, some good places to eat and, more importantly, how long you can ride before you need to stop for a good latte. Unfortunately, we got rained upon and struck fog in some of the best spots, but that won't happen in Spring will it?

Welcome to new members:
David and Helen Mitchell - K100RT
Garry and Christine Sheppard - K1200RS

Don't forget the Mallacoota – Anzac weekend ride. This is a top spot with a nice ride down through Bombala, Cann River or the Imlay Road if you want to make

it a tad longer or the Barry Way for the GS pilots. We camped last time but there is also good accommodation at the hotel/motel or B and Bs. We will also have our usual mothers day ride and lunch so keep an eye out for that one.

So find that lining for your jacket, dig out the winter gloves and that smelly neck sock and get your leg over and come on out!

Peter



WHAT'S ON - Rides, Events & Meetings

Club events are highlighted

Note: Because of the public holiday, the next General Meeting is on Tuesday 27th April

APRIL

24-26 Weekender to Mallacoota

27 General Meeting

7.45 pm Italo-Australian Club, Forrest

| Mon | Tues | Wed | Thu | Fri | Sat | Sun |
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| 31 | | | | | | |

MAY

5 Chomp and Chat - Venue to be announced

8 MRA Blanket Run

9 Mothers Day lunch at Cowra

13 Committee Meeting

24 General Meeting

7.45 pm Italo-Australian Club, Forrest

29-30 Hill End Weekender - Gravel Surfers

| Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
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| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

JUNE

2 Chomp and Chat - Venue to be advised

12-14 Dubbo - Weekender

17 Committee Meeting

28 General Meeting

7.45 pm Italo-Australian Club, Forrest

MORE WHAT'S ON

.April 24-26 Anzac Day Weekender to Mallacoota. (not a long weekend in Victoria)

Depart Sat 8:30am from Rolfe or Williamsdale 9:00am for those who prefer. Return Monday 26th April. Arrange your own accommodation.

The options for the trip would be via Imlay Rd, via Mt Darragh Rd and Eden, or via Cann River and back to Mallacoota. As a matter of interest, I am told the Imlay Rd is not too good in places.

Mallacoota accommodation possibilities are:

- ◆ Caravan Park - (03) 5158 0300 - plenty of room for camping - ask for level site - plus on-site vans available - one with en-suite;
- ◆ Pub/Motel - Kath - (03) 5158 0455 - 12 rooms available as at 15 April but need to book soon. Rooms have one single and one double bed - single \$50, double \$60, twin \$66

Anyone travelling via Eden is welcome to call in and say hello at El Rancho McKinnon, 27 Andrea St.

Saturday 8 May BMW riders - support the day!

MRA Blanket run in aid of Smith Family and Salvos. Meet at Old Parliament House 9.30am

All welcome - invite a friend - bring a pillion!

9th May - Mother's Day

Day ride to Cowra for lunch. Leave from Bungendore after breakfast, ride via Gundaroo, Yass, Boorowa to Cowra. A great ride for pillions.

Lunch will be at the Japanese Gardens, Karen restaurant. A tentative booking for 20 people has been made for lunch in the restaurant at the gardens.

Numbers for this ride would be appreciated. Contact John or Leah.

May 28-29 Hill End Weekender

Visit a well preserved historic gold mining town. Access is via Bathurst and 20 kms of gravel road in good condition. Contact Greg for more info 0407 415 294

Membership renewals wanted

from
all you lovely members of
ACT BMW Motorcycle Club

and

For new members, you will find an application form inside the back page of this newsletter

Make sure you don't miss out on:

- future editions of this exciting and scintillating newsletter
- lots of club rides and social events
- breakfast at Bungendore with other early risers on any Sunday morning
- monthly dinners at selected eateries
- interesting monthly meetings with guest speakers and playful heckling from the cheap seats
- discounts from business people who love our club
- joining in rides with Airheads
- sliding around in the dirt with the Gravel Surfers
- and much more if you dare to ask, but no steak knives please

**Renew your membership
NOW!**

('cause if you don't this may be your 2nd last newsletter.)

BMW Clubs Australia National Rally 2004



THE BMW CLUBS AUSTRALIA NATIONAL RALLY 9 TO 12 APRIL 2004

Our club, in association with BMW Car Club ACT, hosted the National Rally over the Easter weekend. Over 100 members from BMW car and motorcycle clubs across the country came to Canberra to experience the Nation's capital and do what BMW nuts do when they get together. Here's how it went....

Friday

Participants began trickling in to the registration desk at Rydges Capital Hill from midday. For some it was just a quick trip across town, for others it was a trip of 1000km or more. Some took the opportunity to relax in the bar before the Welcome Dinner in the evening, others retreated to the carpark to wash off the bugs for the following day's display.

The Welcome Dinner gave everyone the opportunity to meet the other participants and catch up with old friends. The evening was livened up by quiz questions and auctions of goodies donated by BMW Australia, with proceeds donated to the Snowy Southcare Helicopter. Much food was consumed and the hotel's wine supply suitably depleted.

Saturday

Time for the show and shine, held by the lake at National Museum of Australia. For the car club participants, this is their big thing – and they take it very seriously. Gleaming paintwork, chrome and upholstery were minutely examined and judging proceeded for many hours in the various classes. On the other side of the road where the (much smaller) bike display was happening it was altogether more laid back. The winners were not too hard to decide – and thanks Ron for doing the judging – though the competition was fierce in the Classic class with some lovely things of the old and

black variety in attendance.

Winners in class were:

| | |
|---|---|
| Classic (pre 1970) | Bernie Shailer (Qld bikes) for his R69S and Steib sidecar. This bike also won best in show. |
| Post-Classic (2 valve R models from 1970 onwards) | Ken Dyne (Brisbane bikes) for his R90S |
| 2 valve K model | Paul Pelczar (ACT bikes) for his K75S |
| 4 valve K model | yours truly for my K1200LT |
| 4 valve R model | Carolyn Bradley (ACT bikes) for her R1150R |
| Best Tourer | Brian Kowalik (SA Bikes) for his well-travelled R100 |
| Best non-faired bike | Lyn Dyne (Brisbane bikes) for her R60US |

Not being into cleaning and showing bikes, Greg and the gravel surfers took a run out to Wee Jasper which left from the Show & Shine site. I do believe that Steve Hay had a close look at the ground on that trip but he's ok. F650s don't like it when their chain comes off.

That evening was the "cheap and cheerful" dinner, an antidote to the perceived excess of the following evening. I'm assured it was a good night but I had a Nationals-free evening so can't speak from personal experience.

Sunday

This was *our* big day; the "long run" organised and catered by our club. In contrast to the Saturday it was doing its best to drizzle but this didn't seem to dampen anyone's spirits in any way. Well maybe except for Alison, whose bike decided to have a little lie down on the downhill left-hander coming down to Coppins Crossing. Never mind, no harm done to her and little to her bike so she got out of it fairly lightly.

