



# Annual General Meeting - 27 March 2006

**The club elects at its Annual General Meeting a Committee consisting of a President, a Secretary and a Treasurer and up to four other office holders including Vice-President, Ride Coordinator, Social Secretary and Editor.**

It has been the recent practice of this Club to also elect a Clubs Australian Delegate, a Merchandise Officer, a Webmaster, a Membership Secretary and a Librarian.

So there are possibly 12 positions to be voted on at the AGM on 27 March 2006

Note: the Committee, rather than the Club membership, is required by the Club Constitution to appoint a Public Officer in accordance with the requirements of the Association Incorporation Act 1953 as amended, so a vote by members for Public Officer is not conducted.

**To nominate someone for a position, you may use this form.**



## **NOMINATION FORM FOR ACT BMW MCC COMMITTEE POSITIONS 2006-7**

I wish to nominate ..... for the position of:

(circle position - one form per position)

- President
- Secretary
- Treasurer
- Vice-president
- Ride Coordinator
- Social Secretary
- Editor
- Clubs Australia Delegate
- Merchandise Officer
- Webmaster
- Membership Secretary
- Librarian

**Signed** \_\_\_\_\_

**Seconded** \_\_\_\_\_

**Print Name** \_\_\_\_\_

**Print Name** \_\_\_\_\_



# Minutes of February Committee Meeting

Meeting held 16 February 2006

**Present:** John McKinnon, Pam & Roger Paull, Olaf Moon, Ian Hahn, Martin Gilbert, Mal Elliott, Stephen Hay.  
Member: Sheryle Moon

**Apologies:** Colin Ward, Fiona & Peter Oliver,

**President (John McKinnon):** Minutes of previous meeting endorsed as a correct record. Matters arising from the minutes are/have been addressed. He will not re-nominate as President but will consider another position on the Committee.

**Vice President (Colin Ward):** apology

**Treasurer (Peter Oliver):** apology

**Secretary (Steve Hay):** Mailbox cleared today.

Received: Invoice from Italo Australian Club for meeting room; other clubs' magazines; BMW Mobile Tradition Nov. 05; advertising material; 29 membership renewals; Email from Peter Major re oil on Tuggeranong roundabouts.

**Editor (Roger Paull):** We have lots of pictures from the club's history but need words to go with them. There is enough to put the magazine but we need more. Discussion followed on whether we should seek more paid advertising to be included in the Anniversary magazine as the colour cover will cost over \$400.

**Ride Coordinator (Mal Elliott):** 19 Feb: day ride Gundagai, Tumut, Cooma. GS's are riding over the top of the range and meeting us at Tumut. 12 March: short ride to Jugiong, Harden, Boorowa led by Martin Gilbert. Meet at 9.30 at Hall lay by. Canberra day long weekend 18/20 March: trip to Bright, then Bairnsdale back home via Cann Rive or Mallacoota. Mal to email details. 2 April: BMW Safari riders can meet at 8:30 at the Shell service station at Watson. 23 April: day ride to Roberson, Berry, Kiama and home through Kangaroo Valley.

A track day at Wakefield Park was explored but all options are expensive. It may be feasible in conjunction with another club. Mal will look into the possibilities of attending a public open day.

Tom Burns is selling off about to be superseded helmets a couple of hundred dollars off the usual price.

**Social Secretary (Pam Paull):** February alternate breakfast at the Loaded Dog in Tarago was a great success. Menu has been chosen for our Christmas in winter function with the Victorian Club at the Old Priory in Beechworth on Sat 17 June. March Chomp and Chat will be a \$22 per head banquet at the Asian Mekong Delta in Civic. March alternate Sunday breakfast will be at the pancake place in Bredbo if they can fit us in.

Next month's meeting will be dedicated to planning for the 25th anniversary ride.

**Web (Olaf Moon):** as requested, a link to another site has been removed.

**Merchandise (Fiona Oliver):** apology

**Public Officer (Fiona Oliver):** Discussion about Fiona's email on the Club's Constitution and the need to amend it so we can more readily comply with statutory requirements. Agreed to put this amendment to the AGM and for a sub-committee (Fiona, Pam, John and or Olaf) to

review the Constitution for other changes and put these to a future extraordinary meeting (which will be required to pass the audited accounts anyway.)

**Clubs Australia (Martin Gilbert):** BMW management will be sending a letter congratulating the club on its 25th anniversary.

**Membership (Ian Hahn):** 255 current members. 29 renewals this month. 945 members since the club was started.

## General business:

Club Marquee. At the last general meeting Ron Andrews suggested the club buy a marquee to use at events. It was decided that Ron be asked to investigate the options and report back to the Committee so it could make an informed decision.

Committee positions. Due to work commitments, John McKinnon does not feel he is able to devote the time needed to the President's role. He is happy to nominate for other positions on the Committee. He suggested that the immediate past President be invited to be involved in an ex-officio capacity. Pam Paull will not re-nominate as Social Secretary but is willing to nominate as the Merchandising Officer. Peter and Fiona Oliver will step down as Treasurer and Merchandising Officer respectively, with Fiona happy to remain as Public Officer. Colin Ward will resign from the Committee. Roger Paull is willing to be the Treasurer if somebody wanted to take on the Editor's job. Sheryle Moon and Graeme Moffatt have expressed an interest in becoming Committee members. John will approach other members about Committee positions.

