

**BMW CLUB**

# Shaft Drive Lines

**ACT BMW Motor Cycle Club Inc.**



**AGM, Monday 2 April, 7.45pm at the  
Canberra Services Club, Manuka**

**April 2007**



**Member of the International Council of BMW Clubs**



**COMMITTEE MEMBERS  
for 2006-7**

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**Librarian:**

Vacant

**Meetings:**

When: 7.45 pm, fourth Monday of each month (except March 07)  
Where: Canberra Services Club, Manuka Circle, Manuka (next to Manuka Oval).

**Next Meeting: Monday 2 April 2007**

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

**About 'Shaft Drive Lines':**

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

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

or email to editor1@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 - with a minimum size of 1024 pixels - 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.

**Cover photo**

Greg Oakes finally takes delivery of his K1200S.

# THE PRESIDENTIAL HOOHAH

**Martin Little**

Summer has gone, with autumn now here. This is a great time of the year to be riding with sunny warm days and cool nights, combined with autumn colours as the trees start changing with the season. Living in the ACT we are blessed with many good rides on our doorstep where we can get out and enjoy our machines at this time of the year. Autumn also means the AGM for the Club, and an opportunity to reflect on the last 12 months. The Club celebrated its 25<sup>th</sup> anniversary on 2006, we had our 1000<sup>th</sup> member join the Club, and of course many of us rode our bikes on Club rides and events. I had many memorable rides, including alternative breakfasts at Jugiong and Araluen for the first time, plus a very memorable trip to Phillip Island. Of course a Sunday trip out to Bungendore in minus 8 degrees still sticks in the mind also!

My heartfelt thanks to the outgoing Committee. This committed group of Club members worked tirelessly to ensure we had rides and social events to enjoy together over the last 12 months, and they did a great job!

On a very different note, please remember that riding motorcycles has the potential to be very dangerous, and we all need to be conscious of riding safely. This means not just thinking of yourself but also others who may be riding with you. For instance if you are in group ride, please consider how your actions may effect others who are travelling with you? For example, if you are overtaking, you may have enough room to pass, but what about others behind you who may be tempted to take risks they wouldn't normally. We should all be looking out for each other, as who knows when you may need help.

As you read this I am on the BMW Safari with 15 other Club members. Stay tuned for the ride report and photos to come. My new mount is a black R1150 GS which has been fitted with a few accessories just in time for safari. (see photo and article elsewhere in this magazine). Might even give this gravel surfing thing a go now!

And on a sadder note, Colin Ward passed away recently after his long battle with illness. Colin was well known within the Club and over the years held the position of Treasurer and Vice President, using his personable skills to the benefit of the club and its members. Vale Colin.

Enjoy your riding (safely!) See you out there.

Martin Little  
Acting President

## In this month's issue

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## Welcome to our new members

- Ted Skoczek BMW K1200RS
- Roger Gottlob and Gillian Mitchell BMW R1150RS
- Mirek Ciolek and Anne Hazell BMW R1200ST
- Michael and Colleen Tharme BMW R1200GS
- Paul Davis BMW R1200RT
- David Compton BMW R1150RT
- Thile Kober & Anne McNaughton BMW R1100R, R1100RT, R1150RT, Honda CB 250
- Ed Hamilton BMW R1150R



**Membership subscriptions are now due! Please post your cheque, money order or pay in cash at the next meeting.**

WHAT'S ON



Calendar: April to June 2007

April 2007						
Mo	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						

June 2007						
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 Alternative Sunday Breakfast
- 2 Annual General Meeting
- 4 Chomp & Chat
- 21/22 Historical Aircraft Museum Albion Park Rail
- 23 General Meeting

- 3 Alternative Sunday Breakfast
- 6 Chomp & Chat
- 25 General Meeting
- 30/1 Christmas in Winter at Harrietville  
July

May 2007						
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			

- 2 Chomp & Chat
- 6 Alternate Sunday Breakfast
- 12 MRA Blanket Run
- 13 Mothers Day run - tentative
- 28 General Meeting



**Don't forget our regular Sunday breakfasts at Café 2621 in Bungendore.**



**1 April 2007 - Alternative Sunday Breakfast**

We're planning a long ride to Ulladulla to the Harbourside Restaurant, owned by motorcycle rider John Payne. The group departure point will be Red Rooster, Queanbeyan at 8.00am (yes it is early but you've got a fair distance to cover). RSVP to Olaf or Sheryle Moon (details on page 2) by 29 March.

**2 April 2007 - Annual General Meeting**

7.45pm Canberra Services Club. See pages 6/7.

**4 April 2007 - Chomp & Chat**

The prices have changed but not much else has over the past 20 + years at our venue for April - Woodstock in City Walk, Civic. Usual time of 6.30pm with RSVP to Olaf or Sheryle Moon (details on page 2) by 2 April. The plan is to have a quick meal and then head off to the Dendy cinema.

**21/22 April 2007 - Weekend ride**

Note the change of date for a weekend trip to the Historical Aircraft Museum at the Illawarra Regional Airport, Albion Park Rail (Wollongong way). Departing from Shell, Watson at 10am and highway travel to Kiama and overnight accommodation. Suggested motels are: Motel 617 (02) 4232 1333 \$85-\$105; Terralong Terrace Apartments (02) 4232 3711 \$160-\$350; Kiama Ocean View Motor inn (02) 4232 1966 \$69-\$155; Kiama Terrace Motor Lodge 1800 642257 \$140-\$220. Please book your own accommodation. Sunday breakfast will be at the Control Tower Café followed by a private tour of the museum and then home via Kangaroo Valley. RSVP to Ian Hahn by 18/4/07, note breakfast bookings are essential.

**23 April - General Meeting**

7.45pm Canberra Services Club. The first meeting with the new Committee.

**12 May - MRA Blanket Run**

Our chance to support a good cause and win back the trophy!

**13 May - Mothers Day run**

Tentative - one for the new Committee to decide.

**30 June/1 July - Christmas in Winter**

At Harrietville with the Victorian Club. See details below. It's a fun event and well worth the chilly ride to get there.

**Unofficial rides**

Easter - Bathurst International Motor Festival at Mount Panorama. Details on [www.bimf.com.au](http://www.bimf.com.au)

Easter - Temora Aviation Museum

Ride Coordinator Mal Elliott tells us the Temora Aviation Museum will be having flying days over Easter. It's a great day out and not a bad ride either. Call Mal if you're interested in going.

21/28 April - Great Ocean Road

A few members are heading off for a week long ride down, around and a bit beyond the Great Ocean Road. Contact Martin Little if you're interested.

