

BMW Club

Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



July 2005



Member of the International Council of BMW Clubs



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'Shaft Drive Lines' – July 2005 – Volume 25 No.6

Meetings:

When: 7.45 pm, fourth Monday of each month
Where: Italo Australian Club, 78 Franklin St FORREST
Next Meeting: Monday 27 June 2005

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.

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':

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. **If you are sending an email with attachments please use the alternative address: shaftdrivelines@yahoo.com.au**

Articles and photos sent as attachments are preferred in Word or JPEG formats respectively. Please keep photos separate and do not embed them in your document.

Disclaimer:

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

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

Privacy of Club Member Information

The Club is aware that privacy of personal information is an issue of growing concern and for that reason has a declared policy as regards *Privacy* and *Spam*.

Details of the Club's policy were in the May 2005 newsletter.

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.

This month's cover:

Vice President Colin Ward has joined the Gravel Surfers—shown here having just picked up his shiny new 1200 GS. (But ... has anyone warned Colin that Gravel Surfers' bikes don't necessarily stay shiny for long?)

The Presidential Hookah



Grey winter has descended on us with a vengeance, with some welcome rain. It's time to get out the winter riding gear and make sure both you and your wheels are up to the conditions. We could be in for some pretty variable weather over the next couple of months, so be prepared.

The May meeting was a big success, with guests Shirley Hardy-Rix and Brian Rix entertaining us with the story of their ride across the world. Thanks go to Colin Ward for having the idea in the first place and then putting in the effort to follow it through. Col and Leena will be in Finland by the time you read this and I hope they are having a wonderful holiday. We are now looking for other special guests to come along and entertain or enlighten us. Plenty of notice will be given in the magazine.

Editor Roger and Social Secretary Pam have returned from their jaunt to Alaska and are back in their respective saddles and raring to go. Roger is always on the lookout for articles and photos for the magazine, so don't be shy about sending him your contribution. Pam has put together a 12 month event calendar which is elsewhere in the magazine. Check it out and note your diary with the events coming up. Keep in mind the Club's annual rally at Geehi and the Christmas function, which will again be at Hudson's in the Gardens, a popular choice given the success of last year's event.

Martin Gilbert, our Clubs Australia rep, will have some interesting tidbits for us about new offerings from BMW and changes to the format of the Nationals. Be at the next meeting to catch up on the latest news.

Keep in mind the BMW Safari scheduled for next year. Although a decision has not been made by BMW about the destination, the Committee is keen to promote it as the Club's major trip for 2006. For those of you who have not been on a Safari, it is a very enjoyable trip. Any trip where all the organising is done for you is half way to being a success before you turn a wheel. Keep your calendar open for next year. Current details are available from <http://www.bmwssafari.com/>.

Last but by no means least, check out all the work Webmaster Olaf Moon has been doing on our website. Olaf has put a lot of time and effort into bringing us up to date and changing the image. The site is under continual development so you can expect to see more useful links, articles etc as Olaf brings more on line.

Safe riding.

John

In this month's issue:

- What's On 4
- Vice Report 6
- Upcoming Rallies 6
- MRA News 9
- Martin's BMW Clubs Aust report 12
- 'Fangs and Fins' (by Olaf Moon) 15
- 'Fuels ain't Fuels' 17
- Minutes of May General Meeting 19
- Minutes of June Committee Meeting 20
- Classifieds 21
- 2005/6 Club Event Calendar 23

Welcome to new member:

Tim Kennedy BMW R 1100 S
 Suzuki GS-R 750
 Ducati SD 900



Don't be put off by the cooler weather — the numbers may be down but the Arte Café at Bungendore is still a pleasant spot to get together on a Sunday morning



What's On - Rides, Events & Meetings

Next General Meeting is on Monday 27 June 2005, at the Italo-Australian Club, Forrest.

(Remember that unless you're a financial member of the Italo– Australian Club, you should sign the "Group Sign In Sheet" at reception when attending meetings.)

June 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
19	20	21	22	23	24	25
26	27	28	29	30		

25 –26 Christmas in June with the Victorian Club
Lake Hume Resort

27 General Meeting, Italo-Australia Club, Forrest
7.45 pm

July 2005

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

3 Alternative Sunday Breakfast—Bushranger
Hotel, Collector. All meet at Ampol Servo,
corner Federal Highway and Antill St, Watson

6 Chomp & Chat—Pinocchio's, Shop 3A, Torrens
Place, Torrens

14 Committee meeting

16 Day ride to Harden

25 General Meeting, Italo-Australia Club, Forrest
7.45 pm

August 2005

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

3 Chomp & Chat - CIT Training Restaurant,
Building K, Constitution Avenue, Reid 7pm.

7 Alternative Sunday Breakfast - Michael's at
Mount Stromlo

18 Committee meeting

19/21 25th anniversary GS rally

21 Gluhwein Run

29 General Meeting, Italo-Australia Club, Forrest
7.45 pm



More What's On

27 June - General Meeting

7.45pm Italo-Australia Club, Forrest.

3 July - Alternative Sunday Breakfast, Bushranger Hotel, Collector

This was one of our favourites last year, fog and all! Only one rendezvous spot today—the Ampol Servo at Watson at 8.30am. Dress warmly!

6 July - Chomp & Chat Pinocchio's at Torrens Shops

A new venue for the club's monthly chomp & chat.

RSVP to Pam on 6255 8045 or email editor@actbmwmcc.org.au by 1 July.

16 July - Day ride to Harden

Mal Elliott our ride coordinator has organized a Saturday ride to Yass via Barton Highway then to Harden via Binalong for a late morning tea and home via Boorowa, Yass and Murrumbateman. Lunch spot to be decided on the day. Meet at the Hall lay by at 9 am.

3 August - Chomp & Chat at CIT Training Restaurant, Reid

Numbers are strictly limited, so it's first in best dressed for this one. For \$22, you'll have a three course meal prepared by the trainee chefs at the CIT Restaurant in Reid.

Note this is a 7pm start.

RSVP to Pam on 6255 8045 or email editor@actbmwmcc.org.au by 25 July. Sorry, no late bookings can be accepted as the restaurant needs early notice of final numbers.

7 August - Alternative Sunday Breakfast

Michael's at Mount Stromlo, preceded by a ride to Uriarra, Point Hutt and the Cotter. More details in the next newsletter.

21 August - Gluhwein Run

The ACT Vintage, Veteran and Classic Motorcycle Club's annual run followed by a warming mug of steaming gluhwein. More details later.

19/21 August - 25th Anniversary of the GS - Gloucester

The BMW Touring Club of NSW's Rally at Cundle Flat

Farm, set in a beautiful valley 50kms north west of Gloucester on the unspoiled Upper Manning River. More details at page 6 of this issue.