Next meeting: 16 March 2006 - venue to be arranged.



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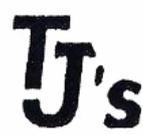
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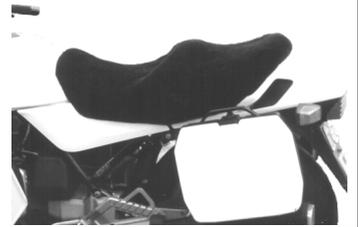


There are just a few days left to get your entries in for TJ's Touring Competition.

Entries close on 28 February 2006 and the winner will be announced at the AGM on 27 March.



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*Pictured above:  
 BMW R1200GS named Motorcycle of the Year,  
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 Camouflage Cargo Pants.*



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# 'Around Australia on a K1200LT'

Parts 1 and 2 of Ian's article - Canberra to Darwin to Broome - appeared in the November and December 2005 issues of 'Shaft Drive Lines'

**Broome.** The next day I decided to walk around the town centre and look at what was available in shopping and tours. First thing I found out that the centre of the town is on the flight path for the international airport. The aircraft cross the first story car park at Coles at around 50 metres. Wow! You can check the tread on the tyres as they go past. Second thing I found out was that tourists from overseas fly in spend four or five days, spend money in selected shops and fly home. After some time and many shops later I could not find anything I liked to take back home. The prices seemed to be a little high so a tour was my next step. There were lots of tours available from boat trips on the ocean, pearl farms, bush and town type ones. Seeing I was looking for a present I took the pearl farm one. Good move. It involved a 30 minute trip on a dirt road, which I would not travel on in my Subaru. It was so corrugated it shook the fillings out of my teeth. If I go again I will take the bus. The tour was great and the range of goods was excellent and the prices were also good.

Back to the caravan park, dinner and a good sleep. That is until 0400 hrs. The bike alarm went off. Found the alarm cancel button and turned it off. Woke up the entire park. Went outside and found the bike on its side with the sprinklers giving the bike a good wash. To cut this short the sprinkler head was broken and sprayed the side of the bike, running down the side and undermining the right side of the centre stand. Crash. There is approximately \$500 damage.

Spent the following day at Cable Beach and its environments. I am sorry to say I was not impressed with it. It had a very big beach, which I think is due to the very gradual slope of the sand and the large tides experienced in the area. The water was fine and even in September the air temperature was around the 30 degree mark which made the swim very pleasant.

I walked up and down the beach and the areas close to it. While there is no high-rise the beachfront is slowly disappearing with the construction of new hotels and apartments. Well I suppose that there is plenty of land around there. I had heard that Broome was a small place with laid back people in an unspoilt environment. Again my travels were too late. Spoilt by the requirements of overseas tourists. While the overseas tourists contribute to the Australian economy and keep a lot of people in employment more and more places are now being spoilt beyond recovery.

Another day was spent looking at other tours that were available and the cost. I hope to go on a few more next time I'm up here.

Filled up again at Broome (145.9c/l) and headed off southwest on the road to Port Hedland where I was also going to spend a few days. On the way there I saw Eighty Mile Beach several times from the road and attempted to take one of the short roads to the beach. The LT definitely is not a dirt bike. Will see the beach up close next time, Stopped at Sandfire filled up (159.3 c/l) and had lunch.

Arrived at Port Hedland (645 km) and booked in for two nights. Port Hedland is a company town as most of the work is the loading of the iron ore from Mount Newman. I

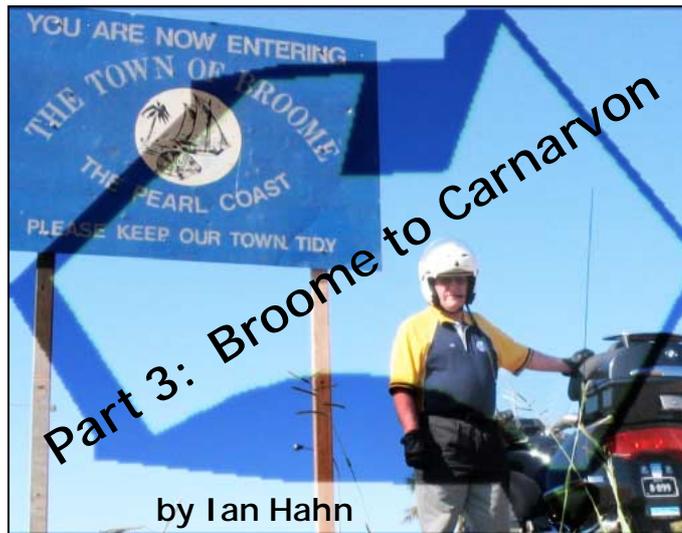
watched a very large bulk iron ore ship leave the port and another come in. I was surprised to see the amount of time it took for one to leave and the other dock. It was done in several hours. If you looked to the horizon you could see a few other iron ore ships waiting their turn to come in to the port and load. It is a 24/7 all year process except if a cyclone is in the area. If one is around the whole plant is shut down although it is built to withstand one.