**Christmas in Winter**  
**Saturday 30 June 2007**  
**Feathertop Chalet, Harrietville Victoria**  
**at the foot of Mount Hotham**

*Join with members of the BMW MCCVic & ACT BMW MCC for a night of great fun conviviality and great food at our very popular joint annual Christmas in Winter, this year in Harrietville, gateway to the Victorian Alps*

\* 3 course dinner \* Shared accommodation \* Continental breakfast \* \$80.00 per person \*  
 Stay additional nights Friday or Sunday for only \$50\* pp per night

**Bookings essential — contact Barb Wallace**  
**ph: (03) 5744 3440 \* email [nerides@bmwmccvic.org.au](mailto:nerides@bmwmccvic.org.au)**

Please make cheques payable to BMW MCCVic  
 & post to Barb Wallace, 38 Katamatite-Yarrawonga Rd, Yarrawonga, 3730

\* conditions apply

BYO towels & toiletries

You can support the Club by coming along to the AGM on 2 April where we'll be having a raffle for this fabulous prize.

Every member attending the AGM will receive a FREE raffle ticket and to improve your chances, why not buy more at just \$1 each? Proceeds to charity.



## Draggin community

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**The Annual General Meeting will be held on Monday 2 April 2007 at the Canberra Services Club, Manuka Circle, Manuka. It will be preceded by the March General Meeting at 7.45pm.**

As you have read in previous newsletters, the major item of business will be to vote on the Club's new Constitution and so the following motion will be proposed:

"That the members agree to replace all prior versions of the Club's Constitution with the new draft Constitution in its entirety, and including any mandatory changes required by the Office of the ACT Registrar General."

We will still need a quorum as described in our existing Constitution to vote on, and hopefully accept, our new Constitution, so it will be vitally important that as many members as possible attend. If you are unable to attend, please use the proxy form below.

All nominations for positions on the new Committee must be received prior to the commencement of the AGM. In previous years there have been nominations from the floor, a practice which has put the nominee (who sometimes hadn't even been approached by the proposer) in an awkward position. So this year nominations from the floor will not be permitted. If you want to nominate someone for the Committee please complete a nomination form before the AGM starts. A form is printed overleaf and will also be available at the AGM.

**FORM OF APPOINTMENT OF PROXY**

I,..... (Full name) of.....

..... (Address) being a financial member of the ACT BMW

Motorcycle Club Inc, hereby appoint .....(Full name of proxy) of .....

.....(Address) being a financial member of the ACT BMW Motorcycle Club as my proxy to vote for me on my behalf on all business at the Annual General Meeting of the Club to be held on the 2nd day of April 2007 and at any adjournment of that meeting.

My proxy is authorised to vote according to her or his judgment in regard to Committee positions and any other Club matters that may arise throughout the meeting.

.....  
Signature of member appointing proxy Date.....

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

# NOMINATION FORM FOR ACT BMW MCC COMMITTEE POSITIONS 2007/8

I wish to nominate ..... for the position of:  
(circle position - one form per position)

- |                |                  |                      |
|----------------|------------------|----------------------|
| President      | Editor           | Membership Secretary |
| Vice President | Webmaster        | Merchandise Officer  |
| Secretary      | Ride Coordinator | Librarian            |
| Treasurer      | Social Secretary |                      |

**Proposed by :**

Print Name Signature

**Seconded by:**

Print Name Signature

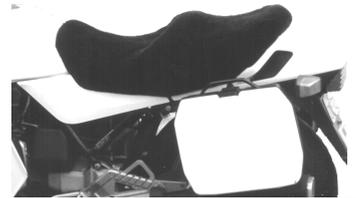
**I accept/decline this nomination:**

Print Name Signature



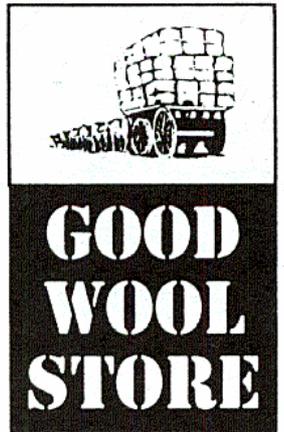
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## **Colin Ward**

### **12.7.1947 – 8.3.2007**

It is with sadness that I write these words. Our friend and Club stalwart Col Ward died peacefully at home on Thursday 8 March 2007.

Col was an outstanding Club member. As Treasurer, he oversaw a period of growth in the finances of the Club, as Vice President he worked hard behind the scenes on all aspects of club activities; from the organization of raffles, head-and-tails, concourse days and Club involvement in the Ulysses AGM which raised a large sum for donation to Marymead. No task was a problem despite his involvement in other activities such as the Narrabundah College P & C. He was the embodiment of the saying: "if you want something done in a hurry, get a busy man to do it!" There was no part of the Club's activities he didn't influence in some way, or have a hand in organizing.

Col was an enjoyable companion on day rides or longer tours. He loved to ride hard but was also happy enough to tag along behind if it meant that we were heading for a planned coffee stop.

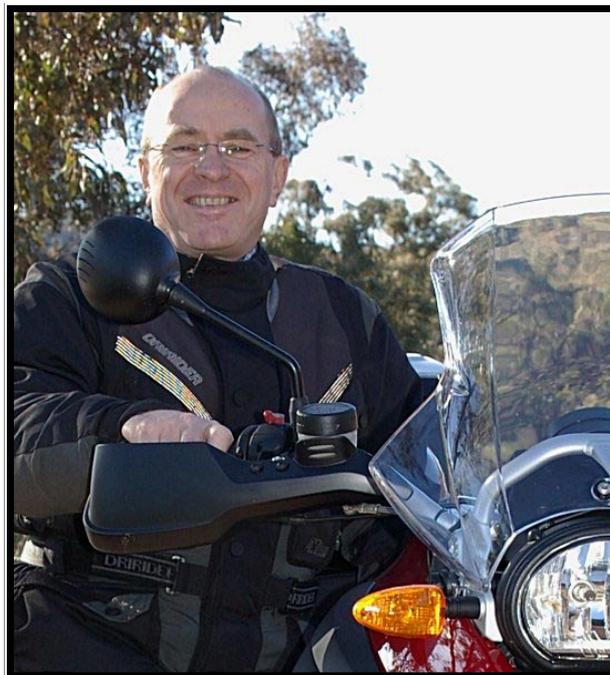
He had an impish sense of humour, and had no trouble laughing at himself. On our ranges ride in 2005, we stopped in Dungog for a few minutes. Col was on a K1200RS at the time, and parked it at a precarious angle on a sloping bit of car park. Just as he was about to hop back on, the RS collapsed on to the ground. A quick check revealed only minor damage, so we all got under way. On arrival at our motel at Gloucester, one of us noticed something on Col's rear brake caliper. It was a pair of Col's jocks, with another pair wrapped around the ABS wheel. The R/H pannier had been dislodged at Dungog, and unnoticed, it rubbed against the rear tyre, wearing a hole in the corner of the pannier and disgorging bits and pieces of his clothing. We all, including Col, had a lot of laughs over this for the rest of the trip.

