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NUMBER THREE



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WODEN, ACT.

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GREETINGS. The setting up of the Club is now complete. A well attended June meeting ratified the amended proposed constitution and chose overwhelmingly the logo you see at the top of the page as the official Club Logo. This logo will now appear on all future Club Journals and correspondence. Des Cannon has volunteered to make up a silk screen of the logo and also see if he can get a cheap price on T-shirts, so you'll be able to buy a T-shirt with the logo on it or have the logo printed on your T-shirt, sweatshirt, pyjamas, teatowels, dinner suit etc. In addition we are now making enquiries about getting stickers and badges bearing the logo made. You will be informed of the results of all this at the next meeting. Ads have been put in the Motorcycles section of the Canberra Times for the next four weeks so the Club should be much more visible to other BM. aficionados in the coming months.

Peter.

For those who don't know already, the Club has decided to hold the monthly meeting on the second Thursday of each month and the monthly run on the last Sunday.

This month's run will be on Sunday 28th. June to Batemans Bay for a counter lunch. People who want to go should meet at the Philip Motor Vehicle testing station (or where it used to be before the razor gang) by 9.30 am. The meeting point at Batemans Bay is the carpark just over the Bridge into Batemans Bay.

The next monthly meeting will be on Thursday July 9th. 7.30pm. at 7 Ewart St. Yarralumla.

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EXPRESSIONS of interest in a run to the WORLD'S END RALLY at Quorn South Australia around the beginning of October are wanted. The weather there in Spring is usually warm and the countryside looks great. If you can take a week off then think about it!

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The article that follows is the first in an occasional series that Ian Hahn has promised to write for you. Ian has many years experience with BMW. motor cycles and we'd like to thank him for passing some of it on to us.

THE CARE OF YOUR CENTRE STAND.

The centre stand, which is not thought of very often (until the bike falls over) is the most used piece of equipment on a bike. The care of the centre stand is often neglected until it's too late and beyond repair.

A centre stand is primarily designed with two functions, one is to stop the bike from falling over when you have finished with it, and the other is for maintenance and changing tyres. Cost and weight are the two most common factors which dictate how the finished product will function. First it must support the weight of the bike with rider, pillion and luggage and looking at some bikes with them all loaded up they don't do a bad job. The centre stand must be as light as possible so that the overall weight of the bike does not exceed a respectable amount.

Not many people realise just how good a BMW. centre stand is. It is light, it supports a lot of weight, it is easy to put the bike on the stand if done correctly and it enables either wheel to be removed without chocking up the end of the bike (that is if it is not loaded down with luggage) Overall it does a good job.

However, the BMW. centre stand has two faults. One: the mounting points are not as strong as they could be and two: it is constructed of a very thin walled tube which wears very quickly.

We will cover weakness of the mounting points first. This problem can be overcome quite easily, if when putting the bike on the stand you do not let it drop on to the stops. Try to ease it back as gently as possible. This reduces the strain on the bolts and the stops on the stand and frame itself. With continual dropping on to the stops the bolts work loose and then the threads become damaged, sometimes beyond repair. It also stretches the holes in the top of the stand. There are several ways to repair this but it is sometimes difficult and expensive. If caught soon enough it is a simple matter of retapping the holes and putting in new bolts, or drilling out the damaged thread and putting in a larger bolt. This means getting new bushes made up as the old ones are hardened steel and can not be drilled out to take the larger bolt. With this repair it must be noted that the metal around the bolt has been thinned down by 2mm. and this means a little less strength in the mounting points. Dropping the bike back on to the stops now becomes more critical. Helicoils

also can be used but this repair does not seem to work as the coil is hardened steel and the bolt hole in the frame lug is not, so the softer metal of the frame lug chops out more quickly if the bolts come loose. The last and most difficult method is to drill the damaged hole with weld and redrill and tap the holes to the original size. A temporary method is to put in longer bolts with nuts behind the lug but the problem then is that the springs will not fit. With a little thought some method of holding up the stand could be devised however.

Now for the stand itself. The problem here is that the material, as mentioned before, is the lightest possible to do the job and is very thin. When you put the stand down and pull the bike up it rubs against the ground wearing the tube away. An inspection will show that it wears from approximately the lower cross brace to the end of the curve. The way to cope with this problem is to get two pieces of flat steel 25mm. wide X3-4mm. thick and at least 400mm. long and weld them to the lower sections of the stand where the paint has worn off. Start at the lower cross brace and tack it along the curve until you reach the end. Cut off the excess and then fill in the sides with a high strength braze. This adds strenght to the whole assembly. To put the final touch to it you can get the bottom of the flat steel covered with a few runs of hard faced electric weld. This makes the stand a bit heavier and makes it a little harder to put the bike on the stand but does not affect its operation, and the little extra weight should not affect the touring rider with all the weight he/she carries.

The last important point is lubrication and checking of the centre stand. Every month you should get a 17mm. open end spanner and check that both bolts are tight and put a few drops of oil on the bushes. This makes for trouble-free operation.

When you consider that the price of a new centre stand at the time of writing this is \$110.00 it makes the simple job of caring for your centre stand worthwhile.

At a later date I will talk about the care of the side stand.

Happy riding.

Ian G. Hahn