

VOLUME 3, NO. 3
MAY 1983

P.O. BOX 1042
WODEN A.C.T. 2606



COMMITTEE:

PRESIDENT: Chris Fulker, 61 Bosworth Circuit, Kambah Ph: 310114 (H)
469192 (W)

SECRETARY: Frank Millwood, 89 Caley Cres, Narrabundah Ph: 957349 (H)

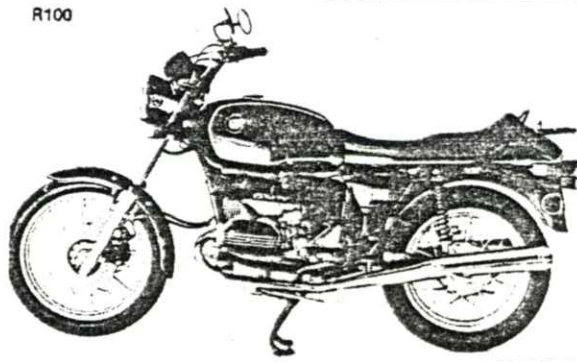
TREASURER: David Meek, 9 Hanson Place, Watson

TOURING
SECRETARY: Bob Rumsey, 3/22 Bungendore Road, Ph: 733300 (W)
Queanbeyan 977507 (H)

LIST OF MEMBERS:

R & C BENTHAM	13 Nicholas St Higgins Ph 540356	R100S
BRIAN BLEMINGS	3 Wyles Pl Flynn Ph 584724	R100T
DON BURT	51 McKay Crs Kambah	R90S
DENNIS CARTLEDGE	21 Melba St Downer Ph 486972	R100RT
PIERS CROCKER	22 Henry St Cook	R90S
D & J CANNON	RMB 842 Naylor Rd Urila via Queanbeyan	R90S
CHRIS & ANNE FULKER	61 Hosworth Crs Kambah Ph 310114	R60/6
IAN & JEANETTE HAHN	P.O. Box 25 Weston 2611	R90/6 (s/car) R26
GREG HAYES	Cottage 2 National Botanic Gardens Ph 480735	
DAVID HEMPEL	40/5 Crest Rd Queanbeyan Ph 974326	GS 1100G
ROB LOVETT	P.O. Box 115 Manuka Ph 655337	
IAN McALLISTER	Dept. Sociology A.N.U.	
ROSS McFARLAND	15 Liverpool St Nacquarie Ph 515349	R80GS
DAVID MEEK & LESLEY OLIVER	9 Hanson Pl Watson	R100RS
PETER OLIVER	61 Davidson St Higgins Ph 542461	R100RS
PETER ROBLESKI	7 Ewart St Yarralumla	R100RS
BOB RUMSEY	3/22 Bungendore Rd Queanbeyan	R80/7 R75/6 (s/car)
BILL SEARL	46 Euree St Reid	R75/5
WERNER & URSULA STROTMANN	22 Duncan St Torrens Ph 864057	R75/7
GEOFF WITHERIDGE	89 Caley Crs Narrabundah Ph 957349	R100/7
FRANK MILLWOOD	89 Caley Crs Narrabundah Ph 957349	R69S
TONY WURZER & MARGARET WYLDE-BROWNE	70 Morgan Crs Curtin	R100S & Gold Wing.