It was also interesting to

see that there were large salt drying pans and large mounds of salt being stocked piled by large bulldozers. I wonder how long the bulldozers last working in this environment?

I took a bus tour of the loading facility which also covers the sorting, grading and mixing plant. This activity creates a lot of dust and there strict rules on this. The plant is shut down if the dust exceeds a certain level. The houses closest to the plant are red and the further away the cleaner they are. In the next few years the whole plant is to be moved to the mine site. For those interested in the rail transport it is well known that the longest and heaviest trains run here. The maintenance of the rail engines and cars is amazing. The points I found interesting were each axle and wheel is checked at the end of each run from the mine before it enters the port. If a fault is detected the car is sent to the workshop for repair. The most interesting part is that the wheels are re-profiled after a certain distance travelled while they are still attached to the car. Some machine. It would not fit into my workshop.

Time to move on. Filled up at Port Hedland (139.3 c/l.) and headed off to Karatha. My notes on this section seem to be very sparse with the exception of the electric centre stand on the bike will not work. Looks like big money if it cannot be fixed under warranty in Perth or even worse still having to wait till I get back to Canberra. More on this later. Stayed two nights in Karatha and did the usual things that tourists do. Just before Karatha there is a small town called Roebourne. This will deserve a closer look when I return this year. There were lots of stone buildings and several good tours. Just further up the road was Dampier.



I know I went there but can not remember anything about the place. For some reason my notebook was blank.

I decided my next stop would be Exmouth so I booked ahead like I had done previously. This turned out to be a bit of a mistake. More later.

Filled up at Karatha (146.9 c/lit) and headed off to Exmouth. Another excellent morning. I stopped several times to take some photos and look around at the vastness of this land. Huge. Stopped at Nanutarra Roadhouse for lunch and fuel. I think this was the second most expensive of the whole trip at 166.9 c/lit. A left turn put me on what looked like a second class road on the map. It turned out to be one of the best roads I had been on. Wide, well surfaced and smooth. This was the only section where I got out the wet weather gear. Should not have bothered. Only a short sharp shower. After looking around Exmouth for the motel I was directed out of town 6 km to a large naval station. I knew the air force was out here but did not know about the navy. The motel was an ex petty officer on base living quarters converted to a motel. A bit different but comfortable. Showered and cleaned up and went back into town for supplies and a look. While in town I rang the BMW dealer in Perth to book the bike in for a service a new tyre if required and a look at the centre stand.

My next intended stop was at Carnarvon, so filled up next morning (156.9 c/lit) and went to Coral Bay for lunch. This was most impressive. I would guess it was a small village, which is in the throws of becoming a very large tourist destination. In a few years it will be spoilt. There is one caravan park one motel, very nice, and a very large brand new youth hostel. I made inquiries about forward booking at the motel. A year ahead would secure a room six months maybe, tonight forget it. It was a very nice place and I hope that it remains that way till June this year.

To be continued.



Photo: Ian at MRA's Blanket Run 2005

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\* Subject to  
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# The Club's early days - the 80's



Photos - from top, clockwise:

- Angler's Reach 1984
- Club run January, 1982
- Dalgety run, June 1986
- Moff at Vic Anniversary Rally, May 1985
- At Kosciuszko rally 1983



# ... into the 90's



Photos - from top, clockwise:

- At BP Braddon 1990
- Club Formal dinner 1999
- At Buchan Caves, Vic 1998
- BMW Safari - Hahndorf SA - 1995