Col saw service in the Army for 23 years, serving in Vietnam, Papua New Guinea as well as postings in various parts of Australia, and retired as a Lt Colonel. He worked for Ausaid for some years and spent a stint in Bougainville with the peacekeeping force.

Over the last 13 months, Col displayed tremendous courage and inner strength as he fought to get control of his illness. His forthrightness and openness in discussing his illness were a mark of his character and made it much easier for his friends to come to terms with what was happening to him.

On behalf of the Club, I offer our deepest sympathy to Leena, Maarit and Jeremy, and to Col's sons Justin and Nick. He will be deeply missed by his family and all of his friends.

John McKinnon



A very big thank you to Lyn & Myles Leniston for putting on such a fabulous brunch at their home at Wingello for the Club's March alternate breakfast. They were generous and thoughtful hosts and everyone went home with full tummies. Riding there gave us a better appreciation of just how dedicated they are in coming to Bungendore for our regular Sunday breakfasts!



**Myles, Margaret & Ian**



**Geoff, Greg, Mark, Hugh, Taffy, Lyn, Collette, Peter, Tony, Mal**



**Lyn**



**Martin & Alison**



**The Welsh connection: Taffy, Hugh, Pam**



**Sue, Myles, Ian, Alison, Jeanette**



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Fiona, Tony, Helen



Collette



Geoff, Olaf, Greg

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**RIDE REPORT****A Very Wet Ride**

With the R1100R sold, the focus went on finding a replacement bike. The criterion was simple, it had to be a twin, and large enough to be comfortable on longer trips lasting days/weeks, and it had to be rideable on dirt roads. No surprises a GS was on the radar screen. The budget was undefined, but whatever it was going to be, it had to be value for money! So after weeks of scouring the net and the dealers the purchase was made. An R1150GS was selected, complete with BMW panniers, a price agreed with the seller (private) and arrangements made to pick up the bike in Sydney and ride back to Canberra via the scenic route of Macquarie Pass.

Leaving Canberra on the mid morning flight on a sunny blue-sky day, all looked well for the ride home. Temps were going to be high 20's with a chance of a late shower. Arriving in Sydney, it was humid, but sunny. After settling the transaction with the seller, I proceeded to depart Sydney on the Princes Highway, the plan to ride down the coastal route of Royal National Park, Stanwell Park to Albion Park on the new coast road, and then take the pass up to Robertson followed by calling in to see the Lenistons in Wingello for a cuppa. Good plan!

Motoring out of Sydney the turnoff to RNP arrives and the bike finally gets a run out of traffic. The road through the park is a real gem, with scenic views on a good windy road. As the road passes the Gary beach turn off, the road runs through dense rain forest which kept the air cool. Very pleasant after the humidity of Sydney! The road climbs up through Otford and finally bursts out onto the hill overlooking Stanwell Park. I decide to stop here for a drink and take stock of the bike, which is performing well. Everything looks good on the bike, and before long there are five more bikes parked beside me.



Shortly after leaving Stanwell Park, the new coastal road runs out over the ocean. This is very spectacular and there are plenty of tourists walking and taking photos. The speed is low as there is plenty of traffic and it takes what feels like ages to reach Wollongong and get back onto the freeway heading south. The turn off to Albion Park arrives and I head west towards Macquarie Pass. Once clear of Albion Park the road meanders through rich green farmland and this piece of road leading to the pass is a real beauty. Ominously, dark clouds are gathered at the top of the Dividing range and I can see lightening flickering. Hmmm this could be interesting! I have come prepared for a summers day ride, Draggin jeans, summer jacket with vents open and lightweight gloves.

As the Pass arrives, the GS1150 laps up the steep hill and corners as I climb upwards. The road is in excellent condition and with no traffic the enjoyment factor is high. Near the top, it is so dark the lightening flashes are clearly lighting the road, accompanied by clearly audible thunder.

Suddenly the heavens open and the road are awash with torrents of rain. Bugger! A few k's later the Robertson pie shop arrives and I quickly join a dozen other bikers under the veranda. The rain is sheeting down and you can't hear yourself think over the thunder and lightening. Nothing for it but to have pie and coffee, while waiting for the rain to stop. Peeling off my jacket, I ruefully realise my shirt is soaked due to the summer vents. (Air in equals rain in.) I do the best I can to dry off while I munch on a pie. Outside the storm has got worse with rain bucketing down with thunder and lightening non-stop. Forty minutes of this and I decide there is no point in delaying the inevitable. There is no discernable break in the weather, so I decide to press on. Before I go all the air vents on the jacket are closed, and I put on my club rugby jersey to help keep warm.

The bike fires up no problem and I motor westwards through Robertson. The rain is so heavy, I can barely see more than a 100 metres. The heated grips go on to help keep the fingers warm in soaked gloves. At the Kangaroo Valley turnoff, I decide to take the Avoca road to bypass Mittagong in the hope of riding out of the storm. This works as only 5 km's later the tap is turned off as I ride out of the edge of the storm. Hurrah! Despite being a little wet, I am enjoying motoring through the quiet back roads, plus I have the added benefit of watching the storm off to my right as I travel beside it towards Bundanoon. The reprieve from the storm is short-lived and within 30 km's I ride back into the storm, which seems to have gathered in strength. The amount of water coming down is so great, there are rivers running across the road, as I crawl along in 4<sup>th</sup> gear. Just when I thought the rain couldn't get any heavier it does. The joys of motorcycling!

Wingello arrives, and I gratefully locate the Leniston's abode and pull into their drive. An hour is spent chatting over a hot cuppa and then it's back on the road again. Thanks to Myles for the change of bike jacket and shirt!!! Thankfully the rain has turned into intermittent showers, and as I motor around Lake George, the road is dry at last. This doesn't last long as I catch the storm again on the outskirts of Canberra and ride through a sodden Woden to home.

So all in all, an exciting ride home from Sydney. The Macquarie Pass is spectacular and I was fortunate to have little traffic. As for the rain, well that's all part of riding a bike, and didn't dampen the enjoyment factor too much.

And the bike? It coped with the conditions admirably; it performed well, didn't miss a beat and once a few accessories are fitted to make it mine, will suit my needs perfectly.

