

BMW CLUB

# Shaft Drive Lines

ACT BMW Motor Cycle Club Inc.



Please note that the September General meeting - on the 25th - will be at the German Club, Narrabundah.

CELEBRATING

25

YEARS

October  
2006



Member of the International Council of BMW Clubs



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#### Librarian:

To be appointed

#### Meetings:

When: 7.45 pm, fourth Monday of each month  
Where: September venue will be the German Club, Narrabundah not the Italo -Australian Club. (This month only)  
**Next Meeting: Monday 25 September 2006**

#### 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.

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

#### Charity Support:

This club proudly supports Marymead Child and Family Centre.

**Web Site:** <http://www.actbmwmcc.org.au> Check the web site for updates of rides and social events and keep in touch by joining our Yahoo groups.

[ACTGravelsurfing-subscribe@yahoogroups.com](mailto:ACTGravelsurfing-subscribe@yahoogroups.com)  
<http://autos.groups.yahoo.com/group/ACTGravelsurfing/>  
[actbmwmcc-subscribe@yahoogroups.com](mailto:actbmwmcc-subscribe@yahoogroups.com)

#### 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. 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 and are available on request.**

Any members who have queries should contact the Club President in the first instance, or alternatively, raise these issues at the Club's monthly meeting.

#### This month's cover:

**Mick Owen, Club member and regular advertiser in 'Shaft Drive Lines', at Café 2621 in Bungendore on a recent sunny Sunday morning**

# THE PRESIDENTIAL HOOHAH

John McKinnon

Thursday 7 September was going to be another day at the grind. Wednesday night had been Chomp & Chat. Fifteen of us enjoyed a noisy but social meal at All Bar Nun, and afterwards, I drove home in the rain. At least I think it was rain; I'm beginning to forget what it looks like. Early to bed and early to rise was the plan.

I woke about 4.00am and rolled over, with a view to plugging the radio back into my ears. Something funny going on, my head was spinning every time I moved, and the room wouldn't stay still. I lay back for an hour and when it didn't go away, I alerted Leah to my condition, and managed to make my way to the bathroom where the loo was making circles on the floor. Dinner was disposed of several times, and I thought that I had been seriously baited. When I didn't improve, Leah took control of the situation, rang the doctor for advice and then the ambulance.

Now that's a ride I wasn't planning on and didn't particularly enjoy. No dramatics or flashing lights, but there's not much fun flat on your back with your head spinning trying not to watch the tops of the trees zooming by, and trying to keep what little was left in my stomach intact. But were those guys on the job; competent, caring, considerate and calming. One of them called in later in the day to see how I was going.

I have nothing but praise for the Accident and Emergency staff at the Canberra Hospital. They were straight on to the case and had all sorts of things plugged in to me in no time. During the morning I was seen by various health professionals and ultimately I was diagnosed with having had a minor stroke, which affected the balance area of my brain.

Don't ever be put off by the doomsayers who complain about Canberra's health system, or about the Canberra Hospital in particular. They may be running on the smell of an oily rag, things may not be as good as they possibly could be, the cups of tea may taste like chicken noodle soup, but on Thursday 7<sup>th</sup> September 2006, I would not have traded my place in the hospital for anywhere else.

So here I am, at the time of writing, still a hospital inpatient, being visited on a daily basis by a nurse, and looking forward to an indeterminate period of rehabilitation until I regain my balance. I'm not allowed to drive for at least four weeks from discharge, and riding the bike will be something else again.

One of the benefits of being at home is the camaraderie of club members who have enlivened my time with their visits. One day early in the piece we had an extended meeting of the retired old geezers and invalids sub-committee discussing all sorts of weighty matters, telling bad jokes and generally enjoying ourselves.

My sincere thanks to everybody who has visited me in hospital and at home, or who has phoned, emailed or sent get well cards. This support has been very important to me, Leah and my family.

One of my visitors in hospital was Steve Hay, who looked surprisingly well. It was really good to see him out and about, wheelchair bound but mobile. He is probably a great asset to Jacqui in the shopping malls, with his left leg out like a battering ram.

Vice President Martin Little will be at the helm of the Club for a while. Please continue to give him the full support I have enjoyed over the last 18 months.

Safe riding

John

14 September 2006

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## Welcome to our new members

- » Carl Stanfield BMW F650 GS
- » Carl Allen BMW F650 GS
- » Cameron & Samantha Grant F650 GS
- » Tom Stojanovic K1000 RT, K1000 1, K100 LT
- » Glenn & Glenda Wahlert K1200 LT

## 992 and counting....

We have now reached our 992nd member since the Club's inception in 1981.

To acknowledge our 1000th member, we will give him or her a club hat to mark this milestone.

And, if introduced by an existing member, that member will receive one year's membership free!

## September 2006

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

Our next General Meeting is on Monday 25 September 2006, at the German Club, 49 Jerrabomberra Avenue, Narrabundah at 7.45pm.

- 23/24 "Not the Bermagui" weekend at Huskisson
- 25 General and extraordinary meeting, 7.45pm  
*Venue will be the German Club, 49 Jerrabomberra Ave, Narrabundah.*

## October 2006

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

- 1 Alternate Sunday breakfast - Araluen Pub
- 4 Chomp & Chat - Monkey Magic
- 5 German National Day, display at their Embassy
- 15 German Autofest/Club Concours
- 21/22 Geehi Rally
- 23 General meeting - venue to be confirmed, but most likely Rolfe's at Phillip 7.45pm

## November 2006

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

- 1 Chomp & Chat - Taj Agra
- 5 Alternate Sunday breakfast - Dellisio Restaurant Curtin
- 25/26 Walhalla Weekend
- 27 General meeting Italo-Australia Club, 7.45pm

**First Wednesday of the month** - Chomp & Chat at a local restaurant at 6.30pm. We go to a different restaurant each month so check the "What's On" pages for location.

**First Sunday of the month** - Alternate Sunday breakfast. Again, details can be found the "What's On" pages.

**Fourth Monday of the month** - General Meeting at the Italo-Australian Club, Forrest at 7.45pm except for September - venue is the German Club, Narrabundah.

... and don't forget ---  
Our weekly get-togethers - in  
all weathers-  
for a ride to Bungendore and  
Sunday morning breakfast  
- or just coffee at  
**Café 2621**

### 23/4 September - 'Not the Bermagui' weekend.

The weather is getting warmer so we decided to go further up the coast to Huskisson on Jervis Bay for a weekend away. Martin Gilbert is leading this ride (you can make it a day trip if you prefer). Book your own accommodation, suggestions are: Aquashack (cheap) - 02 4441 6363 or Huskisson Bayside Motel - 02 4441 5500 or Huskisson Beach Tourist Resort -(on site vans) -02 4441 5142. Meet at Rolfe's at 9.30 am for a 10.00 am departure on Saturday morning.

### 25 September - Extraordinary & General Meetings

As our usual venue is unavailable in September, our meeting will be at the German Club, 49 Jerrabomberra Avenue, Narrabundah at 7.45pm.

There will be also be a short extraordinary meeting to pass the Club's audited accounts - a legal requirement of the ACT Registrar-General's office. It's important we have a quorum so please send in a proxy form if you can't attend.

### 1 October - Alternate Sunday Breakfast

The Araluen Pub. Leaving from Red Rooster, Queanbeyan or for northsiders the Shell servo at Watson at 8.30 am and going direct to Araluen (no stop in Bungendore). Not too far and a nice road, particularly at this time of the year.

### 4 October - Chomp & Chat

A brand new venue for us - it's Monkey Magic (Malaysian cuisine) at Josephson Street, Belconnen at 6.30 pm. RSVP to Sheryle Moon (basmoon@ozemail.com.au or 0419 708675) by 29 September.

### 15 October - German Autofest/Club Concours

We join with other German marque auto clubs for a lakeside display. Also our Club's annual concours event. See page 6 for more details. We usually get together beforehand at My Café at Manuka for breakfast, (from 8.30 am), and then on site at 10am, so make this a must for your calendar to allow time for that extra special clean and polish. Will we have our own marquee this year? Come along and see.

### 21/22 October - Geehi Rally

Our annual Koszciusko rally at Geehi Hut, on the Alpine Way. Occasionally a little bit of rain, but a great ride, terrific scenery and camping area. Plan for it this year! As usual, it's self catering, so b.y.o. just about everything. See details on page 9.

### 23 October - General Meeting.

We are planning to have this meeting at Rolfe's BMW Motorrad Showroom at Phillip. Unfortunately it's likely to be a little early for the local release of the new F800 twins and the new R1200R, but there'll be lots of other shiny machinery. We'll give a final confirmation on the meeting location closer to the date - by email and in the next newsletter.

### 1 November - Chomp and Chat

Our annual visit to the Taj Agra (Indian) at Belconnen at 6.30 pm RSVP to Sheryle Moon (basmoon@ozemail.com.au or 0419 708675) by 27 October.