R100



MINUTES OF THE MAY MEETING

- LOCATION: Austrian-Australian Club.
- OPENED: 8.15pm.
- ATTENDANCE: 15 members
- APOLOGIES: Chris & Anne Fulker, Geoff Witheridge,
David Meek and Lesley Oliver
- CORRESPONDENCE: The B.M.W. Motorcycle Club of Queensland Journal.
The B.M.W. Touring Club of N.S.W. Journal
The B.M.W. Motorcycle Club of Victoria Journal
A letter from the Victorian M.R.A. Informing us of
the M.R.A. Motorcycle Expo '83. Which will be held at
the Royal Melbourne Showgrounds on the 21st, 22nd & 23rd
of October. There was also some information on the
Howqua '83 the M.R.A. National Rally on the Queen's
Birthday long weekend 11, 12 & 13 of June.
A letter from the Auto Cycle Union of N.S.W. informing
us that there is now available in videocassette form
highlights of the 1983 Australian Motorcycle Grand Prix
held at Bathurst's Mt. Panorama circuit.
- BUSINESS: The suggested points system for the Clubperson of the
year award that was written up in last month's journal
was accepted by the meeting.
It was also agreed that we have a bowling night
and that a notice be put in this month's journal.
- MEETING CLOSED: 9.00pm. Followed by some slides shown by some of
the Club members.
- NEXT MEETING: Thursday 9th. of June at the Austrian-Australian Club.
- BOWLING NIGHT: The Club will be having a Bowling night on the
26th. of May at 7.30pm. in the Canberra Squash Bowl.
We have three lanes booked under B.M.W. Motorcycle Club.

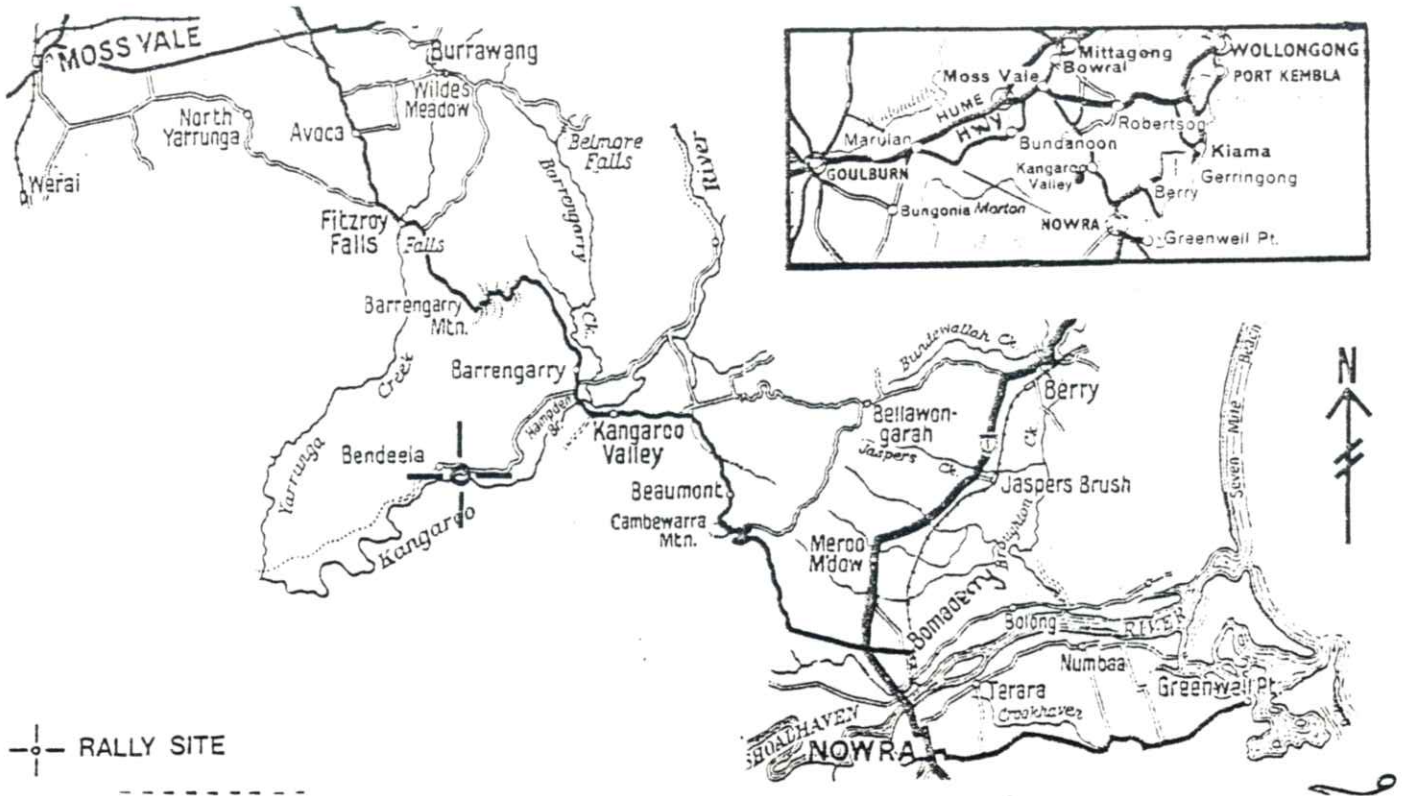
MEMBERS ADVERTISEMENTS:

FOR SALE: B.M.W. Touring International Windshield, complete
with fittings. Very good condition. \$130 (This is
half the current price). Brian Blemings 584724 (home)
870124 (work)

FOR SALE: 1 S Fairing \$40.00 S/H, 1pr Krauser Crash Bars
black \$40.00 S/H, 1pr. Krauser Crash Bars chrome
\$80.00 new, 1 Set of Driving Lights and Brackets
P.C.A., Various Engine Pipes and Muffler P.C.A.,
1 Set of 38mm S/S Engine Pipes and Mufflers P.C.A.,
1 /6 Tank black P.C.A., 1 Set of Head Light Brackets
/5, 6 & 7 \$10.00 each, Various other S/H Items.
Ian Hahn 319314 (work) 888126 (home)

NEXT RUN:

This month's run will be to the Roo River held in the same spot as previous years, 6km from the township of Kangaroo Valley. (see map) We will be meeting at the Dickson Motor Registry on Saturday the 28th of May at 9.30 am. Bring your camping gear and stay overnight if you can.



COMING EVENTS:

- May 26 - Bowling Night
- May 28&29 Club Run to Roo River Rally near Kangaroo Valley
Rallygator near Adelaide River N.T.
- June 4-6 Black Duck Rally, Lake Dumbleyung W.A.
- June 11-13 Alpine Rally, Brindabella N.S.W.
Howqua Rally, near Mansfield Vic.
Sapphire Rally, near Warialda N.S.W.
- July 16&17 Winter Rally near Nerriga via Braidwood
- Sept. 11-12 Brass Monkey Rally Tasmania.
- Sept 24-25 Pyramid Rally Ducati Owners Club of Vic.
- Oct 1-3 Wombat Rally Near Nerriga via Braidwood
- Oct 28-29 Kosciusko Rally

NOTE:

The Worlds End Rally, usually held on the October Long Weekend at Warren Gorge S.A., has been cancelled due to the irresponsible action of some of those attending last years rally. It's a great pity to see one of Australia's best rallies go in this way

Any enquiries call Bob Rumsey on 977507

CLUBPERSON OF THE YEAR AWARD:

The following is a tally of the top ten runners in the Clubperson of the Year Award. Collected from the March Monthly Run to the May Meeting.

Margaret Wylde-Browne.....	26points
Tony Wurzer.....	23points
Jeanette Hahn.....	18½points
Werner & Ursula Strotmann.....	18points
Bob Rumsey.....	17½points
Cris Fulker.....	15points
Frank Millwood.....	13points
Ian Hahn.....	12½points
Don Burt.....	12points
Peter Oliver & Greg Hayes.....	10points

CAMPING AND TOURING WITH YOUR FAMILY part 2

Safety-obvious but essential things that they have to learn are dangerous, gas stoves, fires, tomahawks, saws, exhaust pipes, rivers, rocks and traks (the one percenters are often tearing around these).