# Rolfe Classic BMW Motorrad

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**The Ultimate  
Riding Machine**

- \* Profit up 10 percent.
- \* Production and sales top 100,000 units, almost double 1996 figures.
- \* Two million BMW motorcycles milestone reached.
- \* Two BMW motorcycles win prestigious design awards.

Everything is looking up at BMW Motorrad, especially the numbers.

BMW Motorrad's sales, production, turnover and operating profits achieved new records in the business year 2006, figures released by the company today show.

The pre-tax operating profits increased by 10 per cent to 66 million euros (previous year 60 million euros) and turnover climbed by 3.4 per cent to 1,265 million euros (previous year 1,223).

Product and sales increased impressively – an outstanding feat in view of the currency-related position of Japanese competitors and the slow German market.

For the first time in the company's history, more than 100,000 motorcycles were produced at the Berlin plant – 101,352 units to be precise. In addition, 2,407 units were produced in cooperation with Aprilia (Piaggio S.p.A.). At the Berlin plant alone, six new model launches were successfully handled in 2006.

In sales too, a historical record was achieved. Exactly 100,064 BMW motorcycles were supplied by dealers to customers worldwide. Compared to the previous year, (97,474 units) this meant a sales increase of 2.7 per cent, underscoring the success of the current product offensive. These sales figures appear even more impressive in the context of the last few years – starting from a figure of 50,465 units in 1996, sales of BMW motorcycles have virtually doubled within the last ten years. In Australia 1,610 BMW Motorrad machines were sold in 2006.

Another historic figure was achieved for company statistics during the last business year: the total number of BMW motorcycles built since 1923 passed the two-million mark in 2006; with exactly 2,061,977 BMW motorcycles built in this time.

Experts estimate that more than 70 per cent of motorcycles built since 1945 are still functional and owned by customers – an impressive confirmation that BMW Motorrad builds motorcycles which consistently sustain demand.

The new models presented at INTERMOT 2006 have already made their mark. The new G 650 single-cylinder series is built by BMW in cooperation with the Italian manufacturer Aprilia – an important role model for the strengthening of the motorcycle industry in Europe as a whole.

While the four-cylinder BMW K 1200 R Sport has already met with a positive response internationally, the market launch of the highly exclusive HP2 Megamoto in May is anticipated with great excitement. The Megamoto will come to Australia mid-year but there are no plans for the R 1200 R Sport.

In addition to the US market, it is the markets in Western Europe which have the largest share in the impressive sales figures. In Germany, 23,617 units were supplied, making BMW the market leader in its home country. The second strongest market was Italy (13,651 units), while Spain ranked third with 10,002 units – here sales have doubled in just two years.

Since 2004, BMW Motorrad has introduced 17 new models and undertaken a complete revision of its model range over the two-year period. In just a single decade, BMW Motorrad has become the biggest and most important European manufacturer of large-volume motorcycles.

Meanwhile the BMW K 1200 GT and F 800 S have just received a prestigious thumbs up in the influential 2007 "Industrie Forum Design iF Product Design Awards".

An international panel of judges selected the two Motorrad products introduced in 2006 as the most outstanding examples this year of attractive and successful product design worldwide.

In all, the Awards considered presentations from no less than 2,293 products from 35 countries.

The iF Label is renowned and acknowledged the world over as a symbol of comprehensive, up-to-date product quality in design. Presented once a year, this special Award gives leading designers, manufacturers and brands the unique opportunity to successfully face global, inter-disciplinary and therefore highly challenging competition.

In recent years the BMW Group has won a large number of prizes and awards. Numerous vehicles as well as accessories and lifestyle products marketed by BMW Group brands already wear the iF Label.

The criteria applied by the jury in presenting the award include the degree of innovation of a new product, its functionality, the visualisation of its purpose, safety, as well as the environmental compatibility of a new product.



"when bikes were bikes" - Taffy Williams

**Two for the Road -  
Special book deal!**

Brian & Shirley Rix-Hardy spoke at a Club meeting a couple of years ago about their travels from London to Melbourne on a BMW R1150GS in 2003/2004; they then wrote the book *Two for the Road* about their journey.

They are now offering the book at \$20 plus postage (should be less than \$10 to the ACT) which is less than its current rrp. If you're interested contact them through their website – [www.aussiesoverland.com](http://www.aussiesoverland.com) or email [riders@aussiesoverland.com](mailto:riders@aussiesoverland.com)

**Apology:**

Some printing problems resulted in poor quality photos in last month's newsletter.

**Name badges now available!**

With quite a few new members joining the Club, the Committee has had requests for name badges to wear on rides and at social functions. Rather than get badges made for everyone, the Committee has decided to arrange them only for those members who want them. The Club is subsidising the price so the cost to you will be \$3.25. The badge is blue with white lettering, has the Club's "rider" logo and is 80 mm x 28mm with a plain concealed pin.

To order one, either complete the form below and send it to the Merchandise Officer (Pam Paull) or email [merchandise1@actbmwmcc.org.au](mailto:merchandise1@actbmwmcc.org.au) by 30 April 2007. You can choose to have your first name and surname or first name only or your nickname.

**ACTBMWMCC - NAME BADGE**

I would like the following name on my badge. I agree to pay the charge of \$3.25 on delivery.

\_\_\_\_\_  
PRINT THE NAME YOU WOULD LIKE ON YOUR BADGE

\_\_\_\_\_  
PRINT FULL NAME

\_\_\_\_\_  
CONTACT PHONE NUMBER OR EMAIL

This article by John Miller appeared in Australian Road Rider volume 31. It is reproduced here with their kind permission.

Nearly everything you wanted to know about (Counter) Steering but were too nice to ask...

There is an area of bike control that is essential to your staying on the black bits that is often the source of confusion, frustration, and general leaping about. One of the things that can cause this general leaping about is the title of this operation. Counter steering.

Why 'counter steering'? I guess it's because, when you initiate a turn on a motorcycle at any speed over walking pace, you actually turn the front wheel in the direction 'counter' to the direction you hope to be heading, just for a short period, and relative to your speed.

If you did rider learner licence training, you may remember the instructor telling you to 'drop your shoulder in the direction of the turn'. At no stage, if the instructor was following the book, was counter steering mentioned as, I believe, the powers –that-sorta-be had decided that it was too much information and could be misinterpreted.

It's fairly apparent that, unless the rider is locked in the rigours of terror and stiff as a board, that dropping your shoulder into the turn will place a slight pressure on that side of the handlebar. That pressure will usually be enough to initiate your turn.

So what actually happens when you - forget the 'counter' – steer your bike?