### 5 November - Alternate Sunday Breakfast

Breakfast is Dellisio Restaurant at 10am, 83 Theodore St Curtin leaving plenty of time for the pre-brekkie ride of the twin/triple peaks around Canberra. Leaving from Rolfe at 8.30am. RSVP is essential for breakfast so let Sheryle know by 2 November.

**Also on the 5th November**, the Ducati Club is having an Economy Run. Registration is from 9am at Caltex Braddon (corner Girrorawheen & Lonsdale Sts), with categories for all bikes. Further info is available on their web site at [www.cddc.org.au](http://www.cddc.org.au)

### 10-12 November - The Snowy Ride

Not a Club ride, but as many of us normally go, would you like to get together and ride down as a club group? See [www.snowyride.com.au](http://www.snowyride.com.au)

### 25/26 November Walhalla, Vic.

(aka 'Martin G's Birthday Ride) Lovely little old mining town, in the ranges northwest of Sale. A longish ride, but easy to access via good roads. Martin Gilbert will book some reasonably priced accommodation in nearby Rawson (10 km away). Contact Martin if you're interested.

### 27 November - General Meeting

Our last general meeting for the year.

### 1 December - Our Christmas Dinner & Presentation Night

Mark this date in your diary. This year we will be holding our dinner at Cape Cod, Deakin. See page 8 for details.

### 9 December MRA - Toy Run and Our Picnic

Looking for a big Club attendance for the toy run. Current plan is for us to go on to our Christmas picnic lunch immediately after the Toy Run. Venue will be the Uriarra East Reserve on the Murrumbidgee at Uriarra Crossing. It offers easy access and is family friendly, so we encourage you to bring along cars, partners, kids, etc.

**Please note the alternate Sunday breakfasts will not be held in December or January 2007. Breakfast as usual at Café 2621 at Bungendore for those who are in town and not too full of food or busy with other festive season/holiday activities.**

### March 2007 - Anyone interested in Tassie and/or the Superbikes?

What about combining a week to ten days riding in Tasmania with a side trip (on the way to Tassie) to the Superbikes at Philip Island from March 30 to April 1. We need to start planning now so we can book the ferry and accommodation. Contact John McKinnon if you're interested.

# THE VICE FILE

## Martin Little

Have just got back in from a short ride on a Saturday morning out through Bungendore, up Smiths Gaps followed by Macs Reef and then home via Majura. A short ride, but a cracker because the sun was shining, the temperature was nudging 20 and the country side is looking green and lush. Just what I needed for blowing out those cobwebs from the working week. The fact my screen and visor were covered in bug splat is a sure sign of the warmer days.

Well I can tell you its been an interesting few weeks. Starting with Steve Hay who came off slightly worse for wear after a close encounter with a car, followed by John McKinnon who suffered a stroke (fortunately minor), its been a sobering time. Fortunately things are on the improve, with both Steve and John now on the road to recovery. I wish them both well in this process.

The club has two major events coming up in the month of October. Firstly it's the clubs show 'n' shine/concours that will be run as part of the German Autofest scheduled for Sunday 15<sup>th</sup> October. The day will commence with breakfast at My Café in Manuka, then we will ride across to the park beside the lake at the bottom of ANZAC Avenue where you can display your pride & joy for all to see. Our judges will be there doing what they do best, with the awards to be announced at the Christmas party in December. Doesn't matter what you ride, come along, the more the merrier.

Secondly is the Clubs annual Geehi rally in Kosciuszko National Park, scheduled for the weekend of 21 and 22 October. I believe the rally has been going for almost as long as the club, which is remarkable. We regularly get large numbers attending, and from talking to one of our club stalwarts, I am informed that one year we had approximately 800 bikes attend. So get out your camping gear, make the necessary arrangements at home and plan to be there. Please remember it is self-catering! The venue in the National Park is stunning, although the ride in and out on the Alpine Way is not too shabby either.

Hope to see you out there. Get on your bike and ride.

**(Kiwi) Martin**



**SHARE THE PASSION**

A free public display, brought to you by the German car clubs of the ACT which are proudly supporting the ACT Rural Fire Service



German Fare Catering By ACT Rural Fire Service

Special feature for 2006  
Rare German Marques



**Our 2006 Club Concours is also to be held on 15 October in conjunction with the German Autofest at Rond Terraces (the southern end of ANZAC Parade on the foreshore of Lake Burley Griffin). Judging starts at 11.00am so you've enough time to give your pride and joy a final dust, wash and polish.**

**Categories are:**

- 1 Cruiser
- 2 Tourer
- 3 Sports
- 4 Roadster
- 5 Off road/dual purpose
- 6 "Rat" bike
- 7 R Series Classic (pre 1970)
- 8 R Series Post Classic (post 1970)

**You can enter in any two categories but can only win in one.**

**As always, totally impartial judging! And a chance to show off in front of those other German marque owners.**

**Breakfast beforehand at My Café in Manuka from 8.30am.**

For further information phone Ruthie on 0409 923 895 or [http://www.classicvw.net/german\\_autofest](http://www.classicvw.net/german_autofest)

Stirling ACT 2611  
16<sup>th</sup> September 06

Dear ACT BMW Club Members

I started out with good intentions of writing a personal card, in response to all the people who contacted me after my motorcycle misfortune. It soon became apparent that I would take way too long to do it. Hence I have resorted to "Word" to get back to you. I would have to say the last four weeks have seen a lot of changes. My last thought before the accident was I am going to need someone to help me stand up the bike. My mistake - I don't think the car driver had yet seen me. What followed is a blur of lying on the road then the back of an ambulance. This was followed by lots of scans and having things stuck into me by three busy ED doctors. I definitely recommend avoiding if possible chest drains. I have a vague recollection of being taken into the operating theatre, the next day I have since discovered.

When I came round I found myself surrounded by my family and a morphine machine (with turbo button). I can recall getting a couple of phone calls soon after and think in retrospect I probably did not make a lot of sense, but thank you if the call came from you.

The next week is also a bit of a blur with another trip back to the operating theatre to wire my foot together and a gradual reduction in the number of drips and drains.

I can't articulate how touched I was by all the visits, cards, flowers and gifts I received from people. Jacqui spent most of each day with me and always seemed to know what I needed next. Sarah and Peter were around every day looking for things to do to help. Each time I looked up there was a new visitor often a club member.

Friday was a big day most of it spent in a fantastic powered chair. Thanks to Annie who magically made it appear. My first steps in a walking frame under careful supervision. The weekend staff told me I had improved in the last week. I think I must have been starting from a long way behind. Also lots more visitors this week as well. For the next week I made steady progress and was a bit more articulate with my numerous visitors. My particular thanks must go to Leena Ward and all her staff of ward 6B who took such great care of me. Also Max and Craig my outgoing and incoming managers. Who did so much to smoothly introduce me to the IBM workers compensation scheme

Friday the fateful day had come to be discharged. With my bag of medication, Peter to push the wheel chair, Megan and Jacqui to manage the logistics I was home. To find a mate to the hospital chair waiting for me to arrive.

Megan stayed for my first weekend at home and was so organised the transition from hospital seemed seamless. Since getting home I have been making steady progress with my recovery and feel I am a little better each day. I am currently looking forward to getting a permanent cast on my leg and my ribs being well enough to get around easily on crutches.

Finally thank you to everyone - no one could have a better lot of relatives, friends and work colleagues

Yours Sincerely  
Steve

### **Safety Vests**

Steve Hay's recent accident prompted some thinking about safety vests. You don't see a lot of riders wearing one, but perhaps it might be worthwhile considering one if it means you'll be more visible to car drivers, especially at night or other times of poor visibility. There are lots of different styles on the market though the zippered front model with fluoro tape for day/night use would seem to be the best for riders. Prices range from \$30 to \$45. There are also vests with Velcro closures but they may not stay closed when riding. The pull on type might suit some people. As for colours, they come in Hi Vis Yellow or Hi Vis Orange. They're readily available at bike accessory and work wear shops around Canberra and for a small cost, they could save you from being hit.



The ACT BMW Motorcycle Club invites all members to the  
**CHRISTMAS DINNER AND PRESENTATION NIGHT**

Friday 1st December 2006 from 7.00pm  
Cape Cod Restaurant,  
Deakin Shops, Hopetoun Circuit, Deakin

Cost: \$55 per person - three course dinner, wine & soft drink included

Dress: Smart casual with a LOUD Shirt

**ENTRÉE**

Clyde River Oysters with Lime and Ginger  
King Prawns with Salsa Verde  
Lemon & Pepper Calamari with Garlic Aioli

**MAIN COURSE**

Pan-fried Fish of the Day with Yellow Bean Soy & Jasmine Rice  
Spring Bay Mussels with White Wine & Leeks  
Green Apple & Pear Salad with Dried Cranberries  
Steak with Chunky Chips and Chilli Salt

**DESSERT**

Chocolate Brownie with Orange Curd

**COFFEE & TEA**

Freshly percolated Lavazza Coffee and Twinings and Herbal Teas

**DRINKS**

Katnook Founders Block Sauvignon Blanc and Shiraz, soft drinks. Beers and spirits can be paid for on consumption.