17/18 September - Bermagui

The club's annual ride to beautiful Bermagui.

... and there are rumours that some members are planning an extended ride—heading southwards—following straight on from this weekend?

25 September - German Autofest and Club Concours

More details later.

22/3 October - Kosciuszko Rally

The club's annual weekend in the mountains at Geehi Hut. Details in a future newsletter.

5/11 November - BMW Safari for GS

More details at page 11 in this issue. See the BMW Safari website for up to date details.

9 December - Christmas Dinner & Presentation Night

Watch this space for details.

10 December - MRA Toy Run

Do we have your correct email address?

If you haven't received a couple of emails from the Ride Coordinator in the past month then THERE IS SOMETHING WRONG with the email you have given the club. It's either out of date, or mis-spelt, or your mailbox is full, or your employer treats it as junk mail, or something unknown to the human race.

Please send a note to the Ride Coordinator malelyot@tpg.com.au to verify the email address we can contact you on.

The Vice Report

Haloo polveutua Helsinki.

Leena ja we aari model after juhlapäivä kotona Suomi. Minun veres moottoripyörä on model after etu- kansi.

In other words, hello from Helsinki where Leena and I are on holidays. You can see a photo of my new bike on the front cover and yes, I'm going to become a gravel surfer. I'll tell you more about it when we get home.

We had a wonderful evening at the May club meeting listening to Shirley Hardy Rix and Brian Rix recount their travels on their around the world trip. No doubt quite a few of us left thinking we'd love to do it too. They are a great couple and I thoroughly enjoyed meeting them.

So many **more** roads to ride and so little time...

Colin Ward

Upcoming Rallies

The BMW Touring Club of NSW's

"GS 25th Silver Anniversary Rally 19-21 August 2005

Our beloved GS will be 25 this September. Australia will be honouring the birth of adventure tourers at Cundle Flat Farm, set in a beautiful valley 50kms north west of Gloucester on the unspoiled Upper Manning River. (cundleflatfarm.com.au)

There will be a Bike Show with prizes for Best Mono Lever, Para Lever, Tele Lever and F Series. Entry to the bike show is free.

Dormitory accommodation and camping on the riverside park are available, with BBQ facilities as well as hot showers. A celebration dinner will be held on Saturday evening to people that pre book, so that the caterers can prepare but lunches and breakfasts will be available over the whole weekend. ...

For bookings and more information—Rob Tiedeman—02 4963 1901, race@idl.net.au"



and ...

The BMW Owners Club of South Australia's 2005 biennial rally....



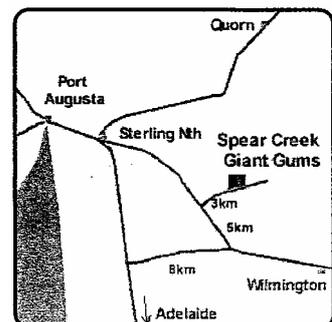
"Friday 7 Oct to Sunday 9 Oct 2005

'All Motorcyclists Welcome'

Location

Spear Creek, just west of the Flinders Ranges near Port Augusta, is so named because Aborigines attacked and speared cattle there.

Today, Spear Creek is a working sheep station 16000 acres in size with 4000 sheep and the home of the Spear Creek Tourism and Training Centre. It is located 25km South East of Port Augusta and include the Western face of the Flinders Ranges in the Horrocks Pass area. The entrance is off the bitumized Old Wilmington Road, which can be accessed from Highway 56 at the western end of Horrocks Pass. The Spear Creek Tourism and Training Centre, which has been selected as the site for this year's rally, is set amongst 400 - year old River Red Gums adjacent to the ranges and overlooks Spencer Gulf some 14km away. Accommodation is available to suit all needs from basic (bush) camping, unpowered sites, powered caravan sites, bunkhouse, cabin and bungalows. See registration form for costs. Enquiries to John Sargent [08] 83445770 .."



(If you are interested in either of these rallies, your editor has a copy of the entry forms with extra details. (It's a long way to go, but SA rally is in a very scenic location, and Horrocks Pass is a lovely piece of road.) ... and keep in mind our very own

Kosciuszko Rally, on the 22 and 23 October - at Geehi.

Our New Web Page

Our Webmaster, Olaf Moon has put lots of time recently into updating our website to give it a fresh new look.

For the site design, Olaf has used a template made available to Clubs by BMW Motorrad Australia, provided in the interests of attaining a certain degree of uniformity in the appearance of BMW Club web sites.

(You may have noticed minor changes in the layout of this newsletter's front cover- this also was done to comply more closely with the BMW Clubs standard).

We all appreciate the hard work put in by our previous Webmaster, Ray Coxon, on developing and maintaining the site and Olaf has been able to build on Ray's work so as to meet our future needs.

Our intention is to keep it up to date and relevant, so... have a good look, and tell us what you think.



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MRA News

Our Club (ACTBMMCC) is affiliated with the Motorcycle Riders Association of the ACT and where possible and relevant we also publicize MRA events in 'Shaft Drive Lines'. If you're not familiar with the aims and activities of MRA, this quote from their website gives you a picture:

"The MRA ACT represents motorcyclists from the ACT and surrounding districts in government forums responsible for legislation, road and traffic conditions and road safety.

Motorcyclists are a small percentage of the road user population. Our needs are often overlooked. We need to protect ourselves from unfair legislation, ill considered road engineering practices, and ineffective and mistargeted road safety strategies.

The MRA ACT actively participates in road safety forums at Federal, State and ACT Government levels, either directly with ACT Government, or through our membership and affiliations with Australian Motorcycle Council. We are directly represented on the Australian Transport Safety Bureau Motorcycle Safety Consultative Forum (ConCom).

We liaise with ACT government on local road, traffic and parking conditions.

We have a close relationship with the Motorcycle Council of NSW as being an island territory many of our riding issues are dealt with by that body.

MRA also has a community focus. We support local charities such as the Smith Family and Salvation Army, and are now supporting motorcycle crash victims in a variety of ways...." www.mract.org.au

The Motorcycle Riders Association of the ACT

Invites

All Canberra's Motorcyclists (and anyone else interested)

T o a F R E E R i d e r D e v e l o p m e n t N i g h t o n M o t o r c y c l i n g a n d t h e L a w

The Guest Speaker will be an AFP Traffic Branch representative

Continuing the theme of Rider Safety the next Forum Night will be on motorcycling and the LAW.

Our invited speaker for July will be a member from the AFP concerned with traffic with the Forum addressing a range of topics, such as road user behaviour and attitudes, addressing all motor vehicle types. Find out why speed always seem to feature in the stats. Questions are encouraged, so get the answers to such things as why is Lane-Splitting an offence and what will I get booked for if I do it? or Why do Police deploy Radars on the safest sections of long straight roads? etc.