On top of Mount Ainslie we met the Riley Club, who were in town for the weekend. Parking was at a premium but we all had a good look at some nice old machinery. We then wound our way around the back of the big American chicken on the post and down to the National Capital Exhibition, where we educated the nice folk from Sinny and Melbourne as to why their respective cities never became the capital.

From there, a little trip around the Parliamentary zone and a passing homage to the German embassy were followed by a run past the yacht club. We managed to keep everyone pretty much together, though they all had maps and instructions so it didn't really matter. Then it was time to head for country roads, down past Coppins then out to the Murrumbidgee before heading back to the Cotter via Brindabella Road. It was a shame that the roads were decidedly greasy, though I don't think it bothered the fang merchants in the cars very much.

We stopped again at the tracking station for a little while then it was down to Orroral Valley for

lunch. Everyone got there and they all seemed to have a good time so we'll call that one a success.

That evening we donned our best clobber for dinner at Old Parliament House. An evening of



At the lunch stop in Orroral valley.
 Ron explaining to National Rally participants on Sunday's 'Explore your Capital Run' how they could find Canberra again.

good food, fine wine and great surroundings and the odd speech topped off a good weekend. A terrific venue, go if you get the opportunity.

Monday

Most of the interstaters headed off home, though a few stayed on for a tasting at the Kamberra Wine facility and even a stayer's dinner that evening.

That's how it happened. Many thanks to Irene and the rest of the folk on the organising committee, particularly Ian Hahn for assisting me with our club's share of organising the show. Thanks also to Greg Barber for organising the dirt ride alternative to the Show and Shine. Thanks too for those folk who came out to Orroral Valley and helped with the feeding of the multitude. Finally, thanks again to Ron for assisting Alison after her mishap, much appreciated.

Martin



Rolfe Classic BMW Motorrad

April 2004

Greetings to all ACT BMW Motorcycle Club Members,

Hopefully all of you enjoyed your Easter break and the BMW Clubs Australia National Rally.

I would like to take this opportunity to introduce myself to those that I am yet to meet; I have taken over the position of Sales Manager for Rolfe Classic BMW Motorrad from Sabian Roux who has left Rolfe Classic to pursue other employment opportunities. I bring with me a large amount of motorcycle experience and knowledge albeit with other European brands.

I would also like to take this opportunity to congratulate Mick Owens, our Motorcycle Service Manager, on obtaining his Master Technician status from BMW Motorrad 1 of 6 technicians Australia wide to achieve this status for 2004.

I look forward to meeting you all, both at the dealership and on the road.

Regards,

Stephen Littlehales

Latest News

R 1200 GS

By now, most of you would have heard that the all new R 1200 GS is now available. We have a demonstrator available for test rides by appointment. Stock is extremely limited for Australia this year, so if you are interested you had better act quickly!

R 1150 GS Adventure

Running until the end of April there is a bonus on all new R 1150 GS Adventures sold. If you buy your new Adventure before the end of April, you are eligible to purchase a new BMW Motorrad Navigator for the subsidised price of \$500.00, a saving of over \$1200.00!

BMW Motorrad Announcement

BMW Motorrad made an announcement recently regarding future models.

"For the year 2004 there are ***no new product introductions*** planned in the Boxer series besides the R 1200 GS." "The R 1150 GS Adventure, the Cruiser models, the R 1100 S, and also the Roadster models R 850 R/R 1150 R will remain ***unmodified beyond the year 2005.***"

Current Specials

2003 F 650 GS, Titan Silver, 4500 Klms

2003 R 850 R, Titan Silver, Panniers, 5000 Klms

2003 R 1100 S, Marrakech Red, 500klms

2003 R 1150 RS Executive, Frost Blue, Panniers, 500 Klms

All serious offers on the above motorcycles will be considered.

Regards and good riding!

The team at Rolfe Classic BMW Motorrad

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Parts Facsimile
(02) 6208 4123

Dealer Principal
Brian Joseph

Gravel Surfing stuff

The GS run conducted as part of the BMW Clubs Australia Nationals went really well. No interstate riders unfortunately but the locals had fun anyway.

After checking out the cars and motorcycles on display for the Show 'n Shine at the National Museum we headed off. First leg was to Uriarra Crossing and then along towards Piccadilly Circus where we regrouped.

Then it was a quick run down to the Brindabella Valley. The road so far had been okay, only a few patches of bull dust on the down hill stretch.

Out of the valley towards Tumut the road was in good condition and we all moved along quite happily. After about 15kms the road conditions changed with loose gravel appearing on the road which slowed the pace a bit.

We soon turned off onto Nottingham Road and enjoyed some good views as we headed into Wee Jasper. Lunch at the takeaway was pies and hamburgers - good solid aussie tucker.

For the ride home we decided to take the more challenging option - Doctor's Flat Road. The last time I did this road was about 5 years ago with Jimbo Reid, Nigel McFarland and Tony Swan. The road back then started off pretty wide and easy to negotiate and got progressively narrower and harder, finishing with some steep rocky sections that really tested our limited skills.

It was very different this time, with an obvious increase in traffic meaning that the road has been looked after and the Canberra end is now much wider and smoother. The increased traffic has however resulted in some testing patches of bulldust.

Steve Hay found this out the hard way and had a small step off. He is now a fully fledged member of the gravel surfers. With no damage done he was soon way again after putting his chain back on. Shaft drive certainly has its advantages over chains.

We soon reached open country and Mountain Creek Road, where we regrouped before heading for home, another successful and enjoyable ride



Thanks to those who turned up. Timmo (F650GS), Dave and Anna (R1150GS), Dave Arton (R1150GS), Fred Pensko (R1150GS), Steve Hay (F650GS), Dale (KTM660), myself (R1100GS), and Ian Hahn (R90/6) who met us at Wee Jasper for lunch.

COMING EVENTS:

24-26 April - Mallacoota Weekender

28/29 May - Hill End - Weekender

12-14 June - Dubbo - Weekender

Contact me on 0407 415 294 or upsidedowngreg@yahoo.com.au if you want any information about these rides. Check the What's On section for other club rides.

Upsidedown Greg

Head'n North - the Ranges Ride

In this month's feature ride, Peter Stanfield reports on the highlights of the eight rider, seven night and six latte tour of northern NSW

In preparation for our little jaunt in September as an excuse, 8 of us: Greg Barber, Mark Edwards, Martin Gilbert, Ian Johnson, Dave Arton and 3 Peters: Stanfield, Oliver and Horsburg set off on the 5th of March for a bit of a ride up north. After numerous attempts at deciding a route all we could agree upon was a departure time of 8.30 am at Hall on the Friday with a possible first overnight stay at Gulgong.

We headed out through Yass to Boorowa and thence out past Frogmore to Wyangala and via a number of back roads to Bathurst for a late morning tea/lunch. A few of us café/latte types would have liked a stop for coffee a little earlier – like Murrumbateman – but we had a lot of fun out along some great little back roads on this stretch. Greg knows the area well and led us through some pretty little villages – avoiding the main road as long as possible. We did run into a few! cattle on the road at one spot – see photo – but you need to see places like Neville, Barry and Perthville at least once in your life.