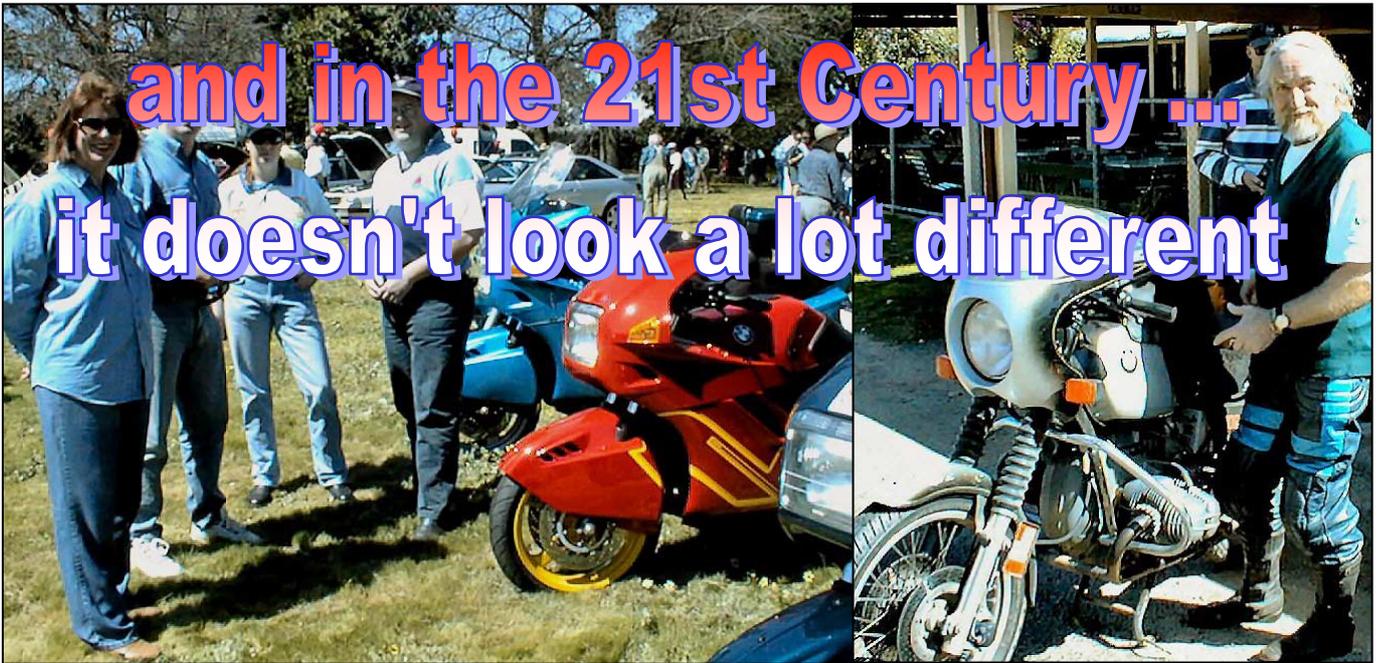
## ... the 90's

Photos - from top, clockwise:

- Bermagui weekend 1999
- Jeanette and Henning 'slow race' at Gheehi Rally 1997
- German Day at Weston Creek 1990
  - Maintenance day at the Hahns - with Jimbo explaining the benefits of GS's and subliminally influencing Peter Stanfield's future direction.
  - Concours at Bowral 1996. 'Lynne Dyne at head of line on oldest bike'

"One of these days I'm going to get me one of these GS things"



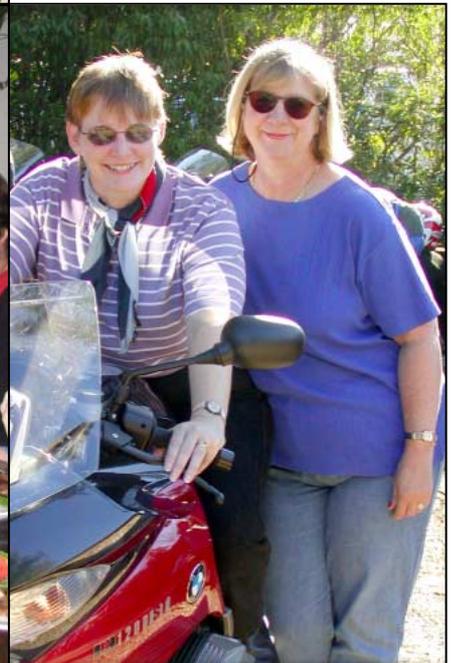


and in the 21st Century ...  
it doesn't look a lot different



Photos - from top, clockwise:

- German Day 2003
- Nigel McFarlane at Araluen Pub 2003
- Fiona and Pam at Arte Café - with new R1200ST - courtesy of BMW
- Final night dinner on Club's 'Ranges ride' 2004
- 'Eating again' - just a normal summer's morning in 2002 at the Gibb St Café in Bungendore