We have also been advised that there will be a range of police traffic equipment on display and for hands on!

When: 7:30pm Tuesday 12 July 2005 (2nd Tuesday of the Month)

**Where: Dining Room
Harmonie German Club
Jerrabomberra Avenue
Narrabundah**

Join MRA members and friends for dinner in the Bistro starting at 6pm.

The last forum on Hazard Perception presented by Stay Upright was attend by approx. 125 motorcyclists and friends and has received rave reviews.

All enquiries to: Peter Major on 6207 0073, or email peter.major@act.gov.au

Please contact Pete or Robyn to let us know if you are interested and want to come along so we can advise the club of approximate numbers.

Cheers, Pete

Peter Major — Editor and Treasurer - 02 6207 0073 Ph 0419 866 126 Mb

Motorcycle First Aid Course

Mark Boast on behalf of the SV club is organising a motorcycle first aid course to be run on the 13th of August 2005. To ensure we get suitable numbers the MRA is putting out the invite to all motorcyclists interested in doing the course to respond to me and I will pass the details onto Mark.

Cost \$62.50 ———— Places available up to 24, minimum 10 (otherwise can become expensive)

Venue; At this stage Red Cross at Deakin

Remember you never know when you'll need to perform first aid and the life you save could be someone very dear.

Peter Major — Editor and Treasurer MRA ACT Inc — 02 6207 0073 Ph 0419 866 126 Mb

Peter.Major@act.gov.au



July 2005

Welcome members to the July edition!

2005 so far is shaping up to be quite an exciting year for us, with new models on the floor and a very comfortable number of new buyers! The R1200GS is still drawing much deserved attention which is great news while the K1200S is bringing a lot of non-BMW riders to the dealership. The RT too is making it's way into the garages of current R1150RT riders plus to riders moving off a completely different style of bike for the touring comfort as well as the sporty feel of the machine. And lets not forget the ST! The perfect motorcycle for those after sports riding and touring!

Product News

The K1200R has arrived at our dealership a little earlier than expected, which no one's complained about. It's here enjoying the spotlight next to the K1200S! Its aggressive appearance and functionality appeals to all, showing off the duo-lever set up, that fifty five degree east-west cylinder arrangement, the low engine mounting position with dry sump and that sound you only get from a naked bike without fairing muzzling any mechanical noise. This bike is a little less powerful than the K1200S (120kW vs 123kW for the K1200S) due to only one cold air intake or 'snorkel'. The final drive of the bike is different too reducing top speed, due to a higher drag coefficient compared to the S. None-the-less, this bike feels quicker. It gives you a buzz that BMW hasn't delivered with this type of rush experienced in the past with other models. And with ABS as an option, some may find this machine a little more affordable than the optioned S. Electronic Suspension Adjustment, which is proving the most popular feature on our S, is also available. The bike is available for order with deliveries at time of writing expected about September this year.

The other big talker at present is the new R1200GS HP2. HP (High Performance) is a new concept to the BMW range where 'desirability' is the key. The bike being a true off-roader but not designed for touring is a step across left field with success brushing off already. The bike recently came first, third and fifth overall in the famous 'Erzberg Rodeo Race' in Austria, out of about 1500 riders – an impressive feat! The bike only weighing in at 195kg wet with it's 13 litre tank and 77kW Boxer engine is proving a popular talking point at our showroom. But don't expect a demonstrator... BMW says the bike will only be supplied to forward orders, who must present a 25% deposit against its retail figure of \$27,000 plus on roads. Let's hope someone places an order with us so we get to see one! Any takers?

The other minor change to our lineup is the R1200RT. BMW Australia has divided the model into two; a R1200RT and R1200RT SE. The first being the standard bike with Cruise Control, the second including all options except the anti-theft alarm which can be either optioned on or fitted here in our workshop (options include white indicator lenses, oil level check, on board computer, seat heating rider & pillion, electronic suspension adjustment, pillion power socket). Dark Graphite, Piermont Red and Granite Grey are the colours available for both. A very popular model indeed.

End of Financial Year Sale

Our End of Financial Year sale is still on and if you're after the right price, so far we're clearing stock quickly! Bikes we're talking great deals on include the 2005 model R1100S in Pacific Blue with ABS, the R1200ST with panniers, the R1200RT with many options plus large top case and the ex-service loaner R1150R in Piermont Red.

Until next month (or I see you in the showroom), thanks for reading & safe motorcycling.

Rob Jones & the team at Rolfe Classic BMW Motorrad.

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Parts Telephone
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Parts Facsimile
(02) 6208 4123

Dealer Principal
Brian Joseph

**2005
GS Safari
News !**

(The following is an extract from the Safari website:
www.bmwsafari.com/news)

" Dateline- Wed. 1 June 2005

... The group size of the BMW GS Safari will be strictly limited to 100 participants so if you are thinking of coming along don't leave your decision to the last minute. As of today's date we have 29 registrations with a constant stream of inquiries rolling in so don't "will I, or won't I" just fill in the form and send it in and we'll take care of the rest! This will be the inaugural BMW GS Safari and we'll be pulling out all stops to make it a memorable one!

... We've just completed a nine day 3,700 km recce trip for the GS Safari but State Forest closures due to logging and a lack of off-road riding excitement to and from Lightning Ridge from the Warrumbungles mean that we still have a few days track and trails to pull together. From our current track log it looks like you'll be riding between 300 and 400 kms a day, with a total distance of around 2,000 kms. There won't be any rest days as such but we are looking at a "late checkout" and an early arrival day mid-way through our six day ride. Our accommodation venues are almost finalized and all booking details and costs will be provided to participants by around mid-July. Accommodation Booking Forms will be sent out on a staggered basis in the order we received your bookings to enable those who registered early to have the first pick of available rooms, bunks, tents and hollows in the ground!

... We've ridden some really exciting off-road routes which have the added bonus of some spectacular scenery. Everything we have ridden should provide fun and entertainment whatever your off-road riding skill level.....some of you will just go at it harder than others! However, it is important that participants in the GS Safari have had some off-road riding experience...as you will be encountering all types of surfaces....some straight, some very twisty, and some very steep.....up and down! ..."

**SEE THE FULL SAFARI NEWS
TEXT ON THE WEBSITE!**

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To give participants in the GS Safari some idea of what types of road surfaces can be expected, the organisers have included some pictures on the website, three of which are reproduced here.



Martin Gilbert Reports:

'Notes from the 2005 Delegates Meeting and BMW Group meeting.'

As your delegate, I recently met in Melbourne with delegates from BMW clubs around Australia.

This meeting happens every year and helps the various clubs to

- stay in touch with one another,
- keep our clubs growing,
- learn from one another,
- help one another, and
- help organise the annual inter-club event, commonly known as "the Nationals".