RSVP to [social@actbmwmcc.org.au](mailto:social@actbmwmcc.org.au) or phone Sheryle Moon on 0419708675.

Full payment by cheque to the Treasurer, ACTBMWMCC, PO Box 1042 Woden ACT 2606 (with completed tear off slip below) or pay cash at the meetings or breakfast. Full payment MUST be made by Monday 26/11/06.

Numbers are limited so book early to avoid disappointment.

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**I / we will be attending.**

Name \_\_\_\_\_ (please print)

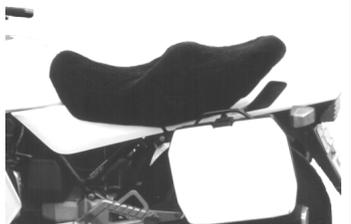
Number attending \_\_\_\_\_

Payment @ \$55 per person \_\_\_\_\_ (no refunds)

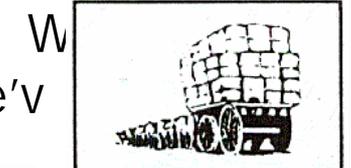
October 21-22  
Geehi Hut campsite  
- near Khancoban



*Between Thredbo and Khancoban (signs will be out on the Alpine Way) The ACTBMWMCC's annual rally and a fun weekend for everyone. This year it's BYO everything—camping gear, food, drinks, but firewood will be available. Entry fee is \$15 per person payable on arrival. Trophies in many categories, e.g. youngest, oldest, distance, etc., raffles, good times assured. Check our website ([www.actbmwmcc.org.au](http://www.actbmwmcc.org.au)) for up-to-date details*



??? Smooth  
out your  
ride ???



W  
e'v



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ST KILDA – Melbourne – April 6<sup>th</sup> to 9<sup>th</sup> 2007

*'Block out your calendar and get ready for 3 days of sheer BMW pleasure.'*

BMW Club members from around Australia will converge on Melbourne EASTER 2007 to get together to share the passion of the BMW Marque.

Accommodation will be at the Marque Hotel and Quest Redan both conveniently located in the St Kilda Precinct – Registration & booking forms available soon.

**FRIDAY 6<sup>th</sup> April 2007** Register at The Marque Hotel then relax and join us for the evening meet & greet at Sugar Restaurant

**SATURDAY 7<sup>th</sup> April 2007** During the day join in the “eye candy” at the Show n Show to be held at The Piazza, Waterfront City, Docklands That evening will be held at a “secret” location with transport from your hotel

**SUNDAY 8<sup>th</sup> April 2007** You can take the day leisurely with the “Touring Group” or get into some fast paced action with the “Motorsport” team. The evening we will have the Presentation Dinner which is to be held at “The German Club”

**MONDAY 9<sup>th</sup> April** For those not leaving this day we have a “special” little get together planned.

This is just to give you a taste for the Nationals 2007 and remind you to book your holidays now for EASTER 2007.

More info & updates soon - <http://bmwccv.bmwclubs.asn.au/> Any enquires can be sent via email to - [nationals@bmwccv.bmwclubs.asn.au](mailto:nationals@bmwccv.bmwclubs.asn.au)



**Editor's note:**

With the BMW Clubs Delegates Conference decision to separate BMW car and motorcycle events, the National Rally 2007 is primarily a 'car' event, though BMW motorcycle club members are of course welcome. There is currently a proposal that a BMW Motorrad National Day be held in alternate years to the Car Nationals. Watch out for further details.

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



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

\* Subject to  
underwriting

**“TEAM COASTLINE BMW TAKES SECOND OVERALL IN NAKEDBIKE TASMANIAN DEBUT**

13/9/2006

2006 YMF Loans Australian Superbike Championship, Round 5, Yamalube Australian Naked Bike Championship, Symmons Plains Raceway, Tasmania 9-10 September 2006.

The Australian Superbike Championship returned to Tasmania's Symmons Plains Raceway after a twelve-year layoff with many thousands of fans turning out under glorious sunshine and they were not disappointed when round five of the national series was held on Sunday September 10.

While it was a return to the southern isle for the national series, it was a debut for a number of the new classes which feature in the current format including Naked Bike and Pro-Twins.

Team Coastline BMW celebrated their debut in Tasmania with team rider Mark Willis taking second place overall for the round in the very competitive Naked Bike class aboard his BMW K 1200 R. Willis repeated that fantastic result in the Pro-Twins class, where the pair of Coastline BMW's were the first to take advantage of the new B.E.A.R's F1 (British European American Racing) regulations.

In only his second meeting with the team Willis completed his weekend with two thirds and a second in both Naked Bike and Pro-Twins. Not to be outdone, team mate Stuart Fripp maintained his grip on third place overall in the Naked Bike Championship after a string of strong rides earned him a pair of fifths and a fourth. A pair of fourths in the Pro-Twins events was interrupted when he fell at the tight hairpin at the end of the front straight and was unable to complete the race. The combined results from both riders keep BMW in a strong second position overall in the NakedBike Manufacturers points score, which is an extremely good result given that the team is in its early stages of development.

... The team has made giant steps forward since the opening round of the series. ...

On hand to watch all of the action was BMW Motorrad General Manager, Mac McMath who was thoroughly satisfied with the performances made by Team Coastline BMW on and off the track. "There are two things this racing experience is doing for us. First of all it's helping to shift the brand from our traditional image and secondly, the fact that we are competitive against more fancied rivals is giving us credibility amongst Supersport riders. ... Media response to our new generation bikes has been positive and the race team will reinforce this message to customers."

... the remaining series rounds of the 2006 Yamalube Australian Naked Bike Championship, calendar:  
Rd 6 – Winton Raceway, Vic (October 21-22)      Rd 7 – Eastern Creek Raceway, NSW (November 18-19)"



We know that members like to keep up to date with what's happening in the BMW world, and BMW Groups Australia suggest the following internet sites are useful sources of BMW Motorrad information.

[www.motorcycles.bmw.com.au](http://www.motorcycles.bmw.com.au)

[www.bmw-motorrad.com](http://www.bmw-motorrad.com) is a great spot to start, the whole BMW world, click to where ever you want

[www.worldofbmw.com](http://www.worldofbmw.com)

[www.bmw.ca](http://www.bmw.ca)

[www.bmw.co.nz](http://www.bmw.co.nz)

[www.bmwgroup.com](http://www.bmwgroup.com) for overall BMW corp stuff.

[www.motorcycledaily.com](http://www.motorcycledaily.com)

[www.motorcyclenews.com](http://www.motorcyclenews.com) etc are always worth a look to keep up to date with the motorcycle world.

# RIDERREPORT Breakfast at Captains Flat

The early arrivals at the Outsider Café were all of the four wheeled variety and the word “wuss” was whispered by the hardy souls who’d actually ventured out on their bikes, despite the threatening skies. Mine host Gunther was as effervescent as usual as he and partner Christine rapidly produced dozens of coffees, big breakfasts and pancake stacks for the thirty or so members. The Outsider has been one of our most popular alternate breakfast destinations - a decent ride, not too far away, lots of tucker and something cultural to feast our eyes on when we get there. We had plenty of time between lattes to wander around and see Gunther’s art before he flew out the next day to Paris where his work is featuring in an exhibition of naive art in Montmartre. With tummies full, it was time to throw the leg over and head home. The sky got increasingly darker the nearer we got to Queanbeyan and then the hail started, the visor fogged up making it impossible to see. A non “wuss” rider took cover in a bus shelter until the worst of the storm had passed and then had a very soggy ride home with the rain having found its way through his jacket to the skin.

## Some More Ride and Event Photos



Clockwise, from left, the Alternate breakfast run at the Bushranger Hotel, Collector, (May); the August alt. breakfast at the Long Track Café, Jugiong (Mark, Sue, Russell and Sue); and Mal, Helen and Nigel at 'All Bar Nun' at our last 'Chomp and Chat'



## A HART RoadSkills Course focusing on Risk Management for discerning riders who want to perfect their road riding and harm minimisation skills.

Hi All,

The MRA ACT in conjunction with the NRMA-ACT Road Safety Trust and HART will be presenting a series of ON ROAD hazard perception and risk minimisation training courses for motorcyclists. The course which concentrates on both thinking styles and low risk riding strategies is a must for all riders no matter how experienced you may be.

The 8 Hour course will be conducted over the following dates in Canberra:

28th October 2006

29th October 2006

Since spaces are limited to 12 participants each day and the course fee is only \$90 (the course is subsidised by the NRMA-ACT Road Safety Trust via the MRA ACT) you will need to get your bookings in early. *In addition this training is not limited to ACT motorcyclists only so you New South Welshmen and women come along and nominate.*

The "Ride and Thrive" Program is based on the H.A.R.T. "RoadSkills" course and is designed around what most motorcyclists like doing,... Riding in a social group!