Hot Laps at Bathurst

We toured the motor museum at Bathurst and watched a video of the early days of motor bike racing in the area – well worth the price of admission – and then went for a lap of the circuit. The blokes that used to race around the circuit – dirt in the early days – sure had lots of courage. On riding the present track – lovely smooth hotmix -you quickly discover that there are more tricky bits on the circuit than show up on the TV – plus the circuit is all the more interesting with the prospect of meeting some tourist coming the other way. After lunch at the Bathurst bakery we headed off for Gulgong via Sofala, Kandos and Rylstone arriving at Gulgong in time to book into the pub – or the caravan park for the hardy types – and down a few beers before a really good evening pub meal. I heard someone's bike was a little tired and lay down for a bit of a rest in the camping ground that night.

The next day we planned to get to Walcha via Singleton, Dungog and the Oxley or Thunderbolts Way, and use Walcha as a base

for some rides in the area. Typical of a well planned club ride we ended up in three groups before we even left Gulgong, but somehow managed to get back together near Cassilis and thence onto Merriwa and Denman for the obligatory latte stop. At this stage the weather was looking a bit ominous, very windy and cold and by the time we hit Singleton it was well and truly raining.

The decision was made to abandon the route across to Dungog and head up to Tamworth to skirt the worst of the wet. As it turned out, Greg who had been off gravel surfing on his own, continued on to head up Thunderbolts Way in good conditions while we lobbed at Tamworth in 33 degrees and about 80% humidity (bugger). After a good meal at Makkas (have you tried their new anti-litigation menu?) we toured the motorbike museum – again well worth the price of admission – and at about 2 pm we headed off via Bendemeer for Walcha.

With 90 veteran tennis players in town for a big competition, the accommodation was a tad scarce at the best pub, but the motel in the main street was quite reasonable and the camping ground very tidy. After a few beers we enjoyed a good feed at the Commercial Hotel – recommended. I understand another bike got tired in the camping ground that night as well. A few of us decided to head in different directions the next day – Greg and I heading north - with the others planning to try a few rides/walks in the local area. Walcha (or Gloucester) is a good overnight stop as you can ride the Oxley Highway/Thunderbolts loop. Greg and I left at 8 am always on the look out for roos but the only one we encountered jumped across the road in front of us before we left town!

It was raining in Armidale as we fuelled and put the wet weather gear on for run down the Grafton Road via Ebor. The wet weather/road made it a bit disappointing as the route down to Ebor/Dorrigo or on to Grafton is a cracker, but it fined up as we went with only occasional patches of rain and fog on the higher mountains. Greg left me at Tyringham to seek out some dirt while I headed on down the very damp and twisty but enjoyable road to Grafton.

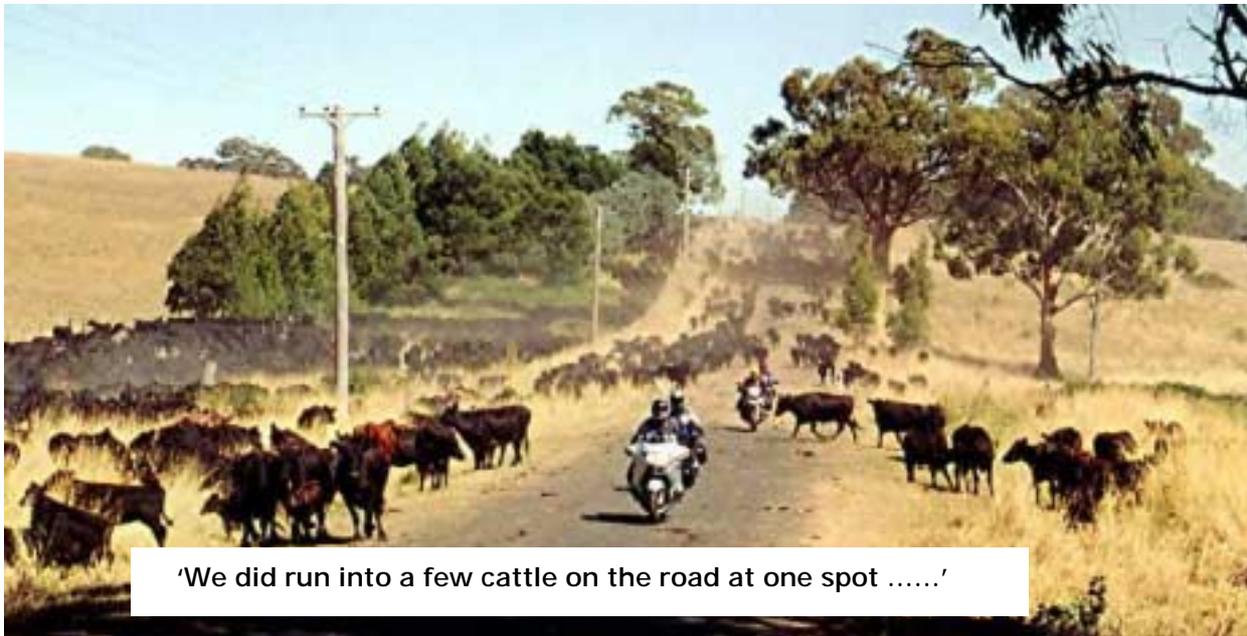
Watching out for loose gravel I was surprised to see a big patch on one corner which turned out to have been thrown up by a 4 wheel drive which was laying on its side way down a gully with a small sedan on its side next to it. Greg later found out that the sedan had run off the road in sympathy while the driver was rubber necking the accident! After this stretch – which requires a lot of concentration with the narrow winding road, occasional timber trucks and the ever present sound of banjo plucking as a backdrop – the road opens out onto the new gravel surface on the nice run into Grafton.

After a quick stop in Grafton – couldn't source a good latte – I headed for Casino – via Glen Innes and Tenterfield. The road from Grafton to Glen Innes is a beauty – nice sweeping roads with great scenery out to the Gibraltar range

some good roads - The Tenterfield Range is also a beauty, a lot longer than Gibraltar with some really tight sections but challenging sections plus a great view that you shouldn't dwell on for too long.

The Tenterfield Saddler

I had arranged to meet my niece Jodie (750 Kawasaki) at Tenterfield so we could ride the Tenterfield range together. I was a little disappointed that the others weren't with me as I was going to introduce Jodie, but not tell them what her job was until we got to the bottom of the range - Jodie runs the highway patrol out of Lismore with 25 patrol officers! I will invite her along for the September jaunt plus a few of the locals as they would like to meet our little group and perhaps show us some of the area. The



'We did run into a few cattle on the road at one spot

and then up over the top without too many surprises. The top lookout is probably the best for a picture and there is a good information centre a short distance after the top of the range. There is then an equally enjoyable ride into Glen Innes – although I came upon a long stretch of road works that was freshly watered clay – which had the front tyre squirming a bit – but made me look like the seasoned traveller with a very dirty bike and boots. The GS types might like to try a bit of a challenge and take the old Grafton to Glen Innes road – turning off to the left about 6 kms outside Grafton.