The Nationals have had a bit of chequered career, at least from the bike club point of view, with varying degrees of attendance and enthusiasm over the years. The most recent event, in Stanthorpe, was organised by the four Queensland clubs with the aim, at least in part, of getting more bike club members to take part.

The event ended up attracting around 140 participants, evenly split between cars and bikes, with bikes outnumbering cars for the first time. Despite that, the event could not be seen as a success in a National sense as it failed to attract much in the way of interstate attendance. The folks that went had a good time and it was a well organised event, but it didn't attract the interest that it should.

So, what to do about it?

Part of being a family of clubs is that, like every other family, we can agree to disagree and still be friends. Meeting separately, car and bike club delegates came to the same conclusion that car and bike club members had different interests and that trying to make a combined event that appealed to both just wasn't working and was causing much heartache for the organising committees with little return.

We all agreed that, from now on, car and bike clubs should run separate national events designed to appeal to our various constituencies. Members of all clubs will be welcome at both events but they will be organised as a separate car event and bike event.

The car club delegates decided to keep the current event format but as a car-focussed event, perhaps moving slightly upmarket venues like resorts to keep member's families entertained.

Bike club delegates proposed that their clubs run their own event on similar lines to an upscale rally where a location would be chosen and clubs invited to attend for a weekend. This would not take place over a long weekend due to road safety concerns and competition from other events, and would also avoid clashing with the BMW Safari and with the Ulysses AGM. With sufficient notice, members can plan around suitable dates.



BMW Clubs Australia

What is it?

BMW Clubs Australia is the umbrella organisation for the fourteen BMW motorcycle and car clubs in this country.

It makes our club – and that means you and me – a part of a larger family and gives us a connection directly to the BMW company in Australia. You are their customers and, of course, they're interested in what you think and in keeping us interested in the marque.

BMWCA is in turn a member of the International Council of BMW Clubs and our representation there links us to BMW AG in Germany and to BMW clubs worldwide.

Membership of this club therefore links you to over 130,000 other like-minded BMW enthusiasts all over the world and gives you a platform to speak to the company that makes the bikes we love.

We're a big family, make the most of it.

Links:

www.clubs.bmw.com.au

www.bmw-clubs-international.com



The event will need some thrashing out to get it right, and it probably needs to be right “first time” to get the impetus for an ongoing event that people will return to. The first would probably take place somewhere in our part of the world, as it is handy to most eastern states riders. Later events can move within reach of other areas of the country.

Responses to this proposal need to be back to the club delegates by 31 July so tell the committee your thoughts. Bear in mind that BMW sponsors these events so they need to be something the company will want to put its good name to.

Meeting at BMW

Following our delegates meeting, we all gathered at BMW’s headquarters in Mulgrave where we met with Alexander Corne (PR & Corporate Communications Manager) and Mac McMath (National Motorcycle Manager).

Alexander mainly stuck to “car stuff” which was generally positive, a few new models coming through – if you like hot hatches, hang around for a 1 series with a 3 litre motor later this year.

Mac had a different picture to paint of bike sales activity.

- 2004 was a difficult year and BMW motorcycle sales went slightly backwards in most markets, including Australia.
- New models on the horizon slowed sales of existing models. The internet breaks news and spy photos of pending new models long before the company announces them, with the effect of prospective buyers delaying their purchase until the new bike can be taken into account. This can make life hard for the company and its dealers who rely on ongoing sales.
- With a small avalanche of new models hitting the showrooms, sales this year are up 14% on last year to April.
- The R1200GS was the top selling model in Australia last year, accounting for 25% of all sales. This model averages about 40 sales a month. It also won International Bike of the year.
- Second top seller was the R1150RT and third was the F650GS.
- As you know, production of the cruiser models ceased earlier this year - all new cruisers in Australia have now sold out.
- Parts and accessories business had its best year ever, boosted by sales of the Navigator and the new Sport Integral helmet.
- The direction for the future of BMW’s bikes is for lighter, more powerful machines. This is exemplified by the K1200S, which arrived, finally, in April and advance orders have now been filled.
- The new K1200R naked bike was being launched to press in Brisbane on that weekend. You can now find a demo in the front window at Rolfe Classic.
- The R1200GS HP2 will be launched in Spring and reflects the brand's resurgent sport focus. The bike is 20Kg lighter than the standard model and puts out 105Hp. For those who need it, a larger tank will be available.
- There will be other limited edition “HP” models in future with small model runs and sharper focus compared to the standard models. These HP models have a similar status to the “M” series cars produced by BMW’s motosport folks.
- BMW Enduro Park opens to customers in September for off-road rider training. This facility is located in southern Queensland. The website for it goes live on July 1 and I’ll get a link to our webmaster to put on our site as soon as it becomes available.
- Some new models were flagged, though no dates given:
 - A new F series, no details as yet
 - A series based around a new motor, a vertical twin 800cc with high torque and similar technology to the K1200 four. It will come out first in a GS model.
 - A replacement for K1200LT, with the new K1200S motor, around 150Hp, traction control, xenon headlamps, bluetooth sound system and much lighter in weight.

That’s it for now. Feel free to ask me questions. After all, it’s you that I represent in my delegate’s role.

Regards,

Martin

Media Release on the BMW Motorrad Website

"14/06/2005:

BMW HP2 wins on debut at the Erzberg Rodeo

On May 26 -29, the 11th running of the legendary Erzberg Rodeo in Styria, Austria, saw the new BMW HP2 win at its debut competition event. ...The Iron Road, as it is known, is one of the most prestigious and highly contended enduro-sports events in the European racing calendar. ...

Fittingly, it was also the long awaited competition debut of the new BMW HP2. BMW Motorrad Enduro Team Feil sent its top riders - the Dakar-experienced, rally winner Jimmy Lewis (13), Simo Kirssi (11), last year's German Cross Country winner to contend this prestigious event. ..."

See the media release for full details.



Photo: BMW website



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Shaft Drive Lines



I'm not sure where the concept for the "Big Day Out" riding came from.

However the essence of the idea is that we choose a ride that is focused more on riding than latte, and that it be a loop if possible of more than 400 kilometres. Clearly there will be some time to re-fuel and to get a coffee, but the riding is to be more of the focus, rather than social chit-chat.

The two initial proposed routes were around Mossvale, Kangaroo Valley, Nowra, Ulladulla and Bateman's Bay and home via Braidwood and the other includes a loop to Eden and back via the Imlay Road. Both rate in Peter Thoeming's "Top Fifty Rides" in Australia, so are worth the look.