The program is aimed at reinforcing or introducing riders to the riding and behavioural skills, that as road riders we must rely upon to keep us out of harm's way. The course concentrates on;

- low speed handling skills
- observation and anticipation techniques
- road positioning, space selection
- fatigue issues and risk management will be included in the program.

These skills will be introduced in the course via discussion, demonstration, practice and feedback during an "on-road" group ride.

Bookings can be made by phone (03) 9335.2766 or via the internet at: [hartridertraining.com.au](http://hartridertraining.com.au)

The HART office is open between 8:30am and 4:30pm Monday to Friday or 1:00pm and 4:30pm on Sunday, EST.

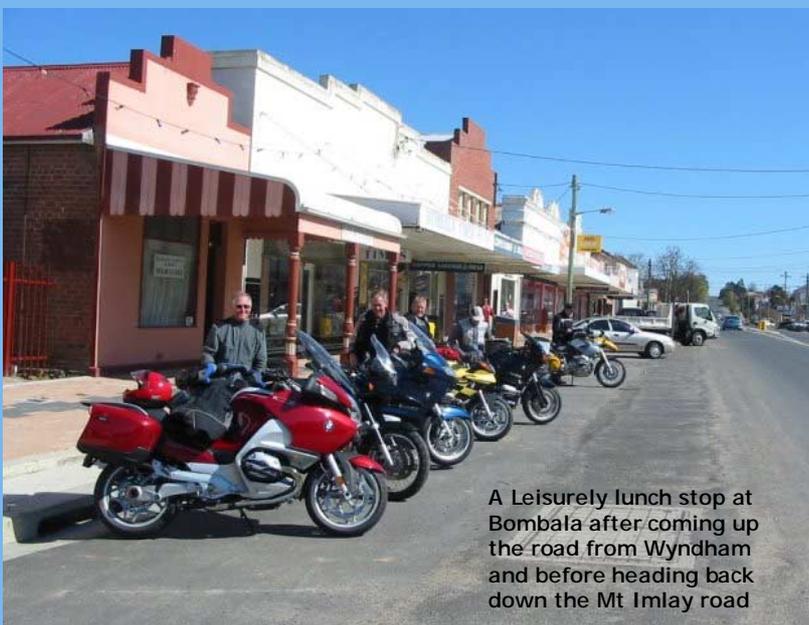
All participants are required to pay prior to the course and within seven days of booking. Once payment is received a booking confirmation and tax invoice will be mailed to each participant confirming where to meet and what to bring. Mastercard, Bankcard, and Visa telephone facilities are available. Cheques or Money Orders can be made payable to HART and sent to PO Box 776, Tullamarine Vic, 3043.

Please direct all questions to HART.

Ride Safe

**Pete**

Editor and Treasurer MRA ACT



A Leisurely lunch stop at Bombala after coming up the road from Wyndham and before heading back down the Mt Imlay road

### The ride photo we should be too embarrassed to show!

With nothing planned locally by the Club for the MotoGP weekend, and the weather forecast telling us that it was just too good an opportunity to pass up ... an impromptu weekend was rapidly organised.

Targets were the best bike roads of the Far South Coast, centred on the Bega Valley. To make the absolute most of it, an overnight stop was taken in Eden - with some tenting and some a little less hardy.

A brilliant ride, about 800kms all up, with not even a bit of traffic on the Sunday afternoon ride up the Kings Highway taking the shine off it.

... which begs the question: why aren't more people interested in overnights? If you are, well, lobby your Club Ride Coordinator!

On the way home on Friday night the rain was pouring down, and the prospects of a ride out west did not look good. It was as if the drought was going to break!

However Saturday arrived with clear blue skies, so it was across to the Hall Lay-by for departure by 8.30am. Three bikes, (R1100R, R1200RT, & K1200LT) four people set off at 8.30am for Boorowa. (It had being agreed that the bakery at Boorowa was an excellent stop for the first coffee of the trip.) The ride along the Barton Highway was uneventful, with plenty of Saturday morning traffic. At the Hume Highway we turned southwards and headed for the Lachlan Valley Highway turn off, where we met Alan (GS1150 Adventure) from Goulburn, and Martin from Chisholm on his GS 1200 caught up with us.

Our five bikes headed off up the Lachlan Valley Highway through the rolling countryside in brilliant sunshine. Hardly any traffic, which allowed us to make good progress and we arrived in Boorowa in time for the first coffee of the trip. I see from the town sign there is a *superb parrot* that lives in Boorowa. What on earth is a *superb parrot*? I must confess to not seeing any of these remarkable birds at all on the trip, maybe next time!

Tragedy struck next as the Boorowa bakery was shut. This hardship was overcome by adjourning across the road to the corner café, where our small group promptly overwhelmed the café staff, who had been lounging outside in the sun.

We took their places in the sun, enjoying carrot cake with coffee, ah, the hardships one must endure while travelling this country. A quick TJ's photo outside the local police station then it was mount up and head northwards to the Young turnoff via Murringo.

This back road proved to have even less traffic on, as we motored along through the country side. The old village of Murringo signalled another turn off to continue towards Young. The closer we got to Young, the greener the countryside got, and the ride down through Hilltops on the outskirts of Young was quite pleasant. Into Young proper and I snapped a quick TJ's photo outside the Civic Hall. (Hope this counts!) Ian Hahn then announced to all, that we were to follow him! Ian guided us to "Mad Harry's". This was a real highlight as Mad Harry's is a real bloke's paradise. Mad Harry's is essentially two warehouses full (and I mean FULL) of every tool, and piece of equipment any handyman could want. It also became apparent why the K1200 LT is called a light truck..... Ian had it loaded up with purchases quicker than you could say.... well Mad Harry!

We then headed away from Young, aiming for lunch in Cootamundra via Harden. As we left Young, we passed over "Maori Creek", a most un Australian name if there ever was one. There must be some historical link to NZ here. The ride to Harden was uneventful, just more rolling country side in brilliant sunshine. The back road from Wombat to Wallendbeen was excellent. Arriving in Harden, I promptly got lost, but technology came to the rescue in the form of GPS's and we progressed safely onto Cootamundra.

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*Pictured above:*  
BMW R1200GS named Motorcycle of the Year, 2004 & Draggin Jeans Desert Storm Camouflage Cargo Pants.



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FAMOUS QUOTE ABOUT JEANS  
Blue jeans are like fingerprints, every pair is unique...Anon

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[E] [info@dragginjeans.com.au](mailto:info@dragginjeans.com.au)

At Cootamundra, we lunched at Di's café which is next door to Scootermundra. NO prizes for guessing what they sell. Again we dined outside in the sunshine, while being entertained by a very serious looking bicycle race, complete with police escorts etc. Eventually we managed to get ourselves back on the road, and we headed south to take the back road to Jugiong. 5 km's later we were stopped at red stop light controlling major road works. After some advice from a local in a car about the state of the road, we decided discretion was the better part of valour and detoured by taking the road to Coolac. This road while certainly very bumpy in places was much better then ploughing through heavy roadwork's at Coolac we rejoined the Hume Highway and turned north for Canberra.



At Yass we farewelled Alan, who continued onto Goulburn, and also Martin Robertson who was intent on taking the back road Yass to Canberra. The rest of us continued on the Barton Highway, eventually arriving back in Canberra mid afternoon. A good trip with a total of approximately 450kms covered, and the discovery of "Mad Harry's" to add the list of what to visit next time. (YOU HAVE GOT TO GO THERE!)

Martin L



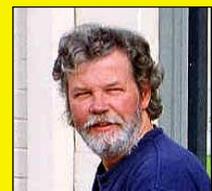
Martin's photos of public buildings in Boorowa and Young - taken on the 'Out West' ride. He's setting out to be a being a serious contender in this year's TJ's Tyres Touring competition (see below and July 2006 issue for full competition details) ... but, where's Freddie, Olaf and Ian?

## TJ's Tyres Touring Competition 2006/7

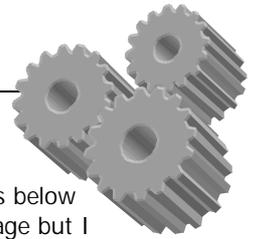
***The weather's great, so why not get out on your bike and take a few photos for the TJ's Touring Competition. The prizes are worth the effort.***

***The rules have changed a bit from last year, but basically you need photos of your bike in front of a public building plus a qualifying photo of yourself and bike with Hal outside TJ's; full details were set out in the July edition and on the web site.***

***Entries can be emailed to [tjscompetition@yahoo.com.au](mailto:tjscompetition@yahoo.com.au); or a photos/disk can be posted to 'TJ's Competition, ACT BMW MCC, PO Box 1042, Woden ACT 2606; or you can hand them over to judge Sue Ball-Guymer at a general meeting. Entries close on 28 February 2007.***



Hal Caston  
of TJ's Tyres



Just the other day the battery on my K 1200 LT gave up the ghost and died. So it was off to a supplier of batteries to purchase a new one. To keep this relatively short I will try not to use too much technical language.

