

JULY 1981
NUMBER FOUR



PO. BOX 1042
WODEN, ACT.

COMMITTEE

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GREETINGS. It's that time of year when even BM riders are turning up to club meetings in cars. A sure sign that winter has arrived. For the next few months club activities will be minimal and the runs short. Membership continues to grow however and contact with other clubs in the Canberra area is being made. Hopefully the spring will see some joint activities with other clubs.

Bob Rumsey, who has clocked up a distance equal to five times the circumference of the planet riding around this 'brown unpleasant land', as Dame Edna describes it, has volunteered to organize club runs and tours. Read on for further details.

Peter.

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HI, I'm Bob Rumsey and I'll be organizing club runs, tours, etc. in future. I currently ride a R80/7 1979 model and have put in about 200,000km touring around Australia, including trips to Cape York, West Coast, Darwin and the Centre (3 times) and Birdsville (twice).

Don't hesitate to contact me with any ideas, complaints, etc. about club runs or tours.

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THIS month's run will be to the Orroral Valley via Tharwa on Sunday 26th. Bring along food and drink for a Barbeque lunch. Meeting place will be at the Phillip Motor Vehicle Testing Station as usual.

NOTE: WE LEAVE AT 10.15 AM SHARP.

This is slightly earlier than the time agreed at the meeting but it appears that by coincidence FAM have decided to hold their annual BBQ at the same time and place. So just to avoid confusion we're going to leave a little earlier OK? (I hope there are no other clubs leaving at 10.15)

For the more adventurous types a return trip via back roads will be available.

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A TUNING AND MAINTENANCE DAY will be held on the 15th August at 12 noon at 15/9 Tristania St. Rivett. It will be run by Ian Hahn who has his workshop there. As the 15th is the saturday following the next club meeting you can get any other details at the meeting.

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THE next club meeting (Thursday 13th of August) will be held at 7 Ewart Yarralumla at 7.30 pm again.

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CONTRIBUTIONS to this paper, such as the one that follows, are gratefully accepted and so is anything you want to put in. Also, if you have anything you want to buy, sell or trade that is remotely related to motorcycling, let's hear from you.

LAST month's club run on the 28th of June turned out to be a very exclusive affair; only four people (on three bikes) turned up. Weather was excellent, being the first fine day for about two weeks. The advertised destination of Batemans Bay was changed by mutual agreement to a more interesting round trip via Braidwood and Araluen.

The bitumen goat-track known as the Kings Highway saw us to Braidwood by lunchtime where a couple of drinks and an open fire were enjoyed at a pub before we moved on to a cafe for hamburgers and coffee.

The 25Km to Araluen is punctuated by a 10Km stretch of excellent dirt road where we were shown a local landmark, the Leprechaun Tree, by Bill Searl who knows a fair bit about the locality.

The descent into the Araluen Valley is interesting to say the least; very steep, winding and sealed. The lookout halfway down provided us with an excellent view of our intended destination, the Araluen Hotel. Owned by the Wisbee family, as is much of the district, and run by Stan, it's a pleasant and historical place for a few drinks and a game of pool.

After the rest stop at Araluen we headed out to the old gold rush town of Major's Creek, back up on the highland again, via the Clark's Lookout road. This is more spectacular than the other entrance to the valley and also unsealed.

At Major's Creek an inspection of the pub was again in order and the strategy for the rest of the day was discussed. Richard and Cheryl Benham decided to head back to Braidwood via the sealed road while Bill and I would go over the ranges toward Captain's Flat in search of some snow.

The 50Km or so to Captain's Flat heads over to the Shoalhaven River where we cross on the Ballalaba Bridge and turn off to climb up the range. The road is dirt of course and the wind was fiercely cold. A stop at the highest point on the range revealed a disappointing lack of snow even though it was bloody cold.

Onwards to Captain's Flat and back along the sealed road to Canberra we were halted by a problem with Bill's 75/5.

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The throttle seemed to be stuck wide open and the engine was going full speed out of control. After much head scratching and dismantling of the offending carby the problem was found to be a small rock of the Main Street, Major's Creek variety jammed in the throttle linkage.

Problem solved, we set off into the setting sun (romantic eh?) for home to some hot coffee and much needed warmth.

Bob Rumpey.

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