We chose Saturday 5 June for the first of these which is almost exactly 500km round trip. Five bikes met at the Shell Station in Northbourne Ave at 8.15 and headed for Mossvale via the Marulan turn-off and Bundanoon. They included Sheryle, Ian, Martin and Ashley from Cowra, plus yours truly. The day was very still and a thin layer of mist settled over Lake George in the cold morning air, which is perfect riding weather.

Sheryle left a little early and we never headed her until we reached Patsy's Pies in the main street of Mossvale, about 150km down the road. There she was, standing in the street phoning me to find out why we were all so slow (and having already consumed one coffee) had to wait while we hooked into a pie and cappuccino (so you cannot get away from coffee all the time!).

Patsy's was chosen over the Robertson Pie shop, as various correspondents had said it "had gone off lately". None the less, this would be a suitable trip variation, returning to the main route just before Fitzroy Falls (itself a nice place for a walk).

We wove amongst the Saturday market traffic and turned east at Mossvale, a welcome chance to reduce the low sun in the eyes. Then we went right to Fitzroy Falls followed by a plummet down the passes into Kangaroo Valley. A few cars slowed us on the corners,

some still damp from the morning dew or frost. I was reminded that running a few inches wide on a 25km corner can take you onto the double white lines, which are particularly slick with some moisture on them, but a little tail slide did nothing for our cornering fervour. There were a few bikes there already, outside the pubs and coffee shops, but more were on their way, headed over from the coast. I should have stopped for a TJ's photo, as "Kangaroo Valley" would score well under the Scrabble Method, but we were well under way and went bollocking up the switchbacks to that famous 15km corner (Sheryle says its 25) at the top where it's a VERY GOOD IDEA to slow down to the suggested speed limit.



With no cars on the downhill stretch, we warmed the tyres heading into Nowra. Some stopped for fuel at the Caltex next to McDonalds in Nowra, but most raced onto the grand sweepers to Ulladulla and beyond. About 10 k's out of Bateman's Bay, there is a long (700m) right, followed by another to the left that really demand some peg or stand dragging with their smooth surface and perfect curves. Can you get your knee down here?



At Bateman's, we stopped in the main street and bought fish and chips, then sat on the grassy river bank trying to avoid feeding the seagulls too much. The food was great and the weather divine. My mate, Harry, was working on his yacht in the river, (which I had previously sailed to Tassie with him last year) and he rowed across to chat to us before his meeting with the local Member regarding moorings! We tossed the remnants of the chips to the birds and vacated the screaming melee that followed.

A nip down the highway found the local servo and we refilled for the fang home. This was my first run up the Clyde with no cars in the way, so we made the most of it, watched by the Ducatisti who had stopped halfway up to enjoy the view (and let their bikes cool down no doubt). My bike had just had its 10,000 service, so I was keen to get it warm too, but the cylinder balance and tappets are not fine-tuned enough yet, so we will have to have another go! None-the-less, it's a great ride, preferably up-hill on a dry road. The mix of sweepers and sharper turns demands some concentration, especially to get outside the corrugations on the inside of each turn, but not so far out, to be out altogether!

Thence home via Braidwood and Bungendore. As the day wore on, we saw more and more bikes heading the other way, and having done this ride in both direction, I would recommend going to Bateman's first, if only to avoid the sun in the eyes on the way home, especially in winter. It's a great trip, a nice distance and some of the best bike roads in Australia. And now for the next one – maybe on the June LWE to the Imlay road – lead on for the Big Days Out!



TJ's Tyres Touring Competition 2005/6

Hal Caston of TJ's Tyres

The Committee revamped the rules for TJ's touring competition so more members have a chance to win a fabulous prize from TJ's.

And starting from July, the person who scores the most points in a month will get a prize; so don't save your photos until the end of the competition!

The qualifying photo is still of the entrant, bike and Hal outside TJ's – worth 20 points. To score points, you have to take a photo of your bike in front of the signboard giving a town's name. Points are scored according to the Scrabble letter value of the town's name.

**** But ... see last month's newsletter or the Club's website for full details of the rules and conditions.****

So, put your camera in your pocket, get your leg over and get touring!



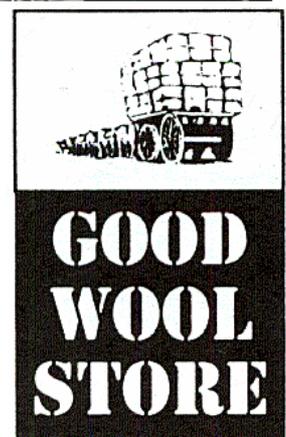
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'FUELS AIN'T FUELS' (High performance petrol)

Our Ride Coordinator, Mal Elliott, wrote several articles last year on the pros and cons of available pump fuels.

He recently came across this article published in the magazine 'SPEED 8'

While not specifically relevant to bikes, the article is of general interest and is reproduced with the kind permission of Speed/ACP

'STORY NINO D'MONTARN



"Upgrading your juice is far simpler and cheaper than messing with the airflow"

Classifying petrol by the octane rating alone is a cynical exercise

Avgas's lead content is a double-edged sword

Elf LMS offered an impressive 37kW more at the wheels"

PEOPLE in top-line motor sport have known about the link between high-tech racing fuels and extreme power for many years. The early days of turbocharged Formula One cars are an excellent example. Back then, teams used tankfuls of the fabled "jungle juice" to stave off detonation and help their tiny 1.5-litre motors make an astonishing 800kW. Try that on Shell Helix.

Nowadays all that chemical know-how is available to Joe Public. But before you fill your ride up with avgas and mix in some lighter fluid and metho, you should ask yourself a few questions. What are the benefits of running modern hi-po engines on the latest generation of racing unleaded, for instance? What does it cost? And what hidden set-up tricks do you need to know?

Fuel & power

PUT simply, in order to make more power you must increase the amount of energy released when the spark plug lights the air-fuel mix. The bigger the bang in the chamber, the greater the BMEP (brake mean effective pressure) of the engine, and the more power you make.

Fuel and air are the two key



BMEP: The average pressure pushing a piston down the bore of an engine. The higher the brake mean effective pressure, the higher the power

Pre-ignition: Uncontrolled burning of fuel in the combustion chamber, resulting in a lack of power and possible engine damage. The point of pre-ignition limits any fuel's power potential. Often referred to as pinging or detonation

Octane: The rating number that indicates a fuel's ability to withstand pre-ignition. The more octane, the more resilient it is

Density: The greater the unit weight of the fuel by volume, the denser it becomes. A useful indicator of a fuel's ability to release energy, as dense fuels usually make more power

TEL: Tetraethyl lead was used to boost the octane rating of old-school super petrol. Not good for the environment or people, it's outlawed and outdated

Timing: The angle at which the spark plug is fired relative to the top dead centre of the engine. Firing the spark early results in an "advanced" condition, which is usually good for making power. A high octane rating allows for early firing without pre-ignition

Air fuel ratio: Denser blends up the fuel content in the mixture and result in a "richer" ratio (less air than fuel). Each engine has its own specific optimum balance

components in the combustion process. The amount of air involved is regulated by the design of the inlet manifold, turbocharger and cylinder head. The engine's ability to swallow air (aka its volumetric efficiency) dictates how much atmosphere is used in combustion, and to a large extent, how much power is made. Expensive mods to the turbos, manifolds and heads are the only way to increase your mill's oxygen-gulping capacity.