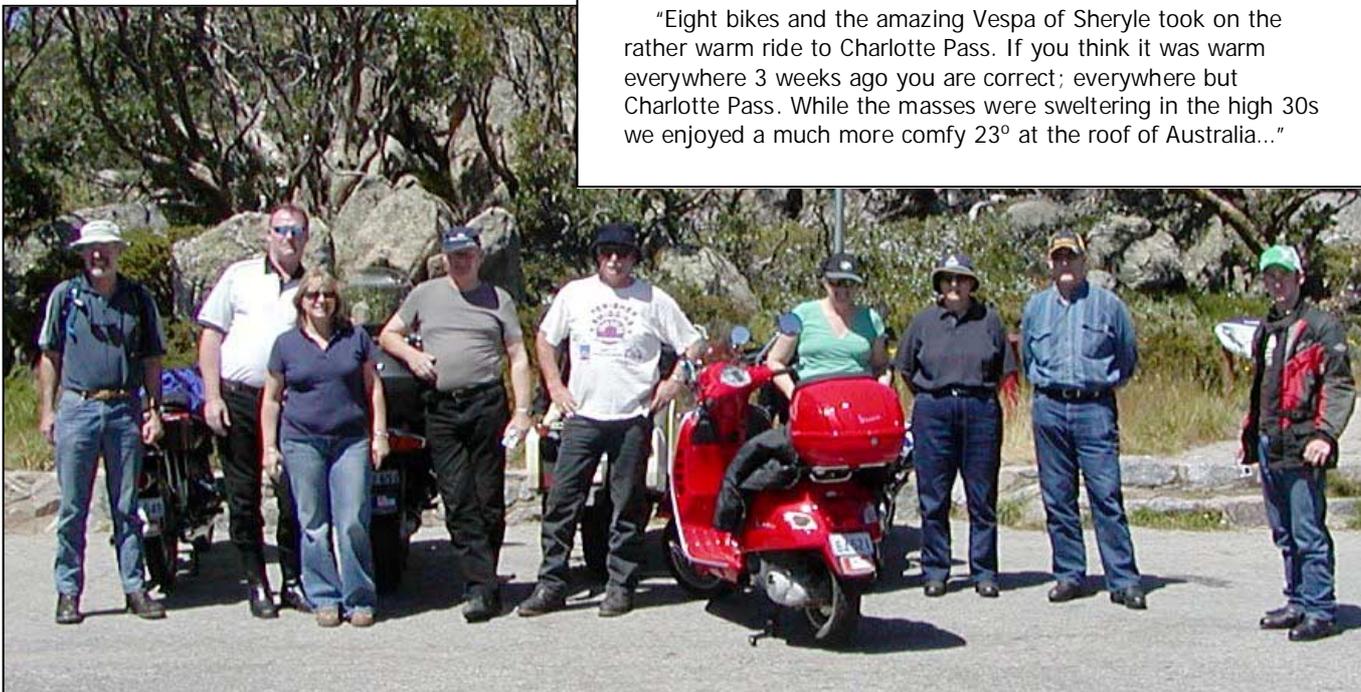


# Recent Rides, Events:

Reprinted from our Ride Coordinator's email ride reports:

## 22 January 2006 - Charlotte Pass

"Eight bikes and the amazing Vespa of Sheryle took on the rather warm ride to Charlotte Pass. If you think it was warm everywhere 3 weeks ago you are correct; everywhere but Charlotte Pass. While the masses were sweltering in the high 30s we enjoyed a much more comfy 23° at the roof of Australia..."



## 5th February 2006 - Tarago

'Alternative breakfast' at the ...



"... An amazing 30 bikes and 40 club members met at Tarago at 0900 last Sunday to enjoy our first Sunday breakfast at a new venue. I didn't hear any complaints, other than there being no hot chocolate, as we hoed into bacon, eggs, sausages, tomato and toast with as much serve yourself coffee and tea as your bladder could hold.

The ride home behind the K750turbo was a lot of fun too; I didn't realise Bungendore was that close..."

*(Social Secretary's note: the pub did an amazing job, especially as in booking we underestimated numbers by 100% - definitely on our list to go again soon)*



# Recent Rides, Events:

## Sunday 19th February 2006. - Snowy Mountains Highway.

I turned up at Hall early on Sunday morning in response to Mal's invitation to sports bike riders (and others) to ride the Snowy Mountains Highway. I was surprised to find that I was the only there. I waited and then Martin Gilbert aboard the LT turned up 5 minutes later. We waited again ... no one else. Thought ... "wimps" ...too hot, they'd just gone to Bungendore for their lattes.

Martin and I are both on the 'gravelsurfers' group email, so we knew that the gravel surfers were heading to Tumut via Wee Jasper... (Don't know why they take that road when there's a perfectly good highway?) ...so thought, we're set for a ride, better show the flag, so we'd meet the Gravel surfers at Tumut - just to see if we could catch them having lattes on the quiet.

It turned out a perfect morning for riding and after an easy run down the highway we were passing through downtown Gundagai and couldn't help but notice a group of familiar bikes (and riders) outside the Niagara Café! T'was the club group that actually met at Hall at the specified time! Just because I put the newsletter together doesn't mean I actually read it! (Don't know what Martin's excuse is)

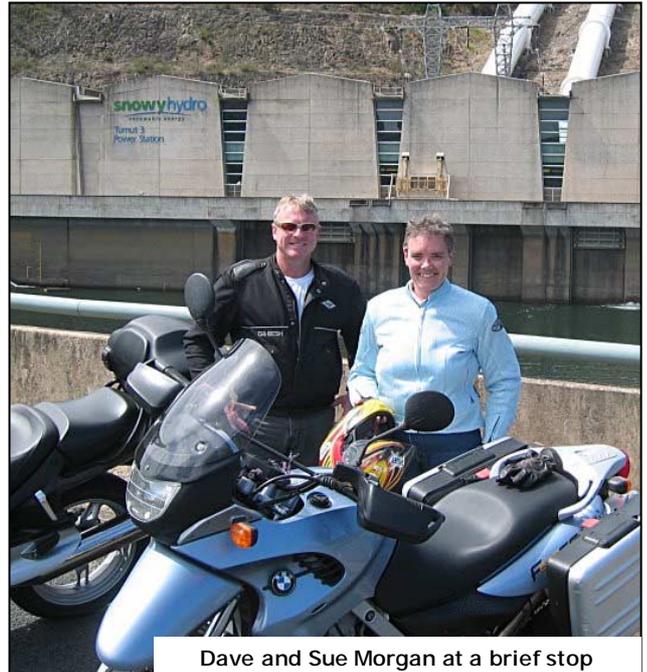
Anyway, on up the Snowy Mountains highway, very light traffic, perfect weather continues - with a refreshing cool breeze on the top - and on to lunch at Adaminaby. 540kms round trip by the time I arrived home. A great day's ride, despite the Cooma to Canberra leg where you can't escape from the heat and the normal traffic.