First aid kit- this is (another) essential with kids as they can't wait till they get home to get that splinter out or wait for that panadol to ease that toothache that starts as you get to the rally site. Sunburn Cream, thermometer, anadol, nose-drops, ant-histamines if he is allergic to anything. He might also be allergic to the grass where you are camping any other medication your child may be on. A syringe without the needle for giving medication to babies makes it easier and a plastic medicine cup for when they get older. Spray on antiseptics are easier than using local water to dilute concentrated proprietary antiseptics and they are also cold and so ease some pain. The Trafalgar First Aid Kits have an excellent splinter remover and a foreign body remover for the eyes that any concerned parent could use safely.

I know that in writing this there are many things that are obvious but they usually aren't the first time you go camping. You will never have everything right because your child will grow and develop quicker than you can plain ahead to what he might need next week. I have also left out many things that other parents have found necessary for their child. These are the things we did and used with Chris and I hope it has been of information to everyone reading this article.

Jeanette Hahn GS425

Ian Hahn R90/6 & DJP.

MONTHLY RUN TO ARALUEN - 1st May 1983

9.00am Sunday morning we all met at the Phillip Registry, Woden. The courtesy time was adhered to, then we promptly departed. It looked like rain!!!

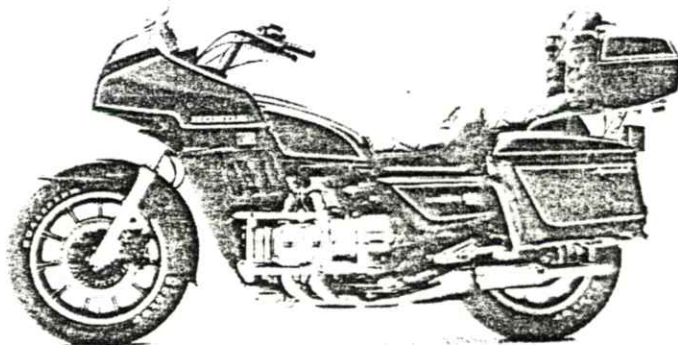
On the way to Queanbeyan Tony and Margaret, this time on the 'MIGHTY WING' quickly asserted the lead, and also the pace. Shortly after Bungendore we encountered quite heavy rain (possibly the tail end of the Queensland floods...), nevertheless, being of stout heart we pushed on regardless (would adventurers of old have done less!!!). Between Braidwood and Araluen there was approximately 12kms or more of unsealed, wet, muddy, slippery track which we all negotiated without mishap (surprise, surprise!!).

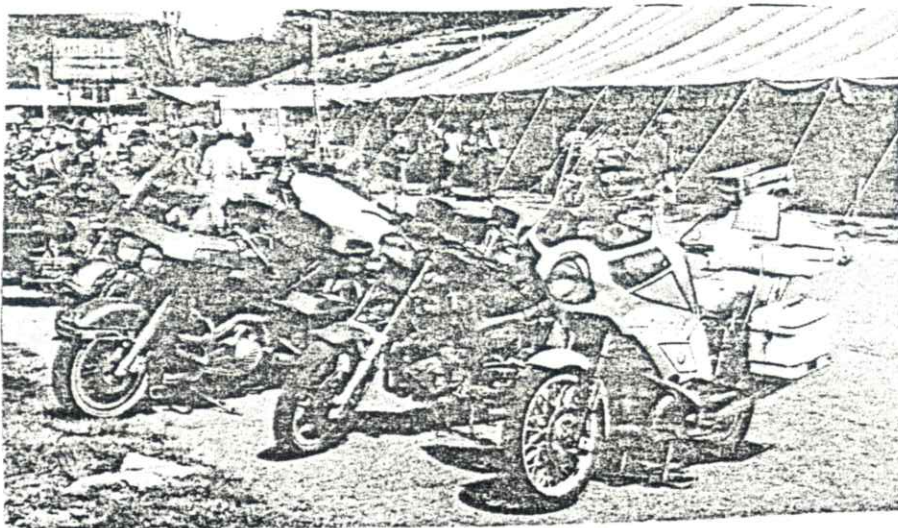
On arrival of Araluen we sought shelter at the Pub (anyway, who was it that suggested the stupid B.B.Q. anyway...), and being Sunday it was not to open until 12.00 noon. Sitting around outside the Pub we chatted to some Trail Riders from Goulburn who were there for the weekends riding in the surrounding mountains. Apparently about 35kms from Araluen there are some beautiful caves which can only be reached by trail-bikes. They seemed very concerned about their 13 mates who were caught in the rain the night before and still had not returned. As the time was now only 11.00am (note: time, distance, and condition of the road this part of the trip was still done in reasonable time...), we all voted to go home via Majors Creek, Captains Flat and then to Queanbeyan.