Glen Innes was closed on the Sunday so I pedalled on to Tenterfield up the New England which was a tad boring after the previous great roads. Tenterfield could make a good stopping place in September with a bit of character plus

bloke in charge of Ballina is a keen BMW rider.

There are a lot of good country roads on the north coast – mostly sealed – Doug Anthony being the local member for many years probably helped. The loop through Kyogle, Rathdowney, Beaudesert, Canungra (2000 Safari), and back via Natural Arch to Murwillumbah then back through Main Arm or Nimbin (don't forget to pick up some cookies) Mullumbimby. Another beaut loop would be up through Bonalbo, Woodenbong, Killarney, Warwick and Stanthorpe, Tenterfield, Casino. The GS riders might like to try the stretch from Legume down through Willsons Downfall. The back road to Grafton (Summerland Way) can also be avoided by heading down the Clarence Valley from Tabulam through Baryulgil.

After a couple of days enjoying the hospitality

with my sisters (but boy was it typical north coast weather – hot and humid) I met the lads at Woodburn for the return. We headed off down the Pacific Highway but needed a latte so stopped at Macksville where a lot of the locals wear drag apparently – it's supposed to be the most Scottish town in Australia – so you won't see any dropped coins laying around on the footpath. We then detoured via the ferry across the Clarence to Lawrence – sorry about the detour guys – and then the back road to Grafton to pick up the Gibraltar Range. Unfortunately, this time we struck rain and really thick fog on the better section but came out into cooler weather on the tablelands. Glen Innes was open this time so after a nice lunch at the servo/diner on the way in we fuelled up and headed off to Gloucester via Uralla and Walcha.

It was a little late in the afternoon when we hit Walcha but we all just kept following Dave and pressed on down Thunderbolts Way for an overnight stop in Gloucester. Having heard heaps about what a great road Thunderbolts Way was we were really looking forward to the ride – but of course we had to strike rain and really thick fog on the best bit before running out underneath it near the bottom of the range – down hill/wet sections are not my favourite roads – particularly in fog, so I held a few of the lads up before they got past the road block. You also need to watch the bridges at the bottom of the range – probably left over from the convict era.

Quaint Gloucester

Gloucester is a quaint little town set in a very picturesque valley at the foot of the range – there are lots of good roads and activities here including walking/canoeing – so it could be a good spot to overnight in September – the pub was also good – food at any rate – but there are other good accommodation options as well – I didn't hear whether any bikes lay down in the camping ground that night. The next day was for getting home and there was talk of heading back out west via Bathurst, but in the end we headed back over to Singleton via Stroud, Dungog and Gresford – when the sign says the road is closed guys - it probably means the road is closed. We stopped at the bakery in Singleton for another latte and then headed off for the Windsor Putty Road.

The run across to Windsor is a beauty, except I was tail end Charlie and when a suspicious looking blue Falcon with lots of aerals pulled out behind us as we started the climb I decided

to take it easy to give the others a free run. It turned out to be a false alarm as when Martin and I finally stopped at the servo at the top, the occupants turned out to be other than highway patrol - bugger. Nevertheless this road is still a lot of fun and could be included in September.

We decided at the next stop to head straight home via Penrith, the Oaks and the Hume so we all followed Martin with his GPS through Penrith – what a great device for getting through cities! After fuelling at The Oaks I suggested a late lunch at the historic old George Inn at Picton. We had caught up to a storm at this stage and after parking our bikes and walking over to the pub - in heavy rain - we found out that we had missed their counter lunch time so we had to set off again with Marulan as the next stop – sorry guys.

While the ride across through the Oaks is a reasonable alternative, getting across the road to head south and up under the railway tunnel at this spot is a lottery – its OK going north. It was only after I got home that I remembered the best option is to turn left and then right out through the middle of the main street for the shorter run across to the join the Hume Freeway. After a latte and burger at Marulan we headed home arriving at about 6.30pm with some additional 3,600 kms on my bike. I wimped out on the ride to Bright the next day but heard that apart from the road works on the Elliott Way it was a great weekend as well.

So we found some great roads and nice places that will help with our planning for September. The dates for the mini safari have been decided as August 28 to September 12 – so put those dates in your diary for a bit of a ride! Hopefully there won't be any fog on the good bits and the rain will be confined to the ACT!





Report: BMW Clubs Australia delegates' meetings, 28th & 29th March 2004

by Martin Gilbert, attending on behalf of the committee & members of the ACT BMW Motorcycle Club.

On the Sunday afternoon, John Kannanghinis (BMW Group Australia's Marketing & Communications Manager) gave a short presentation at the delegates' meeting – he would have done it Monday but would be closeted with the dealers all that day.

He gave an outline of upcoming model releases, mainly car-related but he also took much pleasure in dropping hints of his upcoming trip to the Nurburgring to ride the new K bike. It is generally referred to as model K40 but I can tell you it will be the K1200S. It will weigh 40kg less than the current RS and run 30hp more. John emphasised that this would be a sportsbike, designed to compete with Japanese sportsbikes but marketed at the more "mature" end of the market who have survived their experiences with the Japanese sportsbikes and are ready to move to something with more quality and durability without sacrificing sports performance. It is deliberately not a sports-tourer. The bike is due for release later this year.

BMW Group Australia is also looking seriously into options for rider training. You may be aware that BMW does rider training in other markets but not here. With the new K40 coming, along with the R1200GS launched recently, BMWGA wants to bring the same standard of rider training they run overseas to Australia. They are aware of the possible implications of launching a high-powered bike into a market where they often sell to returning riders without the skills to handle it. They are currently sourcing trainers of a suitable calibre to run the training and are in discussion with the new owners of Phillip Island racetrack to get that venue.

The only other vaguely bike-related news was that Formula BMW racing – a bridge class between karts and Formula One using open-wheel cars with souped-up K motors – is coming to Australia in the next 12 months. Speaking of Formula One, don't be too surprised to see an Australian driver join the BMW Williams team next year.

After John left, we got on with the delegates' meeting.

The National Chairman, David Atkin of the NSW car club, gave a club-by-club rundown based on information provided to him by each of the clubs. With the emphasis on growing the clubs, we looked at what each club was doing, how their membership was or wasn't growing and what we delegates, as a group, could do to assist. With our level of membership growth ("what are they putting in the water down there?") our club were the golden boys of the presentation. While this put a rosy glow on us, it actually made it difficult to get any problems we might raise heard. Some other clubs are in real trouble and people were more interested in hearing what we were doing right rather than listening to what problems we might have.

Other clubs doing well were Qld bikes and Vic bikes, along with NSW cars. Qld bikes are doing many similar things to us, though they align themselves very closely with the dealer, to the point of having members working there on Saturdays meeting potential buyers and promoting the club. Vic bikes are huge, they have reached a critical mass where they can do things very professionally and have enough people to call on for committee and other support activities. A couple of things these clubs do which we could consider:

- Qld bikes offer credit card facilities to their members for payment of membership fees and purchase of merchandise, including directly through a secure page on their



website.