I looked at several batteries to replace the dud one. These fell into 3 categories.

**1. The standard wet cell, lead acid or unsealed type.** They require a breather tube to expel the gases generated during the charging cycle. They also do not like being sideways or upside-down as the sulphuric acid can run out. (Greg take note). Because the open cells overcharging with excessive charging voltages will generate oxygen and hydrogen gas by electrolysis of water, forming an extremely explosive mix. This should be avoided. Caution must also be observed because of the extremely corrosive nature of sulphuric acid. Watch out for the paint work and chrome.

**2. AGM:** The Absorbed Glass Matt. It is considered to be a wet cell type, but the liquid, electrolyte, is held in suspension. Absorbed Glass Matt batteries are typically good deep cycle batteries and they deliver best life performance if recharged before the battery drops below the 50 percent of its capacity. AGM batteries are a variant of Sealed VRLA batteries. (Valve Regulated Lead Acid). Popular usages are high performance engine starting, power sports, deep cycle, solar and storage battery.

**3. GEL:** The gel cell is similar to the **AGM** style but the electrolyte is in a form of a paste. This is the type which was installed in the K 1200 LT and I suppose all new BMWs. The **GEL** and the **AGM** batteries are specialty batteries that typically cost twice as much as a premium wet cell. However they store very well and do not tend to sulphate or degrade as easily as wet cell. (Conditions apply).

I ended up purchasing the very expensive **GEL** cell type. My reason for the purchase was the 3 year warranty and the service life of 5 to 10 years. I got it home and fitted to the bike and it performed well. Because I had further business to conduct with the firm that I purchased the battery from I returned to pick up some other parts I had ordered. On entering the firm I was immediately informed by the person behind the counter that they had just received, an hour ago, a print out from the manufacturer of the **GEL** battery I had purchased. This data sheet was to inform the purchaser that their **GEL** battery could develop a problem and the warranty would not be honoured if certain conditions were present in the vehicle in which it was installed.

I took the information home and sat down to read the three A4 pages in 10 point print.

The long and short of it is that this battery, the **GEL**, would not be covered under warranty if there was any form of parasitic load on the vehicle. This means the modern vehicle has parasitic load, which consists of clocks, computers, alarms, GPS equipment, tracking devices, mobile phone chargers etc. These vehicles are susceptible to a battery failure and a loss of data in the computer. The computer 'learns' your riding style and other parameters and records faults which are then stored in the computer. This data has to be relearned if the

battery is disconnected or the voltage falls below a certain level. I am not sure of this voltage but I have heard that it is 11.0 volts. I think this is why the starter motor will not work if the voltage is below 11.0 volts. The article said that a parasitic load of between 18 mA and 300 mA would cause the problem. So it was out with the digital multi meter and check to see if there was any parasitic load. The K 1200 LT had a parasitic current drain of 69 mA. "Ouch". This seems to me that a failure of the battery within the warranty period could be put down to this parasitic load and the warranty would be void.

The following information on **GEL** batteries is a potted view of several publications.

1. Small parasitic loads which are found on modern vehicles will eventually cause the battery to fail if not looked after. This is caused by the sulphation of the plates. Once this starts it is not possible to reverse.

2. If a **GEL** battery is left connected for any length of time, in some cases as little as 7 days the terminal voltage could fall below the critical level. This critical voltage is between 11.38 and 11.8 volts. (Measured with a good quality digital multi meter). This depends on whose data sheet you read.

3. Short trips to and from the shops several times a day or to and from work especially during cold weather the battery does not have enough time to recharge to its desired (full) level which is 12.6 to 12.8 volts. This level is again depends on whose data sheet you read.

To sort out this problem requires a small amount of work and some expense. A regulated battery charger should be purchased which is specifically for the maintenance of the particular type of battery. There are several types available from between \$60 and \$100.

Now that you have purchased the right charger you must use it to its best advantage. I have modified mine and fitted a plug to the leads which fits into the accessories socket below the wing on the left hand side of the LT. This socket is 'ON' all the time where the others only are 'ON' when the key is in the accessory position. I will do this once a week until the green light comes on. This time will vary depending on the state of charge of the battery.

Remember this will happen to any type of battery so make good use of it by charging any batteries you have.

(Have a close look of the warranty that comes with your BMW battery in the first paragraph under 'Important').

Ian.

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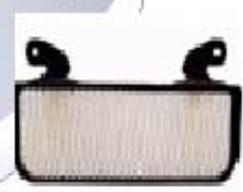
**FRONT NOSE**  
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R1150GS/A \$ 99.00  
R1200S \$ 99.00

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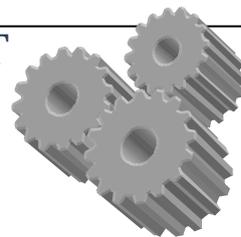


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### How to install non OEM Driving Lights, Cruise Control & GPS on an R1150RT

Travelling home in winter in the dark ain't much fun on a bike, and when it's the only form of transportation you are "allowed" you gotta make it as safe as possible. You never know when one of them big hairy long tailed things is gunna jump out of the side of the Monaro Hwy and invite itself to get really close. While the standard on-board lights are good, they do need a bit of oomph to make things better. Did some research on different types of driving lights that are suitable for this type of application. The main ones in contention came out to be either PIAA 1000 or Hella FF50. The PIAA's being a bit more expensive both in initial cost and replacement bulbs. On further investigation, namely calling agents and / or suppliers where one of them didn't bother to respond, it was decided that the Hella's would do the trick. The next problem is where to mount them. Several places are available. The front forks have a tapped hole on a forged boss where they could mount on a bracket, only they would then be mounted fairly low to the ground with the higher likelihood of damage by flung up rocks and stones. They could be mounted on a bracket below the oil cooler opening but there is the possibility of the front suspension bottoming out and damaging mudguard / lights. (Running out of options here and seem to be getting higher as I go!) Hanging off the bottom of the blinker assembly was considered but the added weight may have contributed to that assembly flying off more readily. I had seen a bracket made by EMP Design that appeared to fit the bill. Made from sheet metal and mounted underneath the studs that hold the blinker assembly in place brought the lamps just above the blinkers and, with the oval shape of the Hella's, really fit in well with the shape of the bike. The next problem was how to go about obtaining them. Not one that readily accepts internet financial transactions and having the ability for Computer Assisted Design, I measured up, drew up, cut out paper templates and generally mucked around until I was happy. With the refined design in hand I accosted my BMW friendly metal work shop Capital Stainless Steel who produced the finished product in no time at all. Mounting the brackets and the lights meant stripping all the tupperware as well as the front fairing / headlight assembly off so I could get at the nuts holding the blinker retaining studs. This was no real big deal as I had previously fitted the BMW alarm kit a few years back. Wiring the whole thing was fun. I wanted to have the driving lights come on with the high beam lights. The particular train of thought stems from the fact that I don't use the high beam until I have to. There are some who have high beam on regardless so being able to switch the driving lights independently is a must. This can be done by installing the switch that comes with the lamp kit somewhere or by obtaining the R/H switch cluster like this fellow did.

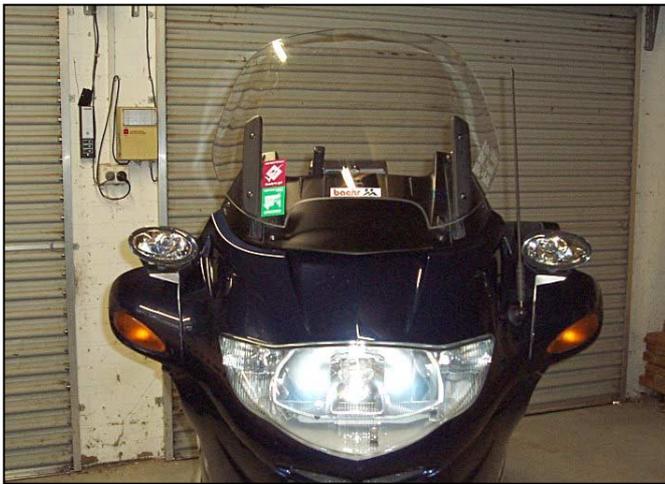
'MAJOR FARKIES'



Anyway with that in mind I tapped off the back of the high beam supply to run the coil on the relay, brought power direct from the battery to run the lamps, mounted the relay on a handy little bracket I found under the "hood" and, after a foiled attempt to find a good negative point, everything was up and running. The only added bit of wiring is a plug near the lamps to make removal of the fairing later a bit easier.



(Note the extra "insurance" of a steel fishing trace to hold the blinker assy should it pop off)



I reckon they blend in well with the shape of the bike.