To get a motorcycle to turn at speed it has to be leaned over. To get your bike to lean you have to overcome a couple of laws of physics, and this is made possible by the way a motorcycle is set up.

As you move along the road the gyroscopic effect of your wheels is doing a major part in keeping you vertical and running straight. If there was no steering head, when you came to a bendy bit you could push the bike into a lean and it would happily plough straight ahead. Any rider who has been in the situation of running low on fuel and is trying to slosh petrol from one side of the tank to the other knows that you can get the bike over at fairly extreme angles and still be running straight.

So, imagine you've changed places with your guardian angel and you're looking down on your bike directly from above. Standard angel position. You will note that your only contacts with the road are the contact patches of your tyres. The wheels are spinning and doing their centrifugal bit and you are running straight and true.

On your machine, just back from the front contact patch and relative to the rake angle of your forks, is a hinge. The steering head. You will also note that your guardian angel is hanging on to the handlebars attached to your steering head and is wearing a big grin.

Now, this is the bit that we all lose sleep over, even though we've been doing it ever since we hopped on two wheels, and that includes push bikes. A corner approaches, and your angel's grin gets a bit wider. You will notice that your angel dude, being a well informed rider, applies pressure to the handlebars – left hand corner, left hand side – right hand corner, right hand side. If you were very

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



**New England Insurance Brokers Pty Ltd**

218 Jimmy Mann Road, Stanthorpe Qld 4380

(PO Box 358, Stanthorpe, Qld 4380)

**Phone: 07 4681 2877**

Fax: 07 4681 2427

Email: [admin@neib.com.au](mailto:admin@neib.com.au)



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

**Ring and give us a try!**

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

\* Subject to  
underwriting

perceptive you would notice that this action 'broke' the bike in the direction that pressure was applied and, for a fraction of a second, the front wheel pointed away from the corner.

This causes the bike to lean, the rear wheel continues to drive the steering head and the front wheel, centrifugal forces take over and the front wheel lines up with the rear again. The only difference is that the bike is tracking into the corner and will continue to do so while you apply steering input through the bars or, depending on your riding style, through the footpegs.

One of the main problems with people recognising what happens when they turn a bike is that it's almost an instinctive action. It's when the need to put more positive steering input into the situation arises, such as tightening corners or excessive corner speed, that most inexperienced riders have their seizures.

Just remember, if you want to turn, or increase your turn, apply pressure to the side of the handlebars in the direction you want to go. It's easy to practise; you can do it on a straight, open road.

There are a couple of other major contributors to successful cornering which are helpful, and also easy to practise in your day to day riding. If you find that you are in a corner a little too hot for the potential cleanliness of your undies, applying rear brake will both slow your progress and pull you into the corner. The front brake, because of the way a motorcycle is set up, will tend to stand the bike up and straighten out your corner.

It's important that you approach a corner at a speed that you are comfortable with, and always allow a margin for course changes or braking if something is on your line. It's also important to remember that, if a real emergency occurs and you have to do some fancy emergency braking, always stand the bike up with both wheels straight before you apply the brakes.

Another area that causes a few interesting moments is your positioning for a corner. Subject to oncoming traffic or road conditions, it's always advisable to enter a corner wide and exit tight to the centre line. A right hand turn initiated on the centre line will nearly always have your head over the white line, and you'll be on a collision course with the side of the road if you have to straighten up to get out of the way of oncoming traffic.

Similarly, gutter crawling on a left hander restricts your view around the corner and puts you on a terrible line if the corner tightens up.

And finally, the one even experienced riders fall into from time to time. Always look where you want your front wheel to track. Pick your line through the corner and keep scanning it. Don't worry about oncoming traffic (unless it's on your side of the road, a Humvee, and looking aggressive), or whether the Armco is looking particularly nasty today, fix your laser stare on to your cornering line. This is an area of riding that gets easier with practise, but you'll still get caught out one day by hitting the only pothole, rock or dead Gnu on the road – because you're looking at it!

A bike is the nearest thing to having two wheels grafted to your butt. It does become part of your body and, like your legs, it will follow your eyes. That's where the boss is looking? That must be where boss wants to go.

Enjoy your riding. You'll find it much more fun when you understand how your bike steers, how braking affects your line, and how vital it is to look where you want you and your prized possessions to go. Even better, get yourself along to an 'advanced' riding course. Don't be put off by the advanced title, they're tailored to make better riders out of us all.

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## **ACT BMW MCC Community Blood Donation Challenge Update**

Just a quick note to let the members know that the Club is doing very well in the Community Blood Donation Challenge. Since the beginning of the year we have had seven registered donations for the Challenge and we're travelling in the middle of the pack compared to the other community donors participating in the Challenge. If you are a Club member and a regular whole blood or plasma donor and you're not registering your donation then please do so in the future. All you have to do is mention to the ladies at Reception at Red Cross House and they'll point you in the direction of the folder where you should register your donation.

### **Canberra Donor Centre:**

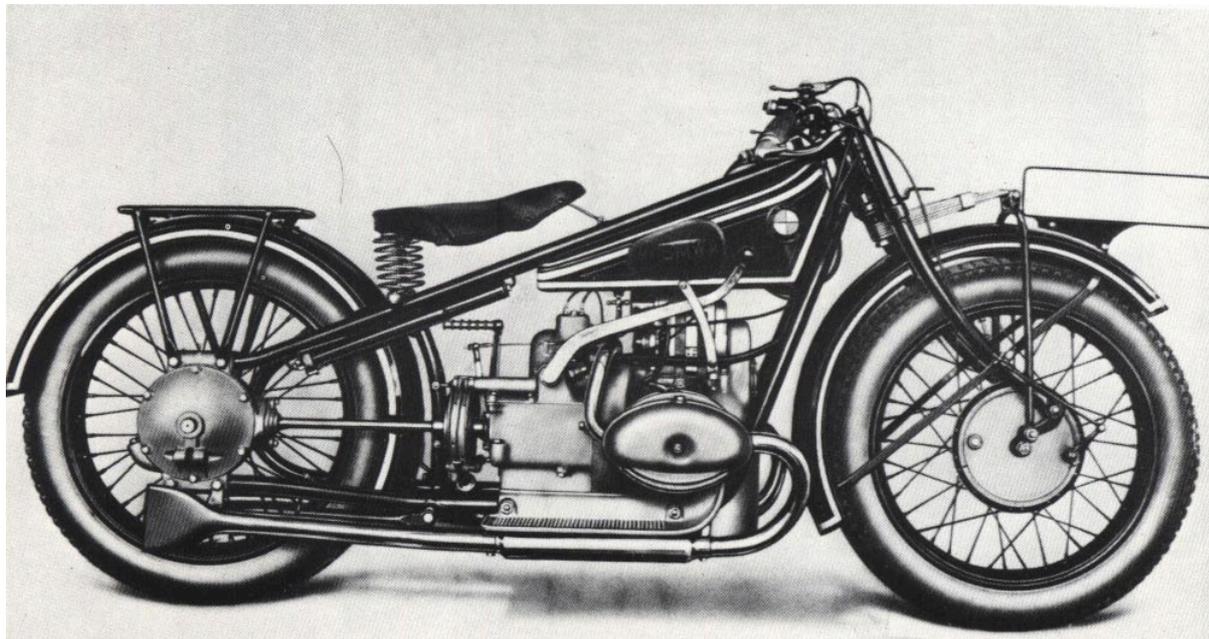
Red Cross House, Dann Close, Garran.