- Vic bikes promote internet banking transfers as a way to pay renewals.

By contrast, some clubs such as SA Cars and Brisbane bikes are struggling, with static membership levels and committee members hard to come by.

Several clubs, such as SA bikes, were having a lot of difficulty getting a look-in at their dealers. This was particularly the case where a car dealer had taken on the bike dealership – we have been very fortunate in our experience but this is not always the case in other markets. It is apparent that some dealers saw little value to them in a relationship with the club in question, for whatever reason. There was much discussion revolving around what clubs in that position could do to improve their relationship with their dealers.

The other main point for discussion was the format of future Nationals events. The current format was seen as stale and unattractive, particularly to motorcyclists. Full details of the proposed alternative as contained in the Powerpoint presentation are:

- That the National Rally change from an annual event to bi-ennial with the total commitment of all the Clubs
- The event be tailored to meet the needs of both cars and motorcycles with different programs and venues but with at least one common meeting point during the Rally
- That the BMW Group Australia sponsorship be allocated over the two programs
- That the venues be changed to the Eastern Seaboard states with the largest Clubs and sponsors
- That the new rotation be:
 - 2005 Queensland
 - 2007 Victoria
 - 2009 New South Wales

SA would assist the Vic clubs and we would assist the NSW clubs when our respective turns came. The bike content of the Nationals would be based on a Safari-type approach. The Nationals in Queensland next year have been planned using this approach. This was met with general approval by all delegates but the clubs must vote for this approach before it can be implemented. **We have until 31st May to vote – if you have an opinion, discuss it with the committee so we can put your point of view.**

Election of office bearers then took place, resulting in:

- National Chair contested by David Atkin and Nigel Smith of Qld bikes. Both nominees were present. Won by David Atkin by a 2/3 majority.
- Vice Chair Cars contested by Ian Solomon of Qld cars and (David?) Way of Gold Coast cars and NSW cars (nominated by NSW cars). Only Mr Solomon was present for the vote. Won by Ian Solomon.
- Vice Chair Bikes contested by Bernie Shailer of Qld bikes and Brisbane bikes (nominated by Brisbane bikes) and Nigel Smith of Qld bikes. Both nominees were present for the vote. Won by Nigel Smith after a tied vote due an abstention forced the Chair to cast a deciding vote.

On the Monday, we went to Mulgrave to BMW Group Australia's corporate headquarters. We met a number of BMWGA staff (not Mr McMath though, disappointing), including staff from John K's office. BMWGA's webmaster conducted a presentation on the website thing that Ron has alluded to for the last several years. For anyone who came in late, there has been a proposal on the table for some time that BMWGA would build and host professional, corporate image websites for the clubs.

Common sense has at last prevailed – in my opinion anyway – BMWGA have

acknowledged that doing this is impractical for them in terms of server space, server security and staff resources. What they have done instead is to have their webmaster produce a series of templates and other resources which clubs can use to build their own sites to BMW corporate standards. The whole idea is to make a site produced using the templates as easy to maintain as possible, particularly for inexperienced webmasters. Clubs would have to arrange hosting of the site themselves. The templates and resources have been provided to me on a CD. **It is entirely up to each club if they wish to take advantage of this. BMWGA have no wish to force this on us.** I think we should look at what is offered and decide if we would like to go this way at some time in the future. Ray Coxon has the CD now but you can see the template in action on the home page of the BMW Car Club Qld at <http://www.bmwclubqld.asn.au/> .

We then turned to election of our International Delegate (ID), the person who represents Australia's BMW clubs to other BMW clubs overseas and to BMW AG. Damien Cook of Vic bikes has been our ID for the last 4 years. Delegates were concerned that they had not been given prior notice of the vote and couldn't therefore make a considered choice. The vote was therefore postponed to 31st May. The committee will vote on this.

We then resumed our discussions of the previous day by breaking into groups – a car group and a bike group – to come up with ways of helping struggling clubs.

That was the end of our formal activities. I had hoped to raise concerns from our committee regarding the loss of the bike for a week prize for the rally and aspects of the Principal Events Support Program, but I did get the chance to bend Nigel Smith's ear at length on them. I think you will find Nigel to be an active representative and I intend to keep in touch with him regularly to that end as the year unfolds.

I'll fill you in on the junket aspects of the trip when we meet again!

Keeping in touch through Yahoo Email Groups

The club has a couple of Yahoo Email groups to allow members to keep in touch with each other via email.

Once you subscribe to the email group you can send emails directly to other club members who have also joined the email group.

There is a general club group and another for gravel surfers (riders of GS bikes).

How do I join?

For the general club group:

You can simply send an email to actbmwmcc-subscribe@yahoogroups.com

Or you can check out the group specific email site:

<http://autos.groups.yahoo.com/group/actbmwmcc>

and you can join the group from there.

For Gravel Surfers

send an email to:

ACTGravelsurfing-subscribe@yahoogroups.com

or visit the website

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

If you have any questions on the Gravel Surfers group give me a call.

0407 415 294 or send me an email: upsidedowngreg@yahoo.com.au

The Vice Report

A new year begins and no doubt a few of the old chestnuts will be roasted again. Just before Easter we received a letter of resignation from a member of the club who has decided to take up a new employment opportunity interstate. Unless I miss my guess he will be trading his present bike on one of those new fangled K1200 GS machines.

In his letter this member decided to have a parting shot at the club and the way organizes rides; in particular he mentioned the number of stops in a days ride; the 'let's all leave together' policy which he says he saw abused and the 'slower' riders who generally abide by the speed limit, even when overtaking vehicles. He did say that he thought that we are 'not just a bunch of wankers' like other clubs he has been in, but then the letter got just a bit nasty...

Greg Barber got a mention for his positive can do attitude in getting out and about and the creation of the Gravel Surfers. Mark Edwards, who ensures that Greg has a ride buddy also got a positive mention. So what was the message?

Well, the way I see it is that there are a lot of members (more than 200) in the club and there are bound to be a lot of ideas about how we can and should do things; what rides we can do; how, if at all we should organize rides with a 'tail end Charlie', a group who wants to ride to a destination and then stop, the pillion group who enjoy a more leisurely approach and so on.

The club is 'managed' on behalf of the members by a committee of similar minded people who would like to see more members enjoy riding their bikes with the club. A democracy no less! Some may think that the recent club rides have been a bit on the shorter side (the Bright weekend excluded) and yes there are often a number of stops along the way. This is largely because that is the 'apparent' preference of the group on the day.

Rather than wait until you are leaving the club, why not let the committee know of your interests and preferences. Mark Edwards has expressed an interest in longer rides so the committee will be looking to this as a requirement for future planning. What are your views?

Following my incident in Bungendore on the weekend of 21 March, I am pretty much over the 'latte' thing and when I get another bike will reconsider my riding habits including destinations.

You can call me on 0412 262 212 or email me at vicepres@actbmwmcc.org.au, or catch me on a ride some where and I will happily represent your views to the committee.