Tony and Margaret in the lead again, and out of sight, set the pace... and after leaving the sealed road (about 5kms from Araluen) we again encountered those same treacherous conditions encountered before, only to find as we rounded a corner the 'MIGHTY BEAST' was down and Margaret and Tony on their "BUTTS". It's a pity we didn't have a camera with us, the sight of Margaret being sprayed with mud as she pushed the 'BEAST' out of the mud would have been worth catching on film. We eventually made Majors Creek Pub hoping for a hot something to eat and a fire to dry by, but alas it was "Under New Management", so, with a Beer and Whiskey chaser we were off again, this time to Tony's dad's farm at Harolds Crossing, Ballalaba for that much (very much by now...) cup of tea, fire and food.. (he didn't fail us).
NEEDED

Anyway, Good-Bye Dad, and we were off to Canberra, arriving home at about 6.00pm...having rained all the way. It certainly was a day of adventure for the both of us. For a club trip I suppose two out of thirty plus isn't TOO BAD!!!

Tony & Margaret





BMW CLUB OF S.A. SILVER JUBILEE RALLY REPORT:

Friday came around like it does every week, only this time instead of getting up and going to work, I would be heading off to the S.A. B.M.W. Rally. So after some breakfast and getting the bike packed and ready for the trip. I set off to the petrol station for some fuel for the bike, then to the bank for some money for the weekend.

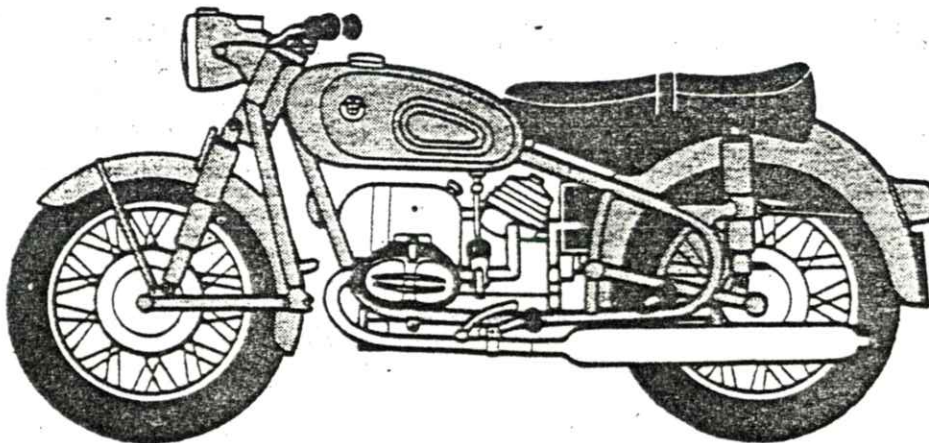
Riding up to Yass I had wished that I had put on my overtrousers as it was a bit on the cold side but not that uncomfortable that I would have to stop to put them on. But I made a mental note to put them on at the first fuel stop, or sooner if the situation got worst and made a stop justifiable. Making Yass by 12.30 I thought that I was doing quite well as I had not left my house till 11.30. From Yass it was down the Hume Highway past Gundagai and onto the Sturt Highway and my first miscalculation. As I had figured that I should be able to make Wagga Wagga on the fuel I had but it was not to be, as I run out of the stuff with just 17Km. to go. Pulling over to the side of the road I found that the bolt that I used to fix the stand was missing. Making the stand unusable and leaving me to look for trees, walls, fence or marking posts to lean the bike against when I stop. After a cigarette and a short time wondering what to do next. I had a look to see if there was any fuel