It has long been an airy fairy idea of mine since getting the bike to "augment" the comfort somewhat. Long distance rides usually had my right hand fingers going numb and wrist ending up all stiff and sore. A fair bit of research had me in two minds whether it was a) safe and b) reliable. I stumbled across a mob in Melbourne (MCCruise) who were pretty out there both in support of the idea and very heedy of the safety aspect. There are several off the shelf units available but these are designed for cars and in most cases are entirely unsuitable for bikes. I followed the development of the unit for my particular model from the moment I found them. What got me hooked was a comment on their testimonial page from a person with with an R1100S who promised in Dec. 04 to write a review for what I thought to be our own magazine. I was dead set keen on obtaining one when it became available. The only thing that had me hesitant was that the computer unit ideal location is in the ducktail and mine was pretty full of alarm and intercom units

(I had long since moved the tyre and tool kits out to one of the panniers). I had been meaning to go down and check the operation out to put my mind at ease but the opportunity didn't present itself. I had joined up to [www.bmwrt.com](http://www.bmwrt.com) and a post by one of the guys whom I hadn't met got me going. He was also interested in the units so an arrangement was made to a) Meet up in Holbrook to say geday (He lives in Culcairn), b) Meet up with a local (Keith Haynes from the Vic club) to guide us through the big smoke and c) Go and check the place out. All in all an informative trip and both Ed (my new mate from Culcairn) and I came away with a kit each. With one thing and another I installed mine with some difficulties (let's just say that following the instructions really helps) in a couple of weekends along with the GPS (see below) and the next weekend went down and assisted Ed on his install. Some pics in explanation.



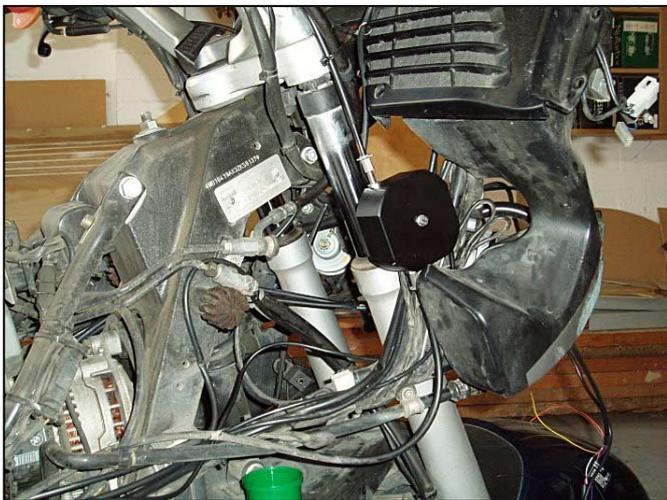
For those of you who like to get down and dirty, this is what a real naked bike looks like. All the tupperware removed including the front fairing and fuel tank.



Shot of the ducktail during installation. Baehr unit out of position, cruise computer in the background and the semi-circular black thing is part of the alarm unit out of position to get at the nuts holding the rear light assembly.



Vacuum actuator mounted just behind the oil cooler.



The "square" black thing is the Cable Interface Unit (CIU). This is where the only interaction occurs between the cruise control and the running of the engine. Basically the throttle cable has been cut (entering the top) and goes away to the standard throttle splitter (bottom left). The cable from the vacuum actuator that does the work of the control can just be seen entering the bottom right behind the speaker horn.

'The week before going down to Ed's place my ignition switch started playing up. Just "jiggling the lead" produced the desired results so I was able to soldier on. Ordered in a replacement unit just the same. I decided to take the long way home from Ed's place via Wagga, Junee & Cootamundra to see how the cruise handled the twistier route (no problems, by the way). After filling up at Coota the switch really went to pot. I had to keep the bike pointed in a straight line otherwise the whole bike just died which made the ride home with all those roundabouts really interesting to say the least. At one point just out of Coota I actually considered stripping the bike and swapping the switch out then and there but hobbled on home and had it changed in three hours.'

With a couple of Safari's under my belt and some 69000 odd kilometers since I bought the bike I felt it "necessary" that I should really know where I'm going when I do. Sure I had a few maps to refer to but there was always the stopping and checking that was a "pain". Buy a tank bag with a map pocket I hear you say. My reply to that is "Huh? But that would mean I rule out GPS!" Not on, so I investigate further. There are many different makes and models out there on investigation and a veritable wealth of knowledge can be found at <http://gpsinformation.net/>. It all boiled down to (for me) choices between several Garmin units. These being the Quest, 2610, the BMW NAVII (a rebadged 2610) and the 276C. Being BMW, the NAVII would have been nice but the price turned me away from this along with the 2610 as they are both powered by 12V external only. The Quest was the right sort of price - and the Quest 2 even better but is not brought into Oz - but the small screen and buttons was the decider against this one. This left the 276C. Larger screen than the 2610, buttons a tad on the small side but are easy to operate even with gloves on, rechargeable lithium battery so the unit can be pulled off the bike at stops and "played with" or re-routed as well as expandable memory although only with proprietary Garmin data cards. One of the advantages of the 276C is that it is basically a marine unit and as such comes out of the box with a marine mount as well as an external power / data cable both of which easily adapt to bike mount. The additional "Land" package available from most suppliers (found GPSOZ in Sydney to be the cheapest) includes enough stuff to easily swap the unit between bike and cage, sorry, car. After buying the unit all I had to do then was to mount it and wire it in. I had come across an idea in my searches and enlisted the guys at CSS again to bend up a base metal bracket which I formed into the bracket as shown. Wire it all in to a switched supply so that it doesn't drain the bike battery, plug it in to the Baehr intercom unit and now I've got a pommy bird telling me where to go instead of the usual one!



Stainless steel mount shaped to fit the bike with part of the standard 276C marine mount screwed to it.



Securely in place and ready to roll.

Why do you do it? Well I suppose it's because I can and being the only mode of transport I reckon I can justify it to anyone.....Just ask me J.

I haven't got really into the nitty gritty of the installs here but an install manual for the cruise is available in pdf as well as the operator manual for the GPS. Email me at marco@iimetro.com.au if you want a copy or any other questions and I'll be glad to help.

On another note. For those of you who have had the unfortunate happen to you and have broken a mirror, here is a quick fix. SuperCheap stock a product called Super Works Easy Mirror which is a thin metal film you can cut to size and stick on with double sided tape. I recommend though that you source a thin film tape (found some at Woolies) rather than use the supplied foam type as it is more likely to distort the image. The result is a cheaper alternative to a spare part however it is a bit easier to scratch than the original.



You hardly know the difference.

Cheers,  
Mark



Damaged mirror removed to enable a template to be made.

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*CE approved optional armour recommended and available for knees, elbows, hips, shoulders and back.*

**FAMOUS QUOTE ABOUT JEANS**  
*Blue jeans are like fingerprints, every pair is unique...Anon*

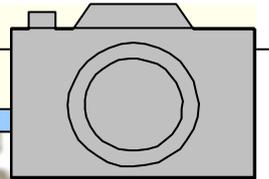
**Pictured above:**  
BMW R1200GS named Motorcycle of the Year, 2004 & Draggin Jeans Desert Storm Camouflage Cargo Pants.



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196 Wells Street, Sth Melbourne VIC, 3205

[W] [www.dragginjeans.com.au](http://www.dragginjeans.com.au)  
[E] [info@dragginjeans.com.au](mailto:info@dragginjeans.com.au)

## OTHER STUFF Misc photos, etc.



More than two wheels, but our Foreign Correspondent, Murray Parker, knows that a few of us have Subaru's as alternative transport (must be the horizontally opposed motors?) and thought details of this NZ built and Impreza STi based quad- bike would be of interest.

...sure would be able to round the sheep up real fast!



Our Canberra folks ....Separated at birth?

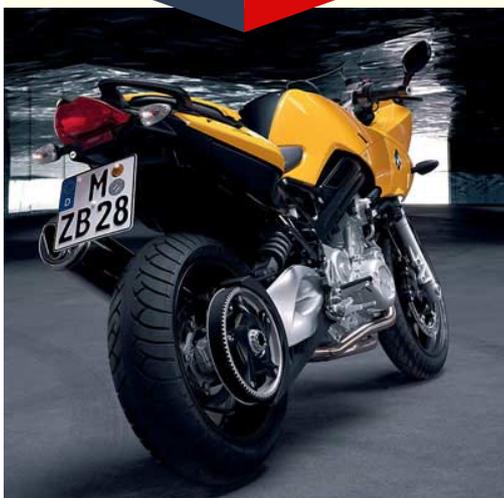


And to get some perspective back into this page - a photo of the new F 800 S from the BMW Motorrad website. They've been getting rave reviews from the European motorcycle mags.

A lot of us are looking forward to see these in Aus and with the dealers in November.

Ian Warren spotted photos of this impressive three-wheeler out of the Netherlands. At least this one looks like it handles like a bike. (Think an earlier version was featured on a local tele program a while back ? ... the lean was managed by very sophisticated computer controlled hydraulics, and this looks very much like a production model).