So many roads and no bike!

Colin Ward
ph: 6255 8998 (h) 04122 62212 (m)

About Emails

If you have given us your email address and are not receiving any mail from the Club, one of the following reasons may apply:

- ◆ Your Service Provider or your spam blocker software may have the Bigpond mail server in its database. You may need to take action to allow mail from Bigpond servers
- ◆ Your mailbox is full. You may need to check the mailbox and delete any unwanted mail
- ◆ You have changed your email address and not notified the membership secretary
- ◆ Your address is incorrect in the Club's database

You can help us with the last two by sending a test mail to: rally@actbmwmcc.org.au Your address can then be checked and corrected if necessary.

Minutes of April Committee Meeting

Meeting on 15 April, chez Stanfield, with all committee members present.

President

Welcomed new committee members; he will prepare a roles and responsibilities matrix for committee members.

Congratulated Martin on his great work on the Nationals.

A sub-committee will be formed to review the constitution.

Suggested that as the Club has supported SIDS for some time, it may be appropriate to support a small charity to which the club could make a visible contribution. After discussion it was agreed the club would support the refurbishment of the patients/visitors lounge of the Cardio Thoracic unit at the Canberra Hospital.

Vice President

Public liability insurance renewal received. Will arrange for change of Public Officer to be notified. Volunteered for sub-committee on constitution review

Secretary

Due to interstate transfer a member has resigned from the club.

Treasurer

Steve Hay to be appointed as cheque signatory. Accounts have been examined.

Social Secretary

An excellent Chomp and Chat was held at the Mekong restaurant. Possibilities for May Chomp and Chat. A Woden restaurant to be advised.

Membership Sec.

Currently 251 financial members. After discussion it was agreed the club should publish its privacy and spam email policies. Fiona Oliver to provide suitable words.

Ride Coordinator

- Sunday 18/4 Aus Superbikes at Wakefield Park.
- ANZAC Weekend to Mallacoota
- Mother's day to Cowra for lunch (full details of above in 'What's On')
- 18/9/04 (tentative) for Bermagui ride - but may change due to club ride up north

Attended, with Peter S, the Tumbarumba motorcycle forum, organised to spread awareness of riding conditions in the Snowy

Mountains. Copies of the brochures to be distributed.

Editor

Looking for more contributions for the news letter. Waiting for our regular advertisers to renew their advertising.

Other Business

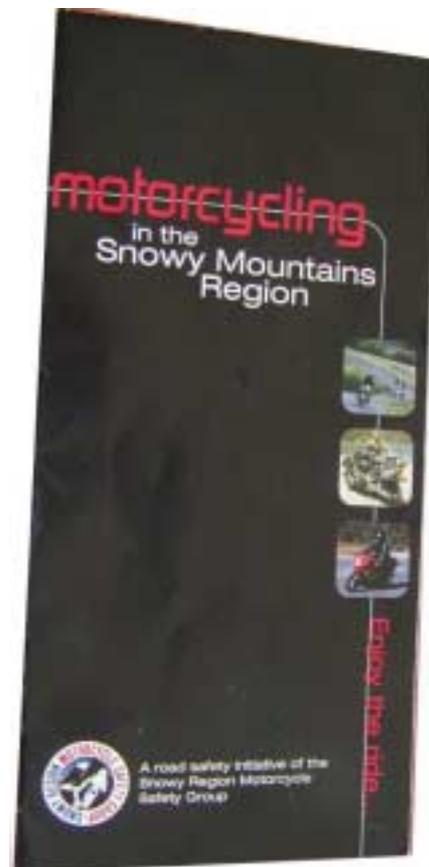
Greg's proposal for a revised T J's Tyres competition was discussed and accepted with the addition of 20 points for attending rider training. Martin and Alison to administer.

Any one interested in additional rider training. A ride book is to be kept by Peter Stanfield.

Consideration to be given to the Air Heads and Gravel Surfers having their own sub committee

Martin was impressed with the professionalism of the state groups in their Nationals organisation.

Next years nationals will be held in Brisbane. There is a proposal to make Nationals every second in QLD, NSW and Vic.



Get yourself a copy!

AIRHEADS

Airheads is a group of enthusiasts (i.e. bunch of geezers) in the club who appreciate the classic air-cooled bikes of yesteryear. Airheads ride to different destinations in the district for breakfast, morning tea or lunch, depending on the season, enjoy an unhurried stop and still get back in plenty of time for an afternoon nap (short rides are alternated with longer rides).

Note: Rider and machine must be capable of travelling at 60 m.p.h.

Airheads Ride Schedule: May/June 2004

Where:

All Airheads rides* start from the Ampol Servo, cnr Federal Highway and Antill St. WATSON

When:

Departure times: **April: 9.00am** **May: 9.30am** **June: 10.00am**

Contact:

Just turn up but if you have any queries call Peter - 0402 248 553 or Peter - 0407 280 477

Saturday April 24: **Temora Aviation Museum (day ride or overnigher)**

Ride to Temora via Yass, Bowning and Harden. Attend the Museum's flying day at Temora and return to Canberra.

Saturday May 1: **Gunning**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday May 15: **Goulburn**

Ride to Goulburn via Bungendore and Tarago; morning tea at Goulburn; back to Canberra via Breadalbane, Gunning and Gundaroo.

Saturday May 29: **Parkes (overnigher)**

Ride to Parkes via Yass, Boorowa, Cowra. Visit local attractions in Parkes, viz. "The Dish" and overnight stay. Return to Canberra via Forbes, Grenfell, Young, Harden and Yass.

Saturday June 12: **Gunning**

Ride to Gunning via Collector and Breadalbane, breakfast/ morning tea at Gunning; back to Canberra via Gundaroo and Sutton.

Saturday June 26: **Nowra (overnigher)**

Ride to Nowra via Bungendore, Tarago, Goulburn, Bundanoon, Moss Vale and Kangaroo Valley. Visit local attractions including the Naval Aircraft Museum and overnight stay. Return to Canberra via Ulladulla, Batemans Bay and Braidwood.

* Airheads rides are also approved ACT Vintage Veteran and Classic club rides. This schedule can also be seen on the web at www.actbwmcc.org.au. Note that rides may be changed by general agreement. Oilheads and Waterheads welcome!

2003 TJ's TYRES TOURING COMPETITION

ACT BMW Motorcycle
Club



Hal Caston of TJ's Tyres

New!
2004 Competition
New Rules!!

Fred Pensko, the big winner of last year's touring competition writes:

' I was very happy to have won the TJ's touring competition for '03 - '04. Thinking back over the year I have come to the conclusion that anyone with a Box Brownie could have won this competition; there were no special touring requirements.

Most of the point could have been scored, by just taking a few pictures around our own fair city: big eagle, big anchor, big bells, big lake, churches to burn, etc.

I was over the moon to have won the tyre gauge, but then to win the tyres again. I can only my need was greatest and I really couldn't think of anyone nicer.

On a more serious note, I'd like to thank the committee for their work in making this competition possible.