The fuel's ability to ignite, burn evenly and release energy is the other secret of extracting big power from combustion. Upgrading your juice is far simpler and cheaper than messing with the airflow. For example, some competition juices are specifically blended to contain oxygen (a process known as fuel oxygenation), which helps simulate a greater airflow rate when enough of it is injected into the cylinder.

Nearly all fuel is judged by how much octane it contains. This is an important overall guide to its ability to withstand pre-ignition and generate power, but classifying petrol on this rating alone is a cynical exercise that tells you little about the complex chemistry involved in the combustion process. There's much more to the science of brewing performance juice.

The ups and downs of avgas

AVIATION-GRADE fuel is usually the gun brew for performance tuners. Avgas is a specific-purpose brew developed wholly and solely for use in aircraft. Think of a 5.9-litre air-cooled four-cylinder engine spinning to 2700rpm; that's what it's designed to feed.

Avgas is rich in tetraethyl lead – the main ingredient used to raise the octane rating of old super petrol – and it's extremely resistant to detonation. This is a double-edged sword, though. The lead may raise octane levels, but it also fouls platinum spark plugs and oxygen sensors, and damages catalytic converters permanently via a chemical process called lead contamination.

However, this hasn't stopped some gearheads from using avgas in late-model engines. They just change to lower-grade, non-platinum plugs, remove the catalytic converters and tune specifically for the stuff. This makes the car technically illegal for road use, so your pride and joy daily driver will become a one-trick track pony. On top of that, Environment Protection Authority (EPA) mandates have essentially stopped the general distribution of avgas (it's only available in drums, you need a competition licence, etc), so finding another solution to your fuel problem is the best choice.

Unleaded performance fuel

THE success of "from the pump" 98-octane premium unleaded in the last few years has proven the potential of mass-produced, properly brewed performance fuel. Vehicles that used to be off-limits because of Australia's low-grade pump petrol are now back on the menu, and they can run in similar tune to their original, domestic versions. The fuel-related detonation problems experienced by the first batch of Oz-delivered WRX STis just wouldn't happen anymore; our petrol is too good now.

But superior as it is, high-po pump fuel is still a compromise between cost and performance. Even in its purest



state, it can't match the detonation resistance and energy release of pure avgas. This is where specialist unleaded competition fuels like Elf's Turbomax and LMS come into their own. Sportscar racing, F1 and the WRC have rich heritages, and their fuel brews have all the right stuff. That means a substantial octane rating, good oxygenation levels straight out of the drum and almost no lead or benzene.

Fuel & tuning

COMPETITION unleaded has a different density, octane level and burn rate to conventional pump juice, so you'll have to retune your engine accordingly. Ignition timing will have to be changed to take advantage of the higher octane and resistance to pre-ignition, and fuel quantity must be adjusted due to the competition mix's greater density.

As a general rule of thumb, you get power increases by advancing the ignition timing, which lights the air-fuel mixture earlier in the stroke and pushes the piston back down the bore with more force. How much of an advance depends on the design and application of your engine. The same applies to fuel mixtures. Competition unleaded is denser than conventional pump gasoline, so you should try to remove fuel from the combustion process when you switch to the competition-grade stuff from 98-octane pump fuel.

This is where programmable engine management comes into its own. It doesn't matter if you've got a laptop-controlled, state-of-the-art computer or something as simple as dedicated fuel and ignition adjusters; a good tuner is a must to get the most out of competition fuel.

You'll need three tools for the job. First and foremost is a top-quality chassis dyno. Second is a high-speed air fuel ratio meter, preferably interfaced with the dyno so it can visually record the chemistry of the fuel mixture. Last but by no means least is a knock detection meter, which tells the tuner when the detonation threshold is approaching rapidly.

The test

SPEED tested two cars – one turbo, one naturally aspirated – on 98-octane pump petrol and 102-octane Elf LMS, then compared the dyno figures to see how output was affected. We chose the latter fuel after perusing www.racefuels.com.au and deciding it's the product most suited to road and track use (it's also the official fuel of the

Le Mans series). The results are interesting to say the least.

Our blown car was an R33 GT-R N1 that was prepared specifically for Targa Tasmania. Racers like this need a balance of reliability and power, so big numbers on the dyno are useless if the engine doesn't complete the event. Running an agreed boost limit of 1.3bar (19psi), it made 14 per cent more power on Elf than it did on PULP, and all without getting any closer to the detonation threshold. That adds up to an impressive 37kW more at the wheels.

NA engines don't make such massive gains, because they lack the thermal loading of a turbo and miss out on power-productive positive pressure in the inlet manifold. And the more radical an NA mill becomes in terms of its compression and rev limit, the greater the fuel's resistance to detonation must be. We spent far more time tuning our lightly modified 5.7-litre VX GTS Commodore test car, and the results were nowhere near as impressive. It made just six per cent

'F1 tech changes fuel forever'

THE era of turbocharged Formula One cars drove the development of competition-based fuels for blown engines. It's one of the best examples of technology flowing from the world's top motor sport competition to the humble consumer.

Back in the late '70s and early '80s, petrol chemists were presented with some unique problems. How could they make a brew that allowed for an output of 800kW from a 1.5-litre engine, for example? The boost used to achieve this was phenomenal – over 6.2bar (90psi) in some cases – and this put huge demands on the fuel's ability quality to prevent detonation. To make matters worse, the engine management systems back then were very basic, with little in the way of knock control or sophisticated ignition timing retards. A lot of hard work and sophisticated chemistry was the solution.

For a time, the development of high-quality juice received as much attention and effort as the development of engine management technology. World motor sport's governing body, the FIA, even instituted complicated DNA-style fingerprinting of fuels in an attempt to regulate ever-increasing outputs. The days of "jungle juice" eventually came to an end when F1 went naturally aspirated, but its legacy lives on at drag strips and circuits everywhere.

more power on Elf, or 16kW more at the wheels. We have no doubt the same engine would have shown a larger gain with just a point more compression.

The overall result shows that LMS is far more resistant to detonation than its octane rating suggests. It can support an extra five, six or even seven degrees of ignition timing at full

engine load without detonating (ask any tuner and they'll tell you that's a lot more). In the case of the GT-R, that means several extra points of boost pressure, too.