Time: Monday, 9:15am to 3:30pm; Tuesday, 7:30am to 3pm; Wednesday, 11:15am to 6:45pm; Thursday, 7:30am to 3pm; Friday, 7:30am to 2:45pm. Check the Canberra Times for details of the Donormobile locations.

Remember that every drop counts!

Thanks to everyone who has registered so far.

Fiona Oliver  
Public Officer

**BMW R63**

Model	R63
Production dates	1928 to 1929
Engine designation	M 60 S I
Engine type	Flat twin cylinder, overhead valve, air cooled
Capacity	734 ccm.
Compression ratio	6.2 : 1
Power output	24 PS at 4000 rpm
Number of gears	3
Ignition	Magneto
Weight	155 kg
Fuel capacity	12.5 litres
Fuel consumption	5 litres / 100 km
Top speed	120 km / Hr
Engine numbers	75001-76156
Number built	1155

Notes. This was an up market version of the R 62. It was tagged by another country as "Golden Arrow" for its high performance. The obvious change was from side valve to overhead valve and the increase in capacity to 734 ccm. This engine was considerably over square for its day at 83 mm bore x 68 mm stroke. The only other previous model with an over square engine was the R52 at 78mm x 63mm. The frame was from the R52/R57.

Other significant changes were aluminium pistons instead of cast iron. This led to lighter reciprocating weight enabling a greater safe rpm. The gearbox also seemed to come with two sets of ratios indicating it was suitable for sidecar use. Other changes were a larger front brake, about time, and a continuation of the double disc dry clutch and new thrust bearing from the R62.

Not much else changed with lights still extra, rear brake at the rear of the gearbox on the shaft. Notice that they were still using footboards and the tank was still under the top tubes of the frame.

Held at Canberra Services Club, 26 February 2007

**Attendance & Apologies:** as per attendance book.

**New members and visitors:** James Robinson, Paul Davis, Colleen & Michael Tharme.

**Minutes of previous meeting:** Moved they be accepted by Martin Gilbert seconded Olaf Moon. Passed with the amendment that Sue Ball Guymer was an apology at the last meeting.

**a/g President:** Martin Little. Reminded members that the AGM is on 2 April and urged everyone to encourage others to attend or submit a proxy in order to pass the new Constitution. BMW Safari - 9 members going and if anyone hasn't let him know they're going, to do so. Great Ocean Road Ride - has 7 people interested in joining him and Hugh Davies.

**Treasurer:** Graeme Moffatt. Current balances are:

Smallbiz Account \$5433

Petty cash \$255

Term deposit \$2500

Total \$8188.05

Merchandise of \$1353.50 (original value). He has had discussions with the Auditor on how to treat goods sold at or below cost.

Total assets of approximately \$9900 including badges and stickers.

Six invoices for advertising issued for about \$500.

ACT Registrar General still has not presented our cheque.

With two days to go before the Club's end of financial year he questioned whether it has too much money. Discussion followed including suggestions the purchase of a new EPERB and increasing the charity donation. To be discussed by the Committee.

**Secretary:** Stephen Hay - apology. Mail this month consists of: three membership renewals; Other clubs' magazines; Marymead receipt of our donation of \$500; Marymead newsletter; Temora Show & Shine flyer.

**Editor:** Roger Paull - apology. Pam apologised for the fuzzy photos in the March newsletter. Requested articles for the April newsletter and reiterated that Roger will not nominating for the Editor's position.

**Ride Coordinator:** Mal Elliott. 4 March alternate breakfast in Southern Highlands - stressed need for RSVP by 28 Feb. Terry Butters' 3 day ride. 4 March open day at Govt. House. Canberra Day weekend ride to Mudgee has been postponed as participants in a car rally there the same weekend have booked out accommodation. As an alternative the MRA is organising a ride to Rutherglen. 1 April alternate breakfast at Ulladulla leaving Queanbeyan at 8.00 am. 21/2 April weekend trip to the Historic Aviation Museum at Albion Park Rail. He will email details of all these events.

**Social Secretary:** Sheryle Moon - apology. On her behalf Olaf stressed the need for RSVPs to alternate breakfasts and Chomp & Chats. 4 March alternate breakfast at a member's home in the Southern Highlands, 7 March Chomp & Chat at Lemon Grass Thai, Woden, 1 April alternate breakfast at Ulladulla, 4 April Chomp & Chat at Woodstock, Civic. RSVP lists circulated for all these events.

**Webmaster:** Olaf Moon. Nothing new to report.

**Membership:** Ian Hahn. Urged people to pay their renewals. Current membership is 275. 7 renewals and 2 new memberships received tonight.

**Clubs Australia:** Martin Gilbert. BMW has provided several DVDs on their 80th anniversary - the Club can decide what to do with them. BMW will be changing its corporate image later this year affecting the use of the logo, roundel etc so we may need to change our badge. He suggested we use this opportunity to change our image in the newsletter, badges, website and merchandise. BMW's decision is expected in September.

**Merchandising:** Pam Paull. Has a new clothing catalogue and will examine for changes to our merchandise range.

**Public Officer:** Fiona Oliver - apology. On her behalf Pam advised that the ACT Registrar General cannot find the documents and cheque sent to them in January. The cheque will have to be cancelled. She will arrange copies of the documents and a new cheque for the fees. Martin Little, Graeme Moffatt and Pam Paull offered to take questions about the new Constitution but none were forthcoming.

**Gravel Surfers:** John Rayner-Sharp said the gravel surfers had good rides to Tumut and Tintaldra for the Horizons Rally and thoroughly recommended it to others.

**General business: TJ's competition.** Sue Ball-Guymer reminded members that the competition closes on 28 Feb. Fred Pensko is still leading.

**March meeting.** Martin Little reminded members that the March general meeting will be held in conjunction with the AGM on 2 April.