at all left in the tank. So laying the bike on it's side I manage to get some fuel into the float bowls and the bike running again. Riding along wonder how far I could go on the little fuel I had left, I came across the small town of Alfred Town. Were there was a petrol station open and not being interested in how far the bike would go on a float bowl of fuel I pulled in to fill up the tank. On to Wagga for lunch as I could not find a place to eat at Alfred Town. Then it was off to Hay figuring that I should be able to make it on the fuel I had. Passing Narrandera with the sun still high in the sky I figured that it must be about 3 o'clock, as I do not wear a watch and B.M.W. never put clocks on R69Ss it was the only way I had of telling the time. The bike was running well with well over a hour of sun light left and only 60Km. to Hay I came across another miscalculation the bike had run out of fuel. Leaning the bike against a marking post I light up a cigarette and started to think of what I could do, seeing that it would most likely take a week to push the bike into Hay. I figured that the only thing to do was to leave the bike where it is and try and get a lift into Hay for some fuel. Standing by the road watching the last of the day light fade away into night I at last got a lift with a truck who dropped me off at a farm house. Where the farmer gave me some fuel and drove me to my bike. Making it to Hay I booked into a overnight van for a night sleep. Getting up the next day and after saying a few hellos to the R100RS owners in the next van I set off for Balranald where I stop for fuel. Next stop was Mildura where as well as getting some fuel I also

Silver Jubilee Rally report cont.

had some lunch. Heading off with lots of confidence that I would make the rally site with plenty of sun light to put the tent up. Just 6km out of town there was loud metallic sound coming from the gearbox and a lose of power to the back wheel. First though was the gearbox was gone untill I notice that the speedo was working so I figured that it must be the shaft. After pulling over and having a look I found that the bolts that hold the shaft onto the gearbox output had taken a holiday and gone off to see the diff. With a lot of help from some people from the Victorian Club I was able to remove the diff retrieve four bolts three washers and a hand full of iron filings. Putting the three bolts and washers back in place as there was no forth washer and the forth bolt was strip I left them out. I was able to get going again with a trouble free run to Berri were I stop for fuel and a drink. Then on to Blanchetown were I stop for the night as I though there was no point in trying to put up a tent at midnight. The next day I arived at the rally site while the gymkhana was going on. After checking in at the S.A. Club tent I went off to put up my tent then back to se the last of the gymkhana were I meet up with Werner and Ursula who told me that Tony and Margaret had already left for Canberra. After lunch there was a poker run through the Barossa Valley ending at the Bernkastel Winery for a taste of some of their wines. Then it was back to the rally site for a night of standing around camp fires and swaping stories of the weekend. Monday came around after a night of heavy rain and having my tent fall down on me. Forcing me to get out and put it up again. With more rain and me trying to work out how I could get my bike packed without getting out of my sleepbag. By the time I got my bike packed and said good-by to the people I meet over the weekend the rain had stop. So it was in to Kapunda to fill up the tank then down to Murry Bridge via Angaston, Sedan and Mannum. Stopping at MurryBridge to fill the bike up and have some food. Then it was down to Bordertown for another stop for fuel then on to Dimboola, Horsham and a stop at Stawell for fuel and some thing to eat. On to Ballarat were I booked into a motel for the night. Getting up the next day to a good breakfast I set off for Daylesford then on to Bendigo up to elmore were I stoped for fuel, across to Shepparton onto Stralhmenton to the Murry Vally Highway to Albury then the Hume Highway were I was able to get the speedo needel to point to the 100m.p.h. mark. Then up passed Gundagi on into Ya - back down the Barton Highway in to Canberra gitting home at about 6.00pm.