Cost & application

UPGRADING your fuel isn't cheap. Elf LMS costs around \$5.20 a litre depending on the location of your dealer and how much freight has added to the price. Filling a 50-litre tank from scratch will set you back more than \$250, then there's the cost of dyno time and tuning. Providing you have the programmable hardware, it'll take at least two hours to tune your engine for competition unleaded, setting you back somewhere in the vicinity of \$500 – and that's being conservative.

This approach has a clear advantage over other changes, however: once you've tuned for the Elf, you can record the settings and revert back to the original road tune when you run conventional pump unleaded. Compare this with nitrous oxide, which is expensive to install (around \$2000 for the hardware) and requires an extremely expensive agent (nitro is near on \$10 per pound, with a 10-pound bottle only lasting five or six quarter mile passes), and the benefits of tuning for competition unleaded become clear.

Types

YOU have to experiment with your car to select the right type of competition unleaded for you. We used Elf LMS for our test, but there are other brands. American giant VP springs to mind; its fuel chemists concoct potions that are very similar to Elf product, at least on paper.

However, both companies claim different levels of octane enhancement when their competition juice is mixed with 98 octane pump petrol. Elf claims a 50/50 blend of LMS and 98 results in a lightly oxygenated 100 octane fuel. But remember, if you run a lesser mix, use it when tuning is carried out, then stick to it unless you're prepared to retune for a different type of fuel. Most petrol tanks have a drainage facility so you can purge the system between batches.

To make the right choice, liaise with your tuner, then weigh up the cost factor and your ability to get a consistent supply if you use the fuel regularly. LMS lasts up to three years on the shelf before it degrades, so keeping a 50-litre drum of comp unleaded in the shed and switching to a different tune for racing makes a lot of sense for track day enthusiasts and casual draggers. '

(SPEED 8)



Minutes Of General Meeting

May 2005

23 May at the Italo Australian Club Forest

Attendance as per book

Apologies: None

Minutes approved: Yes by John McKinnon

President John McKinnon – This will be a very short meeting due to the presentation on “Two For The Road”

Vice President Colin Ward – Brian Rix and Shirley Hardie Rix who wrote “Two for the road” were present to describe their adventures during the trip.

Secretary Stephen Hay – Mail this month consists of:

Community CPS Statement

Advertising submission for the magazine.

BMW Mobile Tradition

BMW Touring Club of NSW May News letter.

Club News BMW motorcycle club of SA April 2005.

BMW Motor Cycle Club of Queensland May Newsletter.

Veteran and Vintage club magazine.

BMW Motorcycle Owners Club Brisbane May 2005-05-23

BMW Motorcycle Club Victoria Magazine May 2005

Mallacoota Hotel Motel flier with 10% discount on presentation.

13 new and renewed members.

Post box last cleared Monday 23 May.

Treasurer, Peter Oliver

S10 Smart Saver – 4832.19

S70 Business Cheque – \$2186.06

Editor - Roger Paull – On holidays. Leah finished the mag for the month.

Ride Coordinator - Mal Elliott — Breakfast next month Paragon, Goulburn meet at the usual places. A list of long day rides to be published soon. Chomp and Chat will be held at Taj Agra Belconnen, numbers to Martin.

Social Secretary - Pam Paull - Also on holidays

Gravel Surfers - Greg Barber. Nothing

Clubs Australia - Martin Gilbert Nothing much, will be going to Delegates meeting soon.

Webmaster - Olaf Moon –Working on redoing the website

Membership - Ian Hahn – Non financial members deleted from the mailing lists.

Total Membership = 197

Merchandising - Fiona Oliver Some small increases in the prices but the cost of the neck warmer has come down.

General Business Ruth Farrar who's also a member of the BMW car club has invited us to a ten pin bowling competition 19 June at 4:00 PM. Please let the president

know if you can attend.

Rob from Rolfe introduced himself and showed a few BMW apparel items. He is keen for people to contact him especially if they're interested in upgrading their bikes.

The remainder of the meeting consisted of a presentation by Brian Rix and Shirley Hardy Rix about their overland trip from London to Melbourne on a 1150GS



Merchandise

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

Polar fleece zip jacket (mens and womens) Black, navy or red	\$45
Polar fleece contrast sleeveless vest (unisex) Black/red, black/gold, black/grey, navy/red	\$40.50
Long sleeve denim shirt (unisex) Medium blue	\$35
Long sleeve chambray shirt (mens and womens) Light blue all cotton	\$49.50
Mens rugby top Navy with denim collar	\$42.50
Ladies rugby top Navy or red with white collar	\$30.50
Short sleeve polo shirt (unisex) Navy with contrast trim on collar	\$35
Thinsulate beanie Black or navy	\$25
Neck warmer Black or navy	\$12
Peaked cap with club logo Black or navy with contrasting trim	\$20

Club Jackets

Please contact Fiona if you've had any problems with the zipper in your Club jackets. Several people have had a problem and Fiona would like to retrieve the jackets to see if she can get them replaced or repaired.



Minutes Of Committee Meeting

16 June 2005

Meeting commenced 7.45pm.

Present: John McKinnon, Colin Ward, Olaf Moon, Pam & Roger Paull, Peter Oliver, Mal Elliott, Stephen Hay, Martin Gilbert.

Apologies: Ian & Jeanette Hahn; Fiona Oliver

Minutes of previous meeting - accepted: Pam, seconded: Peter.

President: John thanked Colin for organising the visit by Shirley Hardy-Rix and Brian Rix. The meeting they spoke at was a great success.

Vice President: Colin advised there are still some copies of the Rix's book coming. The Paul's will distribute them.

Treasurer: Peter has the balance in the working account at \$4852.77. Smartsaver unchanged. There are four outstanding invoices but Peter understands some cheques have been forwarded. Colin has found a new auditor and will pass contact details to Peter.

Editor: Roger thanked John and Leah for finalising the last magazine. Job well done. Short on contributions for next magazine, also struggling for recent photos. New advertisers to be billed.

Ride Co-ordinator: Mal advised that Olaf had a ride down the coast the previous Saturday and Mal had arranged a ride to Harden but no-one turned up due to the rain. Ian Warren has been asked to write an article about the breakfast ride to Goulburn on June 4th. The Christmas in June dinner at Lake Hume Resort is a joint adventure with the Victorian club. Those leaving Friday should contact the Hahns, those leaving Saturday should leave Rolfe at 8.30am or meet at Hall at 9.00am. Ride will not go through Cooma and the mountains due to the possibility of ice on the road. 3rd July is breakfast at Collector, meet at Shell Gateway at 8.30am. Harden ride is rescheduled for 16 July. 7th August breakfast at Michael's at Mt Stromlo. Leave from Rolfe at 8.30am.