**Club funds:** Peter Stanfield suggested that the Club consider subsidising rider training for members, perhaps a Stay Upright course or something at Wakefield Park. To be discussed by the Committee.

**George Penfound** said he'd been disturbed by anti-motorcyclist comments he'd heard recently.

**Ron Andrews** announced that as from 5 March he will be the BMW motorcycle service advisor at Rolfe's. He also confirmed the rumours that he'd dropped his new bike with only 43 km on the clock and several days later it had malfunctioned as witnessed by Peter Stanfield.

**Martin Gilbert** said that while only 3 people had gone on the Charlotte's Pass ride, they had a good time and enjoyed great roads and weather.

Meeting closed 9.00pm

## March Committee Meeting

Held on 15 March 2007.

**Present:** Martin Little, Graeme Moffatt, Martin Gilbert, Pam Paull, Fiona Oliver, Ian Hahn, Mal Elliott.

**Apologies:** Roger Paull, John McKinnon, Steve Hay, Sheryle & Olaf Moon.

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

**President:** John McKinnon. Apology.

**Vice President:** Martin Little.

- Colin Ward. Colin, a former Club Treasurer and Vice President passed away on 8/3/07. Many members attended Colin's funeral this week. John McKinnon will write an obituary for the newsletter.
- Rolfe Classic. Rolfe is keen to maintain its links with the Club and would like our input into a Club display case in the showroom. The new Committee to decide who will liaise on this project with Rolfe. Rolfe is happy to host a Club meeting and it was decided that October would be best as their renovations will be finished by then. Rolfe also seeks the Club's help in a ride day targeted at non BMW owners - Martin L & G happy to volunteer.
- TJs Competition. Martin L has spoken to Hal Caston who is happy to continue his support. He suggested there be a 2 tier competition: longest distance north, south, east, west and another for shorter distances. Martin L to talk to Sue Ball-Guymer about the rules.
- Charity support. Agreed the Club would continue to support Marymead this year. We made a further \$500 donation in Feb 07.
- Rider safety. Martin L was concerned to hear that some Club members had been involved in near misses lately. He reminded the Committee that we need to be vigilant and positively encourage safe riding and point out to riders when they are doing something wrong. "Riders Mantra" to be published in the newsletter. Agreed to examine formal rider training along the lines of Stay Upright Masters Course.
- New Committee. Sheryle & Olaf will be stepping down. Lyn Leniston has agreed to nominate as Editor and Mark Edwards as Ride Coordinator. Discussion about possible nominations for other positions. As Lyn lives in Wingello, it was agreed we will trial having every second Committee meeting after Sunday breakfast at Bungendore, starting May.

**Public Officer:** Fiona Oliver.

- Constitution: She has reviewed the draft Constitution against the checklist supplied by the ACT Registrar General and it is compliant.
- AGM: Draft agenda discussed and agreed that nominations for Committee positions must be received prior to commencement of the AGM; there will be no nominations from the floor. Fiona will look after the attendance book at the meeting. Draggin Jeans has offered a pair of jeans to the Club - agreed that each member attending AGM will receive one free ticket and can buy more at \$1 each. Tickets will only be sold at the AGM. Proceeds to charity.

**Treasurer:** Graeme Moffatt. Marymead has sent its thanks for the \$500 donation. He presented a full financial report as at 15/3/07 which is summarised below:

Total fund: \$8356.97 plus approx \$1517.50 in merchandise, badges & stickers.

Forecast debits: approx \$320

Forecast credits: \$754.30 (advertising) plus unknown amount for renewals.

He has started work on preliminary accounts and will meet with the auditor on 17/3/07.

**Secretary:** Stephen Hay. Apology. Mail received:

ACT Register Generals Office receipt for late payment fee; membership applications and renewals; CPS Statement; other clubs' magazines; Copyqik bill; payments from advertisers (Rolfe, Mick Owen Motorcycles, NEIB); receipt for post office box rental; receipt from National Library of Australia for newsletters; flyers from Events Tasmania and Shannons; returned newsletter from Motohansa.

**Editor:** Roger Paull. Apology. Pam said she has enough material for the April newsletter which will come out in the last week of March. She has started briefing Lyn about the Editor's job. Martin G to provide info on use of the BMW roundel in the newsletter and elsewhere.

**Ride Coordinator:** Mal Elliott. Official Club rides are to Ulladulla on 1 April for breakfast and 21/22 April to the Historic Aviation Museum at Albion Park Rail. Private rides include Great Ocean Road ride leaving 21 April with Martin Little and Hugh Davies; Terry Butters' ride to Gippsland on 14 April; Flying weekend at Temora on 7 April. He will send out an email on these.

**Social Secretary:** Sheryle Moon. Apology. Pam will put info in the April newsletter about the Christmas in Winter dinner with the Victorian Club on 30/6/07.

**Webmaster:** Olaf Moon. Apology.

**Clubs Australia:** Martin Gilbert. Clubs Australia will be invoicing the Club for \$268 affiliation fee (\$1 per member as at 31/12/06).

**Merchandising:** Pam Paull. Supplier has given her the new catalogue and she will investigate new lines and report back to the Committee. The order form for name badges will be in the April newsletter and Pam will arrange the orders. The badge will have the "rider" logo as used on our clothing, ACT BMW MCC and the person's name.

**Membership:** Ian Hahn. Currently 155 financial members; need a reminder in newsletter about payment of subs.

**General business:**

**Committee Operating Guidelines** – reminder from Martin L about outstanding information required; to be sent to Pam.

**Public Liability Insurance** - is due in April 2007 and we have to find a new insurer. Graeme to talk to Steve Hay who did some work on this recently.

**Direct debits** - Graeme said a member had approached him about having a direct debit facility. Fiona said this had been investigated a couple of years ago and besides the extra cost to the Club, the main problem was that the payee could not be easily identified which would make it impossible to operate for us. It remains unviable.

Next Committee meeting: 12 April 2007 at the Paull's.

## CLASSIFIEDS

### For Sale

**BMW System 5 helmet**, white, size 62/63, 500 km old. Carry bag and documentation. \$600.00. Phone on Ian (02) 6288 8126

**BMW F650CS 2002** Learner legal in good condition. No accidents & regularly serviced. Metallic blue with ABS, heated hand grips, after market windscreen, full soft bags. New battery & belt at 30,000 & just serviced at 40,000. Registered until July. \$7500 ono. Contact Denis 02 62811045 or [appel@home.com.au](mailto:appel@home.com.au)

**BMW R1100S 2000**, Red-orange, Staintune exhausts, heated grips, new gel battery, FSH, 29,000 km, bike cover, ACT rego 58424, going overseas. \$11,500 neg. David Holt m. 0439 470 261 w. 02 6274 1203

**F650 GS (2004)** Silver with ABS braking, BMW top box and hand protectors. FSH and recent 20,000km service. New chain, sprockets, tyres. \$10,000. [cameron@cloudlife.com](mailto:cameron@cloudlife.com) or 0401 020 859.