A special thanks must go to Hal at TJ's. We can only hope that club support was sufficient for Hal to consider running the competition again next year.

Thanks also to the many other competitors who took part this year

Freddie

p.s.

As you know, when Hal fits new tyres he always makes a point of reminding you to be carefully for the first few K's to scrub them in.

Question: How many K's Hal?

Answer: oh, about a 100 on bitumen

Question: and on dirt?

Answer: about four.'

The Club Committee, stung by Fred's suggestion that the 2003 competition was 'too easy and a bit of a walkover really', announces that TJ's Tyres Touring Competition will be run again in 2004, but under revised rules.

Hal Caston of TJ's Tyres has again agreed to sponsor the competition and will give the major prize - a set of tyres up to the value of \$450.

Prizes will again be awarded on the points score but the means of gaining points will be expanded.

The competition will run from May 2004 to February 2005. Members gain points through photos, (i.e. of member, bike, location/sign), like under the previous rules, or by attending club riding events.

Point scoring is weighted to encourage long distance touring and regular attendance at club rides, which include Airheads and Gravel Surfers organised and advertised rides.

HOW TO SCORE POINTS AND WIN

A photo at TJ's Tyres is compulsory for entry into the competition.

10 points—entrant and bike at TJ's Tyres.

20 points—entrant, bike and Hal at TJ's Tyres

And then accumulate points under the Photo Section and/or the Club Riding Event Section

TJ's Tyres Touring Competition - Photo Section

(Remember, to qualify, all photos must include member, bike and landmark or sign)

1. State Borders

| | |
|-------------|-----------|
| Vic | 4 points |
| SA and Qld | 8 points |
| Tas, NT, WA | 15 points |

2. Specific Sites

| | |
|------------------------|-----------|
| Uluru (NT) | 20 points |
| Lake Argyl (WA) | 20 points |
| Bamaga (Cape York) QLD | 20 points |
| Big Lobster (SA) | 15 points |
| Birdsville Pub (QLD) | 15 points |
| 12 Apostles (VIC) | 10 points |
| Big Pineapple (QLD) | 10 points |
| Dubbo Zoo (NSW) | 5 points |

3. Other equivalent sites or situations, determined on merit, subject to administrator's judgment e.g.

| | |
|--|-----------|
| Charlotte Pass in July/August (wearing shorts) | 20 points |
| Photo with saltwater crocodile (but must be live and > 3 metres) | 20 points |

4. Other points allocated on the following basis for each new landmark

| | |
|--|----------|
| Other 'big' things (must have sign claiming bigness) | 2 points |
| Major sporting ovals interstate (e.g. SCG, MCG, Adelaide Oval, the Gabba, Telstra Dome, Telstra Stadium, WACA) | 2 points |
| National Park signs | 1 point |
| Dams or lakes (large bodies of water or their signs if dry - not farm dams) | 1 point |

Club Riding Event Section

You can score points by attending normal club rides. These are the official rides - those listed in the 'What's On' column of this newsletter and includes Airheads and Gravel Surfers.

If you're in the competition, to claim your point/s you will have to make sure that on the day of the ride that the ride coordinator records your presence - it's up to you.

Points are scored on the following basis:

| | |
|--------------------------------------|-----------|
| Day ride | 1 point |
| (Sunday breakfast is not a day ride) | |
| Weekend away | 3 points |
| Club Safari | 10 points |
| Rider Training participation | 20 points |

So get to TJ's TYRES for your first photo and start building up your points.

For 2004, make a real effort to beat Fred!

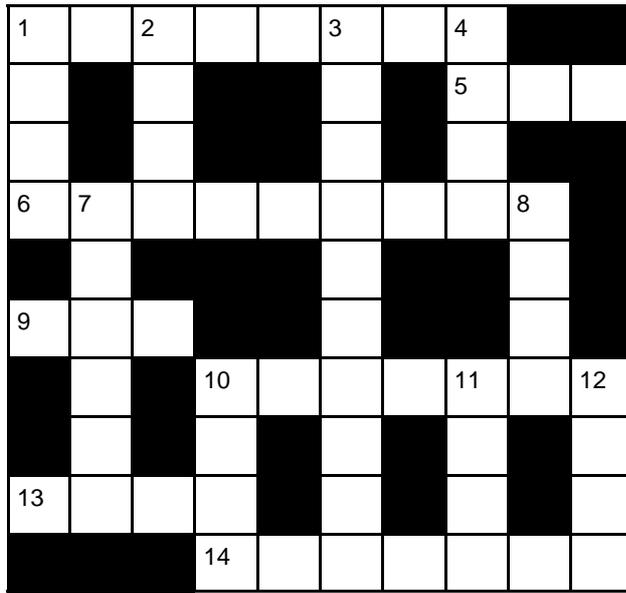
Martin and Alison have recklessly agreed to administer the competition, so make some work for them

You can send your photos electronically to:
delegate@actbmwmcc.org.au

Or hard copy versions by post to:
The Secretary,
P.O. Box 1042,
Woden ACT 2606



By "The Pillion"



Across

- 1 Airheads are riding to this town soon
- 5 There's four of these in every pack of cards
- 6 Club President
- 9 What you mostly ride
- 10 Some say that Rocket Ron likes these
- 13 Sunday breakfast location
- 14 He featured on the August 2003 cover

Down

- 1 'No ----- no glory'
- 2 It hurts if you break this bone
- 3 10 down is also known as this
- 4 You don't want one in your tyre
- 7 There's an aviation museum here
- 8 Another type of bike
- 10 GS ride coordinator
- 11 Club meetings are held on the 4th Monday of ---- month
- 12 What the editor has following his surgery

Solution in the next issue

Looking to insure your BMW Motorcycle? We can help you!*



New England Insurance Brokers Pty Ltd

218 Jimmy Mann Road, Stanthorpe Qld 4380
(PO Box 358, Stanthorpe, Qld 4380)

Phone: 07 4681 2877

Fax: 07 4681 2427

Email: admin@neib.com.au



Motorcycle Insurance Specialists
Insuring members for over 12 years. Quality
product, service and competitive prices.

Ring and give us a try!

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

* Subject to underwriting

FOR SALE

BMW R1100R, 1999, 38500 km, ex cond – no scratches or dings, ABS, floating discs, screen, panniers (with inners), heated grips, service records, techlusion module fitted, 7 months rego (ACT). **\$11300** ono. Contact **Mark 6292 6250 or 0407 076 122**.

F650 GS silver blue 2000 model, 17,500kms, two screens (Givi screen fitted), expandable panniers, low seat kit fitted, latest fuel injection program loaded, heated hand grips, new front tyre, 3 mths ACT rego, delightful bike to ride and sorry to sell. **\$9,500**
Phone **Claire 0407 808 660** or email: **bikers@webone.com.au**

Tank bag for the K series. Genuine BMW version with waterproof cover, etc. Excellent condition. **\$200** ono phone **Colin 0412 262 212**.