I've also included (below) Upsidedown Greg's gravelsurfer ride report - for those that aren't on the group email list.

"We had a great ride on Sunday. Only two of us (Gravelman -R1150GSAdv and myself) at the starting point at Maccas. Uriarra Crossing, Doctors Flat Road, detour to Pig hill, and then Wee Jasper, and across to Tumut. Here we met up with the latte drinkers from the BM club who had taken the tar via Gundagai and Ray from Wagga (who was frothing at the mouth in anticipation of the arrival of KTM950 on Tuesday).

Martin (R12GS) joined us at Tumut and Ray showed us some great roads (tar and dirt) on the way to Tumbarumba. As usual we took a wrong turn and covered a few extra kms but they were all good roads though so it didn't matter.

From Tumbarumba Ray headed for home and the three of us took the Elliot Way to Kiandra and then to Adaminaby, and home via Yaouk, Shannon's Flat and Tharwa. A bloody good day was had by all."

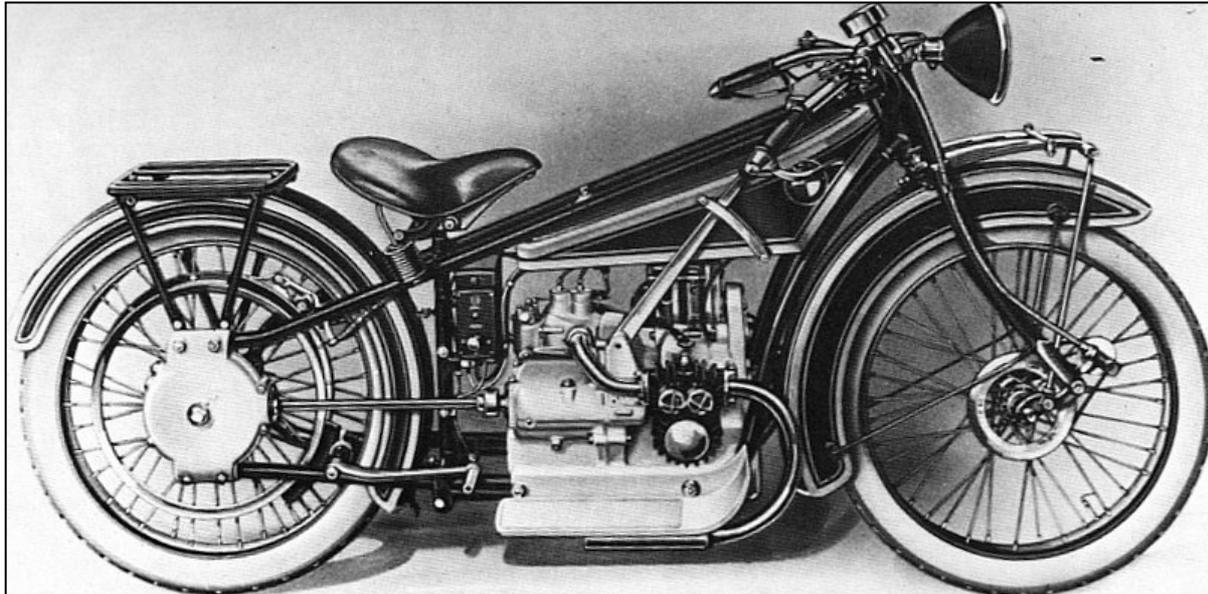


Dave and Sue Morgan at a brief stop at Tumut 3 power station



Upsidedown Greg's shiny new bike - as seen at Bungendore a couple of weeks back, while it was still shiny. Now why would you want to take a lovely bike like this on a dusty old gravel road?

## BMW R 32



Model	R32 (not to be confused with the year 1923)
Production dates	1923-1926
Engine designation	M 2 B 33
Engine type	Air cooled horizontally opposed twin side valve
Capacity	486ccm
Compression ratio	5.0 : 1
Power output	8.5 PS at 3300 rpm
Number of gears	3 (Hand shift on right side of tank)
Ignition	High tension magneto
Weight	120 kG
Fuel capacity	14 Ltr
Fuel consumption	3.5 Ltr/100kM
Top speed	90 kM/hr
Engine numbers	31000-34100
Number built	3100

### Notes.

This is the start of the famous BMW motorcycles we now know. In 1922 in his newly heated office Max Friz was not satisfied with the Helios and using ideas from other manufactures like Grandville Bradshaw's ABC (1919), Douglas and the Scott he looked at the advantages of turning the M2B15 motor around 90 degrees. Max's experience with aircraft motors told him good cooling properties would be obtained by putting the cylinders and heads out in clean air enabling more power to be extracted. He also added a dry clutch driving a three speed gearbox to a shaft drive (carden drive) and bevel gear final drive and put it into a in a light tubular frame. Thus the R32 was born.

Many other modifications were made such as adding lights. It is interesting to note that the kick-starter was forward/aft in its action driven through a set of bevel gears in the gearbox. Another innovation was that the final drive was a sealed unit using grease as a lubricant. Shades of the units now installed on all of the latest paraleaver bikes. The R 32 was raced but without success.