Social Secretary: Pam advised the Ten Pin Bowling contest with the car club was cancelled due to lack of interest. Only 3 people from our club put their names down. Breakfast at Collector has been arranged. Next Chomp'N'Chat is 6th July at Pinocchio's at Torrens shops. 3rd August Chomp'N'Chat will be at the CIT training restaurant in Constitution Avenue. Numbers will be limited so book early. Pam asked the committee to think about suggestions for Fathers Day (September) Alternative Sunday Breakfast. 18 going to Christmas in June at Lake Hume Resort.

Secretary: Steve had the CPS statement and the usual magazines. 1 new joint membership and 1 renewal. Cheques received from Rolfe Classic and NEIB, and BMW for Ulysses AGM assistance.

Webmaster: Olaf has got the new website up in the BMW format. Martin and Colin have both checked the site and sent copious notes. Olaf asked the editor to send one article from each magazine to be posted under "a day in the life...". Olaf would also like more (good quality) photos. The committee will need to decide soon whether to find another free host or go to a commercial host. Outcome of further discussion was to change to commercial host - probably Netspeed. Also the domain name will need to be moved.

Clubs Australia: Martin went to the delegates meeting in Melbourne on the 29th May. He has written a report which will be forwarded for inclusion in the magazine. The South Australian club handed out fliers for its annual rally in October which Martin gave to Roger. Martin has also a PESP form to arrange prizes for our rally in October. What do we want to ask for?

General Business: The Airheads schedule will no longer be published in the magazine as their ride co-ordinators have not renewed their memberships. John had a chat with Greg Newman and Rob Jones at Rolfe and raised issues brought forward by club members. Hope to continue improved communications between club and Rolfe. Ideas sought for informal Christmas event, ie: picnic lunch again? Honeysuckle Creek, Orroral Valley? Other options? Formal Christmas event will be at Botanic Gardens on Friday 9 December. It was unanimously agreed to go for the all inclusive (food and drinks) price. The money received from BMW for support at the Ulysses AGM will be forwarded to the MRA for the Naomi Warne appeal. Also if we have any issues the MRA are there to help. No entries for TJ's touring competition received yet. The committee agreed Pam would be the judge. The club will have its 25th anniversary early next year. Colin suggested a function at the Italo Club. Olaf suggested a dance at the Yarralumla Woolshed. Further suggestions welcome.

Meeting closed 9.45.

For Sale

K1100RS SE Bahnstormer. My specialist tells me I need to stop playing gridiron, tossing the caber, headbutting brick walls and riding motorcycles that put strain on my decrepit cervical spine - so Bahnstormer and I must finally part company. I knew it would outlast me! Besides, I should be looking for an old R80GS to suit the country property my wife and I plan to retire to next year. Bahnstormer is a rare model, K1100RS SE in black and silver, March 1997; last of the good looking K11s before the bulbous and front-heavy K12s came in. Done 76,000kms, in peak condition, as Taffy will testify. All the goodies including Aeroflow screen, raised bars, throttle lock and full luggage. Awesome express tourer and I love it, but there you go I wouldn't mind getting **\$11,000** for it, but a suitable owner is more important, so reasonable offers will be considered. **Call Graeme Moffatt on 0417 557 756**



BMW R1200GS new panniers for sale with locks and keys **\$1100**. **BMW K100RS 16v belly pan** as new **\$250**. **Call Vincent Cahill (02) 96055089**.

Adverts are run for 2 months, so please let the Editor know if you've sold or bought after your advert first appears.

Ads also appear on the club website.

For Sale Second Month

R1150 GS gas tank. In as new condition, blue and white – unmarked, comes with roundels but no fuel pump or gas cap. New is \$1880, **offers over \$500**.

BMW R1150R/850R tail/seat bag for sale. BMW original bag with mounting plate and bracket and original rear cowl (cowl slightly marked). Unmarked approx 20inches, x 10 inches x 10 inches – black. **Offers over \$125**.

Located in Sydney and have pictures email me for them at stephen.tunley@jfaqua.com.au or phone **Stephen 0417 346555**

Staintune Exhaust NEW to suit R1100GS. Full Staintune system for R1100GS at bargain price of **\$950** (normally RRP \$1350) **Motohansa (02) 97504734**

K75S 1992, Black 68,000 km. Excellent condition, low seat, seat cover, Staintune plus original muffler, panniers, 40 litre Krauser topbox, high screen plus original, new battery, new front tyre, great lightweight tourer. **\$5500 phone Dave 02 63 425338 Cowra NSW**.



Wanted Second Month

R1100S aftermarket mufflers/exhaust, factory panniers and brackets. **Steve 0413 884259 Mossy Point**

R1150GS in reasonable condition, up to 60,000kms. **Contact Andrew on 02 62 962632**

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 _____

2005/6 ACT BMW MCC



JULY 2005

- 3 Alternative breakfast
- 6 Chomp & Chat
- 14 Committee meeting
- 16 Day ride to Harden
- 25 General Meeting

AUGUST 2005

- 3 Chomp & Chat
- 7 Alternative breakfast
- 11 Committee meeting
- 19/21 GS 25th anniversary ride at Gloucester
- 21 Gluhwein Run
- 22 General Meeting

SEPTEMBER 2005

- 4 Alternative breakfast
- 7 Chomp & Chat
- 15 Committee meeting
- 17/18 Bermagui
- 25 German Autofest & Club Concours
- 26 General Meeting

OCTOBER 2005

- 2 Alternative breakfast
- 5 Chomp & Chat
- 13 Committee meeting
- 16/17 Moto GP at Philip Island
- 22/3 Kosciuszko Rally at Geehi Hut
- 24 General Meeting

NOVEMBER 2005

- 2 Chomp & Chat
- 5/11 BMW Safari for GS'
- 6 Alternative breakfast
- 17 Committee meeting
- 26/7 Snowy Ride
- 28 General Meeting

DECEMBER 2005

- 4 Alternative breakfast
- 9 Christmas Dinner & Presentation Night
- 10 Toy Run
- TBA Christmas picnic

JANUARY 2006

- 4 Chomp & Chat (tentative)
 - 12 Committee meeting
 - 23 General Meeting
- There is no alternative breakfast in January

FEBRUARY 2006

- 1 Chomp & Chat
- 5 Alternative breakfast
- 16 Committee meeting
- 27 General Meeting

MARCH 2006

- 1 Chomp & Chat
- 5 Alternative breakfast
- 16 Committee meeting
- 18/20 Canberra Day weekend
- 27 AGM (tentative)

The Club's 25th anniversary celebration will be held in February or March 2006 - date to be confirmed.

APRIL 2006

- 1/7 BMW Safari for touring bikes
- 14/17 Easter

Also check out events on the MRA website:
www.mraact.org.au



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PH: (02) 6247 6804

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