Let's hope BMW is looking at something along these lines for our 'older' members in the future. No bugs in the teeth, but a bit cooler than a big scooter?



**Held at the Italo-Australia Club, Forrest on 28 August 2006.**

**Attendance:** as per attendance book.

**Apologies:** Steve Hay, John McKinnon, Bruce Campigli, Gaye and Tony D'Arcy.

**New members and visitors:** Cameron Grant F 650, Tom Stojanovic

**Minutes of previous meeting:** Moved they be accepted by Roger Paull, seconded Ron Andrews. Passed.

**President: John McKinnon - apology.**

**Vice President: Martin Little.** Club Secretary Steve Hay is in the Canberra Hospital as a result of an accident on 17 August in which he sustained multiple fractures. He hopes to be discharged at the end of this week. The Club has sent Steve flowers.

The Geehi Rally will be on 21/22 October and a sub-committee of himself, John McKinnon and Mal Elliott are making the arrangements.

Members are urged to contact John McKinnon if they are interested in doing a Tassie trip in March 2007 as we must make arrangements soon if this is to go ahead.

**Treasurer: Graeme Moffatt.** Lots of expenditure in the past month. Currently \$4042 in the working account, \$2215 in the special account, \$165.30 petty cash, plus \$2444 in merchandise (excluding badges). Total assets \$9290. He is still investigating banking options as the high interest bearing accounts require a single person operating an internet account which raises issues of accountability and good governance.

**Secretary: Stephen Hay - apology.** Mail box cleared today and consists of:

- Other clubs' newsletters
- Bank statement
- New membership application (Glenda & Glenn Wahlert)
- Letter from Community Care Underwriting Agency re insurance
- Various flyers - Marques in the Park, Cooma Alpine Tourers
- Sydney Motorcycle Show - discount offer for groups

**Editor: Roger Paull.** Would like articles for the next newsletter, especially those from members remembering past bikes owned. He was congratulated on his own excellent article in the September newsletter.

**Ride Coordinator: Mal Elliott.** The Canberra to the Coast ride on 13 August was a great success. Nothing has been planned for 9/10 September so if anyone has any ideas they should contact him. 17 September is the Moto GP at Philip Island. Martin Little said that 5 bikes did the "out west" day ride on 26 August, the highlight of which was the visit to Mad Harry's in Young.

**Social Secretary: Sheryle Moon.** 3 September alternate breakfast will be at the Outsider Café, Captains Flat, leaving from Red Rooster, Queanbeyan at 8.30 am. 6 September Chomp & Chat at All Bar Nun, O'Connor. 1 October alternate breakfast at the Araluen Hotel. 4 October Chomp & Chat at Monkey Magic, Belconnen. 1 November Chomp & Chat at Taj Agra, Belconnen. 5 November

alternate breakfast - Mt Stromlo has been suggested but will be discussed by the Committee. No alternate breakfast in December. Christmas dinner 1 December at Cape Cod, Deakin; \$55 per person including drinks. Prepayment essential. 9 December will be the Christmas picnic at Uriarra immediately after the MRA Toy Run.

**Webmaster: Olaf Moon.** Members can advertise on the site (and newsletter) with full text and photos while non-members are restricted to 3 lines and no photos. This change has been made because of the workload involved in putting adverts on the site. He is building up details of BMW bikes on the site and has introduced a link to photos of other marques.

**Membership: Ian Hahn.** Currently 244 members with 1 renewal and one new membership received today. Running total is 987 members.

**Clubs Australia: Martin Gilbert.** Principal Event Support Program request about to be submitted to BMW Australia - the goods will be used as major prizes for the Geehi Rally and Christmas Party. Walhalla ride 25/6 November - he has found better priced accommodation at Rawson (10 km away) and will circulate details.

**Gravel Surfers: Greg Barber.** Triple T rally held recently. Nothing much planned for September, will be doing a gravel surfing route to the Geehi Rally in October. Still planning something for November. There'll be a week long trip to the Victorian Alps in December. Greg reminded members to check the gravel surfers yahoo site or contact him for the latest information.

**Merchandising: Pam Paull.** Stocks of long sleeved tee shirts in stock for \$24.

**Public Officer: Fiona Oliver.** Referred to the article in the September newsletter about the review of the Club's Constitution and advised that she is still waiting for advice on the Club's tax status. There will be an extraordinary meeting on 25 September to pass the Club's audited accounts and urged members to fill in a proxy if they are unable to attend as we need to have a quorum to pass the accounts.

**General business: TJ's Competition** - judge Sue Ball-Guymer has been underwhelmed with entries.

**Geehi Rally - advertising** - Peter Stanfield asked if notices about the Rally had been sent to motorcycle magazines - the sub committee will be doing this.

**Deus ex Machina bike shop** - Jim Reid had a thoroughly enjoyable visit to this Sydney bike shop/restaurant/book store recently and recommends it highly to fellow members.

**MRA Rider Training** - will be held on 28/29 October

**Long Distance Competition** - Tom Stojanovic who is about to rejoin the Club after a 10 year absence, said his company might be willing to sponsor a long distance touring competition - the furthest distance covered by a bike in a year. To be discussed by the Committee.

## September Committee Meeting

**Held 14 September 2006.**

**Present:** Martin Gilbert, Pam & Roger Paull, Mal Elliott, Sheryle & Olaf Moon, Fiona Oliver. Martin Little, Ian Hahn Graeme Moffatt

Also present members Alison Gilbert, Peter Oliver, Jeanette Hahn

**Apologies:** John McKinnon, Steve Hay

**Minutes of previous meeting:** endorsed as a true record.

**Matters arising from the minutes:** will be addressed in general business.

**President: John McKinnon** - apology

**Vice President: Martin Little.** John McKinnon is now home and starting on the road to recovery. Steve Hay is also home, doing well and is in good spirits. John and Steve pass on their thanks and gratitude for the messages, visits, flowers and good wishes of fellow members.

**Secretary: Stephen Hay** - apology. Mail has been cleared and consists of:

CPS Credit Union statement: Letter from Copyquik Printing

New member application (I Wight): 2 proxy forms for extraordinary AGM: Other clubs' newsletters

**Treasurer: Graeme Moffatt.**

Small Biz Account \$4415.06

Special Purpose Account \$2215.24

Petty cash \$220.80

Value of merchandise held \$2201.50

He has spoken to the Credit Union and believes there's no point in pursuing a higher interest rate available on internet accounts as there are too many fiscal risks. Current process to have an approval form signed by the President before a cheque can be issued works well and gives a proper audit trail. Fiona suggested \$2000 from the saving account be placed in a term deposit. Sheryle suggested we think more about internet banking and perhaps quarantine funds that the club is willing to risk.

**Editor: Roger Paull.** Should be OK for material for the October newsletter. He saw Rob Jones at Rolfe a few days ago - it should be OK to have the October 23 general meeting there but this is still to be confirmed. Rob mentioned putting on a ride day in November when the new bikes are released and also arranging a special viewing for members. Olaf suggested we hold a sausage sizzle (gold coin donation for charity), merchandise table etc to encourage new members. John and Leah are still OK to do the next newsletter - the rest of the committee are happy to help in any way.

**Ride co-ordinator: Mal Elliott.** "Not the Bermagui" weekend on 23/24 Sept. Committee decided to go to Huskisson with Martin G leading the ride. Meet at Rolfe's at 9.30 for a 10.00 departure.

**Social Secretary: Sheryle Moon.** 4 October chomp & chat at Magic Monkey, Belconnen. 1 November chomp & chat at Taj Agra, Belconnen. 5 November alternate breakfast at the Waters Edge, preceded by a twin/triple peaks ride led by Mal leaving from Rolfe at 8.30am.

**Clubs Australia: Martin Gilbert.** Nothing to report.

**Webmaster: Olaf Moon.** Has to rebuild the front page

of the website. Rumours page is getting lots of hits. Will talk to Netspeed about spam emails to some committee addresses.

**Membership: Ian Hahn.** 251 members. 7 new and 1 renewal received in the past month. He has modified his data base to record approvals of new members.

**Merchandise: Pam Paull.** John had suggested we look at safety vests for members - Sears Workwear has day/night fluoro and zippered front for \$30 and \$45. Committee agreed that we should mention safety vests in the newsletter and let members make their own decision. Due to the amount of stock already held, it was not prudent to invest in more.

**Public Officer: Fiona Oliver.**

**Constitution:** - due to other commitments progress has been slow on reviewing the Constitution. She suggested that the Club look at changing its purpose to a more sporting/safety focus.

**Extraordinary AGM:** 25 proxies have been received: 63 members/proxies needed to pass the audited accounts.

**General business:**

**German Autofest/Club Concours:** 15 October. Bikes are in the same place as 2005. It was agreed that we ask Colin Ward, Colin McNally, Ron Andrews to be the judges for the Concours. Ian will arrange trophies using the 25th anniversary badges. Breakfast at My Café in Manuka at 8.30am.