**BMW Luggage to suit R1100RT or similar** Top Box in good condition, lock needs repair. RH pannier in good condition. LH pannier OK to use but gravel rash on lid, small hole on inside from wheel friction (fell off on gravel) \$600 ono. **Black Sheepskin seat cover** \$50 ono Contact Peter 0408 284468 (Sydney)

**Wide rear wheel (5.5")** for 180 rear tyre: optional wide wheel for BMW R1100S. Comes with disc fitted and has had minimal use. May fit other BMW models but check with a dealer. Exc. condition. \$700. Paul 02 4257 6732 (H) or 0438 718 124 (W).

**Honda Deauville 2004**. Exc. Condition, F.S.H., new tyres, high screen & top box. Rego to 5/07. 57000 km. \$7500. Call Ed on 0418 475713 (Cootamundra).

**MotoDry Boots - Brand New - Size 10 (45)**. Original boots replaced by MotoDry but they sent the wrong size. As it took them about 3 months to replace the originals, I had to purchase other boots, so these are now surplus to needs. \$150 ono (\$180 new). Myles 02 4884 4333 or email [mylyn226@bigpond.com](mailto:mylyn226@bigpond.com)

### Wanted

**Side covers** for 1985 R80GS and/or PD. [george.abraham@anu.edu.au](mailto:george.abraham@anu.edu.au) or 6125 5434

**Multivario tank bag** to suit BMW K1100RS. Other bags also considered. Tank bags in all condition considered. Please contact Ian on 0411 546706

**BMW comfort seat** or Corbin dual seat in good condition, and **BMW top box** complete with mounting system all to suit 1988 K100RT. Dennis 0428 383676 H (03) 64961487 [dennis.brown@cemaust.com.au](mailto:dennis.brown@cemaust.com.au)

### For Sale - second month

**BMW R80RT 1984**. Registered to 12/07. Exc. cond. Ridden & maintained by mature rider. Servicing and repairs performed by Doug B. 2 new tyres. Ideal for commuting & excellent for touring.



Have upgraded to later model R100RT and only have room for one motorcycle (so my other half tells me). Price:\$4,700.

**Corbin seat for BMW R80**. As new cond. Valued at over \$500 sell for \$250. Peter Schilling 0402 648 333 Email: [petersue@grapevine.com.au](mailto:petersue@grapevine.com.au)

**BMW R1200GS 2005**. Yellow/black, 15000 km, immaculate (bitumen use only), ABS, heated grips, factory panniers, Staintune, oil cooler screen, front fender extender, new battery, available late Feb. \$19990. Ron (02) 6282 2229

**BMW R1100GS 2000**. 56,000 km. Red, new tyres, panniers, Vario Screen, dual horns, c/control, etc. Exc. Cond. \$9500. Contact Neil or Graz on 02 6282 2767 ah, or [Neil.Hamilton@anu.edu.au](mailto:Neil.Hamilton@anu.edu.au)

**BMW F650 CS 2004**. Light blue 8,000 km with Top Box. No accidents, July 2007 rego. \$7500 o.n.o. Call Michael on 62519333 or 0416206360

**BMW F650GS '03** Black BMW Vario Panniers, BMW Soft Luggage Set, Wunderlich Ergo Screen Power Acc. Socket, Handguards, Micks Offroad Pegs BMW Motorrad Navigator Colour GPS, City Navigator Australia & Metroguide, Car Power & Speaker Adaptor, Datasheet and USB programmer. Less than 3000 km old - Chain, F/R Sprocket New Battery and F/R Pads & Rear Disc \$10990 Andrew 0413 383 209



**BMW R1100S**. 1998 red. Staintunes, Power Commander, K&N filter, Bagster tank bag, Venture sport rack & head light protector. New M6 tyres. 60,000km service just completed. V.G. cond. \$10,700 ono. David 0423269451 or (02)6292 4488.

### Wanted - second month

**Panniers & frame** to suit a /6 BMW. Preferably Krauser. Call Hans Kauffmann on 0417 043 033.

**BMW R12 1940**. A few original parts wanted. [scott@warwicks.com.au](mailto:scott@warwicks.com.au)

# ACT BMW MCC

PO Box 1042 Woden ACT 2606

## Application for Membership



Please don't send any cash by mail. We don't have credit card facilities.  
 Membership expires on the last day of February.  
 Applications are subject to committee approval and may take several weeks to process

**1. NEW** Single Membership \$ 40.00 plus \$ 5.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

OR

**2. NEW** Partner/Joint/ Family Membership \$ 40.00 plus \$ 7.00 Joining fee

(Fee from the general meeting in October each year is \$20.00 + Joining Fee)

Please print and complete noting \*mandatory information required TOTAL

\_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\_\_\_\_\_

YOUR NAME
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
By filling in the e-mail address you have indicated you are willing to accept information on Club events

PARTNER'S NAME (JOINT/FAMILY MEMBERSHIP)
*Last Name _____
*First Name _____
*Postal Address _____
*Suburb _____ PC _____
Phone (H) _____
Phone (M) _____
e-mail _____
By filling in the e-mail address you have indicated you are willing to accept information on Club events

**\*Do you wish your monthly magazine in paper format ( post)  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 MCC according to its Constitution.

Signature 1 \_\_\_\_\_ Signature 2 \_\_\_\_\_ Date \_\_\_\_\_

\* \_\_\_\_\_ \* \_\_\_\_\_ \* \_\_\_\_\_

Membership Secretary only	Membership #	Date
Application considered by the committee on / / and accepted <input type="checkbox"/> or declined <input type="checkbox"/>		
<input type="checkbox"/> Pres <input type="checkbox"/> V-Pres <input type="checkbox"/> Sec <input type="checkbox"/> Tres <input type="checkbox"/> Ed <input type="checkbox"/> Ride <input type="checkbox"/> Soc <input type="checkbox"/> Mer <input type="checkbox"/> Pub <input type="checkbox"/> Web <input type="checkbox"/> Memb <input type="checkbox"/> Clubs		
<input type="checkbox"/> Cash <input type="checkbox"/> Cheque <input type="checkbox"/> Money Order		
<input type="checkbox"/> Mailing list <input type="checkbox"/> Badge/s <input type="checkbox"/> Sticker/s <input type="checkbox"/> Membership card/s		



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