Once again it is hard to get dates and photos to line up. I suggest this photo is of the last of the series as I think the speedometer was not on the first model.



## For Sale

**R1150RT accessories.** I have 2 Cee Bailey windscreens, 1 used and 1 un-used, 4" wider and 3 1/2" taller than standard, 1/4" thick, these are top quality American made screens costing \$550 in Aust. Prices un-used \$320, used \$260. An un-used BMW screen 2" taller than standard for best offer. A pair of City-case pannier lids for \$220 Deakin, ACT, contact John on (02) 6213 6305 or email johnl@industry.gov.au

**K1200 LT Navigation System Mk III V4.5.** Still in sealed box. Offers please. Mark Hampton 0417 402 058

**BMW R1150RT** Silver Brilliant Metallic. 25,900kms Radio, side cases, A.B.S., heated grips, excellent condition, no accidents, authorised dealer service. One careful mature owner. Regrettable Sale \$ 19,750 ono. Contact: Chris Cuthbertson Adelaide, S.A. Phone: (08) 82952066 Mobile: 0432 926072

## Second Month

**Summer jacket** - Motodry XVent, medium, blue and black, waterproof liner, as new only worn twice, \$80 ono. Phone Pete 0438 424 516 or (02) 6257 8855

**K1200GT 2002.** In unmarked Alpine White with panniers, ABS servo-assist (dual) braking, heated grips, electric adjustable windscreen and new tyres. Registered until 3/06. 45,000 km. Serviced every 5,000 kms. Excellent condition. Independent inspection welcome. Regretful sale, for genuine reason. Insured for \$23,000 but open to negotiation for a quick sale. Mark 0422 425033, (02) 62567535 (work).

**R1100S 2001,** Factory black engine case model, unique BMW Silver and Black bodypanels, 2nd owner, No accidents, 25,000 km's, Vanderlin exhaust, ABS, Cruise control bar end, F&R Ohlins shocks, 5 1/2" rear wheel, near new tyres, ACT rego. \$15,500 ono. Contact Paul on (02) 6213 7322 or 0411 829 300

**BMW R80GS 1983** Excellent original condition, Staintune muffler \$4,500 ono. Contact Colin 0419 281 246 or (03) 5759 2752

**R1100RT 1996** 82,000km. Panniers and top box, all with soft inserts. ABS, UHF and AM/FM radio to helmet. Heated grips. Electric screen. Lambswool covers. 12 months ACT rego. Got two bikes, gotta sell one. \$11,000. Colin 0434 36 7900

**BMW 1992 K1** - Blue and Yellow decals, low kms, alarm, log books, well maintained, exc condition, tank bag, soft luggage kit, tool kit, manual and bike cover. \$8990 or ono Phone: (02) 6297 3276 or Mobile 0414 413276 (Ray)

## Second Month

**BMW F650 GS 2001.** 59,000 km, panniers, one owner. Rego until 15/7/06. \$7900 ono. Timo (02) 6231 3637

**1992 BMW K100RS** (16 valve engine/ABS brakes), Champagne Silver, blue seat, perfectly set up for sports touring, 70,000km, just run in, excellent condition, always garaged, complete service history; complete set of BMW panniers (including soft inner carry bags), top case and tank-bag; security alarm, original BMW tool kit and workshop manual; black Sheepskin seat overcover (as new); good Michelin tyres; REGO to July 2006; \$8,000 ono. Located in Sydney, happy to deliver to ACT. Neil Turner 0418 307 219

**BMW K1100 Luxury Tourer, 1998,** panniers, top box, ABS, custom comfort seat, blue, well maintained, many extras, NSW Reg VCM-12, \$7990. More details at <http://www.nf.com.au/bmw/> or email rikk@rikk.com or phone 0407 236 409

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## Wanted

## Second Month

**Windscreen for a 2003 F650 GS.** If anyone has a screen for sale call Larry on 0423 805 474

**R100GS** in good condition. Contact Andrew Huddle (02) 4938 5517 or 0415 187965

**BMW R1100S - full Remus exhaust system,** lightweight, and beautifully made. UNUSED, still in box, a bargain \$800. Steve 0413 884259 or (02) 44717372

Over 20 members are heading off to the BMW Safari in April and for the most part they are respectable, mature, pillars of society.

However after overhearing a conversation recently it seems a couple of participants (best identified as professionals in the baby boomer age group) are already eagerly anticipating the delights that will befall them on their journey.....

"We can go through Gulgong (north of Mudgee) coz I've heard the girls there always wear fabulous lipstick, you know it just makes you want to kiss them and they're friendly too. Oooh, can't wait. Have to have a latte or two there so we can meet them" said Mr X as his eyes took on a knowing glint as memories of previous jaunts to Gulgong flashed through his mind.

Mr Z looked up from his beer, eyes rolling in anticipation. "Yes and I reckon we should arrive in the Hunter Valley on the Saturday, that'll give us a chance to kick off this contest I've got planned. Sort of like TJ's Touring Competition, but you get one point for every beer after the tenth one you've drunk. Sort of like can you drink more beers on the BMW Safari than Boonie sank on that flight to London, think he got through 54, yeah I could easily drink more than that in a week".