Clymer Workshop manual for the K series 1985 -1995. **\$30** ono phone **Colin 0412 262 212**

BMW R80RT 1984 Registered until Dec 04. Dark blue. Panniers with liners. Currently fitted with bikini fairing (RT fairing included in sale) . Excellent condition. **\$5300**. Ring **Janis 02 6296 1107** or web@actbmwmcc.org.au.

BMW K1200RS - 7/2000 model, 67000km, silver/blue, excellent condition, fully serviced (last major at 61,000), heated grips, ABS, BMW panniers and top box, new brake linings, new front and rear tyres, K&N air filter, headlight protector, tool-kit, complete repair manual, 6 months rego. **\$14,000** negotiable. Ring Dale on 0408 469 442

For Sale

Second and last month

BMW R1150R, 2002, 11,000kms, Ltd edition paint, panniers, rear rack and soft bag, 6 mths rego, new rear tyre, absolutely immaculate, looking to change to a Dakar so will consider swap + cash adjust, Contact **Caroline 0409 669 539**

WANTED

Staintune sports mufflers for a 1983 R100 I'm after a set in good condition.
Contact **Alex Green, Wollongong, 42284560**.

A set of Panniers and top box for a K1200 RS 2000 model.
please contact - **Howdie Farrar - farrar@pnc.com.au or 0438883201/ 61619401**

A set of black leathers for a female Size 12 -14 Please contact **Ruthie Farrar 61619401 or farrar@pnc.com.au**

WANTED

Second and last month

Duel Seat kit for a **K1100LT (ex Police Bike)**. (11/99) . Need seat, pegs, brackets, duck tail and I also think I need the side panels as well. Any help would be greatly appreciated.
Dale. 0417 420 959
dalewirtanen@hotmail.com

Windscreen for **K100RT 1984**. Phone **Ivan** on **0427100086 or 64526976**.

K1 Prefer Early bike in RED, but will consider others - any condition considered. **Jayson Hinder** on **02-62952444w or 02- 62542737h**

R series, 65-100, about 1980 to early 90s, preferably black, price dependant on condition. Any advice on where to look appreciated.
Richard Stanford 0417690805

Privacy of Club Member Information

Privacy of personal information has been an issue of growing concern over the last year or so as people are becoming more aware of the extent to which their personal details can be used for commercial purposes. The recent implementation of the *Spam Act (2003)* on 10 April 2004 has also increased awareness of how vulnerable personal email addresses can make people to unsolicited advertising material.

The *Privacy Act (1988)* and the *Spam Act (2003)* both apply to commercial organisations and therefore, technically speaking, don't really apply to social clubs like the ACT BMW Motorcycle Club. However, the Committee wishes to reassure club members that the Club is complying with the spirit of both these important pieces of legislation. The purpose of this article therefore is to spell out the Club's approach to both privacy and spam.

Privacy

As part of the membership process, the Club collects basic contact information from each club member. This includes names, phone numbers (work, home, mobile), postal addresses and email addresses. The Club also asks for information about the motorcycles that you own when you join the Club and when you renew your membership. The contact information is used expressly for the purpose of sending out your membership card and for staying in touch with you about Club events. For example, if you receive your monthly club journal in hard copy, it will be sent to the postal address that you supply. If you elect to receive your club journal electronically, it will be sent to the email address that you supply. The information about the motorcycles you own is collected to provide a more comprehensive picture about the motorcycling interests of members so that the Committee can be sure that it is catering for all the members when it plans various events.

Your membership information is collected and held by the Membership Secretary, whose contact details are provided on the front cover of every club journal. The Membership Secretary is responsible for ensuring the security of your membership information and you can check the accuracy of that information at any time by ringing the Membership Secretary or speaking to him at the monthly Club meetings. The only people who have direct access to the membership information are the Membership Secretary and other members of the Committee on request.

Your membership information is not disclosed to anybody without your permission. If someone contacts the Membership Secretary wishing to obtain contact details about another member, the Membership Secretary will take down the details of the person making the enquiry and then pass them on to the relevant member. It is up to the member then to decide if they wish to disclose any information to the person making the inquiry.

The Club does not sell or pass its membership information to any other individual or organisation. When someone leaves the Club or their membership expires, their membership information is removed from the membership database.

Spam

The membership form collects email addresses from new or renewing members and makes it clear that, in providing an email address, the member is consenting to receive information about Club events. This issue of consent is very important under the *Spam Act (2003)* so if you do not want to receive emails from the Club you should not complete this part of the membership form. You can have your email address removed from your membership information at any time just by contacting the Membership Secretary. Alternatively, when you receive an email from the Club and you wish to be removed from the subscription list, you can send a reply message to the author with "UNSUBSCRIBE" typed in the subject line and also copy the message to the Membership Secretary.

The membership form provides you with the option of receiving your monthly club journal in an electronic format. Once again, if you have consented to receive your journal electronically and you subsequently change your mind, send a reply message with "UNSUBSCRIBE" typed in the subject line.

Whether it is your electronic club journal or an email about up and coming Club events, any email that you receive from the Club will always identify that it is from the Club email subscription list and that it only contains information about Club events. The Club does not disclose or sell its email subscription list to any other individual or organisation.

Any members who have queries about privacy or spam issues should contact the Club President in the first instance. Peter's contact details are provided in the cover of every monthly club journal. Alternatively, members can speak to Peter or raise these issues at the Club's monthly meeting.

Fiona Oliver
April 2004

ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



APPLICATION FOR MEMBERSHIP (Please cross out the option not required)

1. **NEW Single Membership \$ 40.00 plus \$5.00 Joining Fee.** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
2. **NEW Joint / Family Membership \$40.00 plus \$7.00 Joining Fee** \$ _____
(Fee from the General meeting in October each year is \$20.00 +JF)
- (Please don't send any CASH BY MAIL) Total \$ _____

Please fill out ALL PARTICULARS below so that we can record your membership details

Please Print

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Partner / Joint / Family Details, if different from above

Last Name _____ First Name _____
Home Ph _____ Work Ph. _____ Mobile Ph. _____
E-Mail Address _____
(By filling in the e-mail address you have indicated you are willing to accept information on club events.)

Do you wish your monthly magazine in paper format OR electronic format (e-mail)

Postal Address _____
Suburb _____ Postcode _____

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

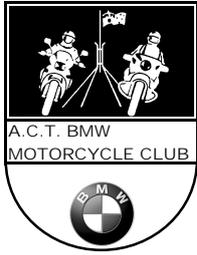
The fees paid as above entitles me/us to receive the Club journal, membership card and for new members, a club badge, sticker and card (for each membership) and to participate in all the Club activities.

Participants in Club activities are advised that they do so at their own risk. You are required to obey the law at all times and ride with your safety and the safety of others in mind.

I / We agree to comply with the rules of the ACT BMW Motorcycle Club according to its constitution.

Signature 1 _____ Signature 2 _____ Date _____

| | | |
|----------------------------------|-----------------|--------------|
| Membership Secretary only | Receipt # | Membership # |
| Mailing List Badge Sticker | Membership Card | Date _____ |



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