**Geehi Rally:** 21/22 October. Firewood ordered, Ian needs a cheque for \$200. Volunteer needed to collect gear from George Penfound and take it to the site. Rally badges ordered. NPWS advised. Raffle ticket sellers required. Martin G has requested PESP goods for the raffle.

**Name badges:** As John McKinnon is unwell, Olaf agreed to follow up and get quotes for name badges - as agreed at an earlier meeting, the Club would subsidize these for those members who wanted them.

**Ride Mantra:** Olaf will incorporate responses to his draft ride mantra and circulate to the Committee.

**Ride 'n' Thrive Course:** will be advertised in October newsletter.

**Blood Donors:** Fiona said that we should encourage members to become blood donors and suggested a challenge to other bike clubs. She will write something for the newsletter.

**First Aid Course:** Fiona will make enquiries about these for club members.

**Librarian:** Jeanette Hahn has spoken to former librarian Richard Jackson who has our newsletters, other clubs' newsletters, books, videos, financial and other records. She will assemble a set of our newsletters and give to ACT Heritage Library for safe storage. General discussion followed and agreed that we should not keep other clubs' newsletters. Jeanette was asked to prepare a paper on the storage/retention/type of records held and distribute to the Committee so it's in a better position to make decisions. Myles Leniston has volunteered to be the Librarian, however it was agreed that we would wait until we had more information from Jeanette on our records.

**IT Back Up:** It was agreed that Ian would give Graeme a back up copy of the membership data base monthly.

**Event Insurance:** discuss at next meeting (12 Oct).

**GENERAL/EXTRAORDINARY MEETING TO BE HELD ON MONDAY, 25  
SEPTEMBER 2006**

Each year the Club must lodge audited and approved financial statements with the Office of the ACT Registrar General. Under the ACT *Associations Incorporation Act 1991* we must lodge the financial statements within six months of our Annual General Meeting (AGM), which will be in September 2006 because our AGM was held in March this year. For this reason, the Club will be holding an Extraordinary Meeting on Monday, 25 September 2006 to authorise the financial statements for the 2005/2006 financial year prior to them being lodged with the ACT Registrar General. The Extraordinary Meeting will be short and will be held after the normal General Meeting.

All Club members received a copy of the audited 2005/2006 financial statements in their July copy of the Club Newsletter. Please read these statements and the accompanying letter from the auditor before making your decision to authorise them. You can signify your authorisation by attending the Extraordinary Meeting or by submitting a proxy vote. It is important that we have a quorum to authorise the financial statements, so if you are unable to attend, please make the effort to make a proxy vote.

Fiona Oliver  
Public Officer

**FORM OF APPOINTMENT OF PROXY**

I, .....,  
(Please print your Full Name)

of .....,  
(Please print your Full Address)

being a financial member of the ACT BMW Motorcycle Club Incorporated, hereby appoint

.....  
(Please print the Full Name of your Proxy)

of .....,  
(Please print the Full Address of your Proxy)

being a financial member of the ACT BMW Motorcycle Club Incorporated as my proxy to vote for me on my behalf at the Extraordinary Meeting of the Club to be held on the 25<sup>th</sup> of September 2006 and at any adjournment of that meeting.

My proxy is authorised to vote according to his or her judgement in regard to the authorisation of the Club's audited financial statements for the 2005/2006 financial year.

.....  
(Signature of the Member appointing the Proxy)

.....  
(Date)

NOTE: A proxy vote may not be given to a person who is not a financial member of the Club.

## CLASSIFIEDS

### For Sale

**2001 R1150RT.** 15,500 km. ACT rego. \$17950 negotiable. Contact John on (02) 6213 6305 or email johnl@industry.gov.au

**BMW R1100R 2004 accessories** CD Rom Manual \$50 Rear hugger carbon fibre \$100 Oil filter remover tool \$10. Email chris.s4@bigpond.net

**New Classified Advertisement Policy:**  
**ACT BMW MCC members can place an advert including a photo in this newsletter and on the website free of charge.**  
**Effective 21/8/06 new adverts from non members will be restricted to 3 lines with no photos.**  
**The editor and webmaster reserve the right to edit or reject adverts.**

### Wanted

**Crash bars** for BMW R1200GS 2006. Good condition second-hand preferred. Email chris.s4@bigpond.net

**Instrument console,** with or without gauges for an R65 or R80ST. The R65 console is used on the R80ST. Jeff (02) 49572737 or jpalmer@telpacific.com.au

**BMW R1150RT or K1200GT,** 2002 to 2004 in very good condition and reasonable price. Please contact Mark at memeyer@bigpond.com

**BMW R1100S Headlight** assembly. I have imported my bike from the US and need to change to headlight. Contact Merlin on 0419 322222 or email merlinallan@yahoo.com

**Gasket set,** piston rings, cam shaft and lifters for my 1960 R50. Call Michael (03) 6231 9000

### Wanted - Second Month

**A set of crash bars** to suit an R1150GS 02 model, Please call Andrew 0414 564 700.

**BMW panniers and racks** to fit a 1983 R65 a little beat up or scratched and need of repair is ok. Phone (07)54931381 or lachlan@mtdtours.com

### Swap

Swap a **2006 MV Agusta Brutale 750 S,** 800km, for a newish, low km R1200GS. Will deliver Agusta from Ballina. Greg Allman 0412 878386.

### For Sale - second month

**R1200GS Adventurer Jesse luggage** available complete kit with all mounts and bags \$1611.00 including GST phone (07) 54931381 or lachlan@mtdtours.com

**BMW R 26 bikes;** One Black one White 1959. Excellent original condition. In storage last 7 years while overseas. No space so must go. Bikes located in Sydney. \$5,000 each. Email lynette@cisinternational.com or phone 0417 263502

**BMW F650 GS 2003 Silver** featuring heated grips, lockable expandable BMW panniers, lockable top box, luggage rack, K&N air filter, Dakar style windscreen, Michelin Anake dual purpose tyres, - OEM Shop Manual on CD-Rom. The bike has always been stored in a garage and parked underground, Serviced regularly at Mick Owen Motorcycles in Fyshwick and well maintained. Exceptional handling and very dependable for both commuting and long range touring. This bike has never let me down and is a reluctant sale. \$11,000 or best offer. Contact Larry on 0423 805 474 or email larry@roospace.com

**BMW R1100S 2002 Model Silver/Mandarin.** Travelled only 33,000 km. This motorcycle is in excellent condition except for a crack in the headlight. There is a headlight protector fitted. Extras include factory centre stand, wider rear rim to accommodate 180 profile tyres, heated hand grips, panniers, tank bag, oil filter tool, printed workshop manual, 20 litres Mobil 1 0W-40 Fully synthetic oil, fuel and oil filters. This motorcycle has been serviced regularly and it is in perfect mechanical condition. ACT Registration due May 2007 \$14,000 ono. Contact Anton (02) 6291 6369 or 0402 321 417 or email; wurzer@iprimus.com.au

**BMW R100RT Classic** (1996 last one made) Genuine 15,600 km. Immaculate condition. Heated grips. Always garaged and serviced. NSW Rego til April 2007. Comes with bike cover, spare new clutch cable, workshop manual, BMW Coat and cap if they fit. Price \$9,250 negotiable. Contact Steve on (08) 80872617 or 0419978445.

### Club Merchandise

**Special 25th Anniversary Clock Calculator**  
Limited numbers! Available Now!



# ACT BMW Motorcycle Club

PO Box 1042 Woden 2606



## \*APPLICATION FOR MEMBERSHIP

1. **NEW Single Membership \$40.00 plus \$5.00 Joining Fee.** \$ \_\_\_\_\_  
(Fee from the General meeting in October each year is \$20.00 +JF)  
**OR**
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. We don't have credit card facilities. **TOTAL \$** \_\_\_\_\_

**Membership expires on the last day of February.**

**Please PRINT ALL PARTICULARS below so that we can record your membership details.**

YOUR NAME	PARTNER'S NAME (FOR JOINT/FAMILY MEMBERSHIP)
Last name _____	Last name _____
First Name _____	First Name _____
Postal address _____ _____	Postal address _____ _____
Phone (h) _____ (w) _____	Phone (h) _____ (w) _____
Mobile _____	Mobile _____
Email _____	Email _____
By filling in the e-mail address you have indicated you are willing to accept information on club events	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)**

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 _____
-------------------	-------------------	------------

**\* Applications are subject to Committee approval and may take several weeks to process.**

**Membership Secretary only**

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

Receipt # \_\_\_\_\_ Membership # \_\_\_\_\_

Mailing List \_\_\_\_\_ Badge \_\_\_\_\_ Sticker \_\_\_\_\_ Membership Card \_\_\_\_\_ Date \_\_\_\_\_



To:

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

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