Mr X exclaimed "Boonie? I thought it was Rod Marsh. What about the blokes who don't drink? Are you going to do something for them?"

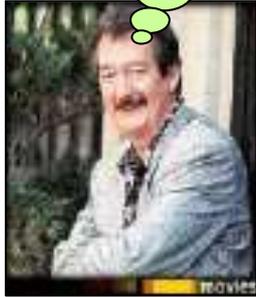
"Well, we could run a day time latte contest for them, gotta keep the reputation up" replied Mr Z. "But don't expect me to give points to chardonnay drinkers, we may like a latte or two but we have to draw the line somewhere. I'll take points off their score if they act like members of that Sydney north shore 'love a chardy' set".

Mr X nodded in agreement. "And don't forget when we get to Surfers Paradise, they might still have those meter maids in the skimpy little gold lame bikinis, the ones that feed your parking meter for you".

By this time Mr Z had come over all hot and sweaty and looked like an 8 year old knowing he'll get a new bike for Christmas. He couldn't get his words out fast enough as his mind raced ahead. "Nah, I'd rather they peeled grapes for me and kept me supplied with cold beers while I'm relaxing by the pool. That sounds much better....."

I suspect this Safari might be like a footy trip, what goes on tour stays on tour but in the meantime, tell 'em they're dreaming.

Tell 'em they're dreamin



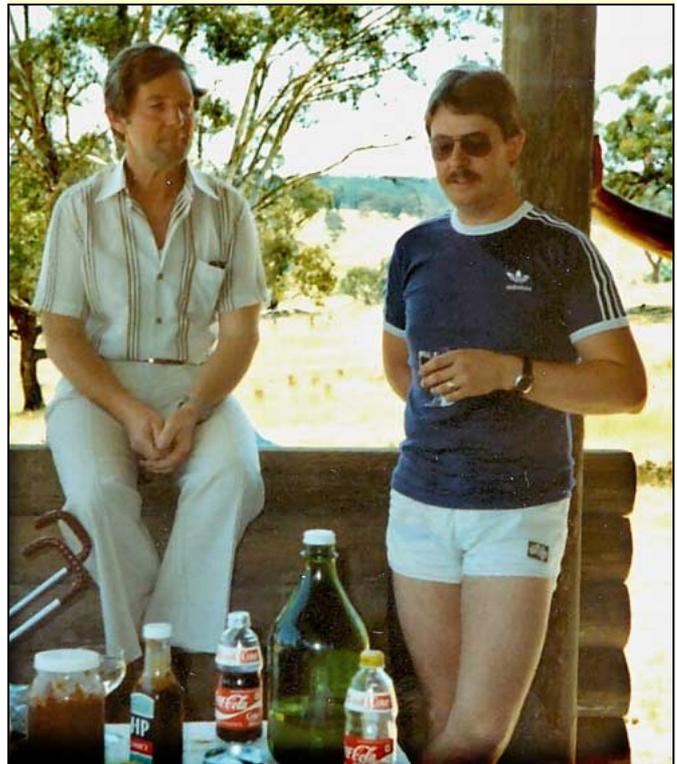
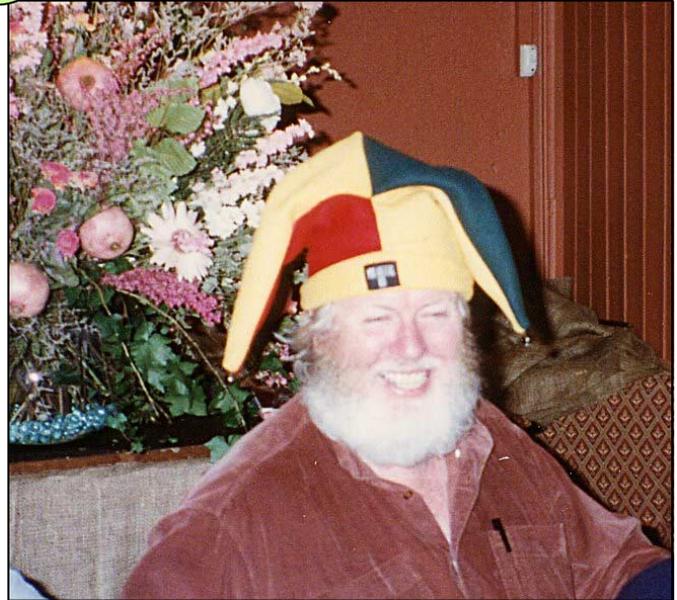
**Anniversary Issue Editor's Note:**

Thanks in particular to Jeanette and Ian Hahn for access to their photo albums and copies of the early editions of Shaft Drive Lines, and also to Peter Oliver for his article.

Being a relative newcomer to the Club it helped me appreciate the tradition and in particular the continuity.

With the time, energy and space I probably could have added much more in this issue. For example, looking through the photos, I could've devoted a full page to photos of Jimbo wearing funny hats.

Perhaps someone will take it on for the Club's 30th Anniversary?



Taffy and Ron in earlier days



(article by entrant's wife - but you guessed that didn't you?)

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