Frank Millwood R69S

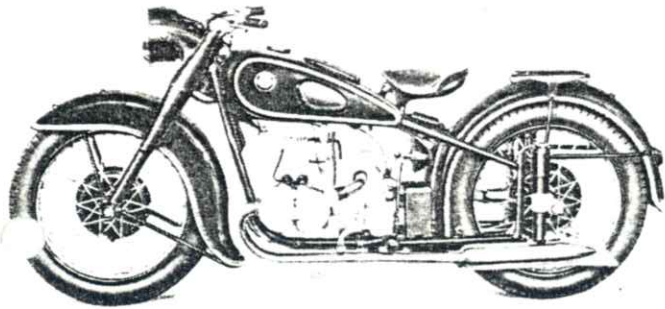


b) Die Nachkriegs-Modelle

An den zweiten Weltkrieg anschließend wurde die R 51 mit Änderungen als Modell R 51/2 herausgebracht. **Alle Nachkriegsmodelle haben Motoren mit hängenden Ventilen.**

R 51/2 Baujahr 1950; 24 PS; 185 kg

Motor 500 ccm. Fahrgestell mit kleinen Änderungen wie das Vorkriegsmodell R 51, ebenfalls der Motor außer Zylinderköpfen und Ventilkappen. Die Ventile erhielten wieder Schraubenfedern statt der bisherigen Haarnadelfedern, und die Ventilstößel Fensterausnehmungen. Das Naßluftfilter wurde abgedeckt, die **Vergaser erstmalig schräg angeordnet** (Schrägstrom-Kammvergasers). Motor sonst gleich wie R 51. Stahlradnaben mit Winkelspeichen, Bereifung: 3,50 × 19".



R 51/2 Baujahr 1950 500 ccm OHV 24 PS bei 5800 U/min

R 51/3 Baujahr 1951; 24 PS; 190 kg

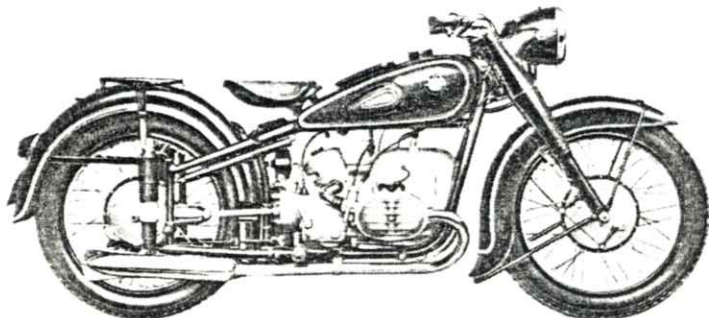
Fahrwerk wie R 51/2. Neuer Motor mit einer Nockenwelle und Antrieb mittels Stirnrädern. Getriebe wie R 51/2, jedoch mit Kontakt für Leerlaufanzeige im Scheinwerfer. Die Lichtmaschine wurde am Kurbelwellenzapfen, der Magnetzünder nebst automatischem Zündzeitpunktversteller an der Steuerwelle angeordnet. Das Naßluftfilter auf dem Getriebe erhielt einen Startschieber.

R 51/3 Baujahr 1952/53; 24 PS; 190 kg

Entspricht der R 51/3 Baujahr 1951, jedoch mit Vorderrad-Duplexbremse und kleinen Verbesserungen.

R 51/3 Baujahr 1954; 24 PS; 190 kg

Gleicht der R 51/3 Baujahr 1952/53, jedoch wesentlich verbesserte Vorderradgabel und Stoßdämpfer mit hydraulischen Anschlägen; obere Gabelverkleidungen mit Gummimanschetten. Breitere Bremsbacken vorn und hinten, **Laufräder mit Vollnaben, geraden Speichen und Leichtmetallfelgen.**



R 51/3 Baujahr 1952/53 500 ccm OHV mit 24 PS bei 5800 U/min

R 67 Baujahr 1951; 26 PS; 192 PS

Fahrwerk wie R 51/3 Baujahr 1951, jedoch mit 600 ccm-Sportmotor.

R 67/2 Baujahr 1952/53; 28 PS; 192 kg

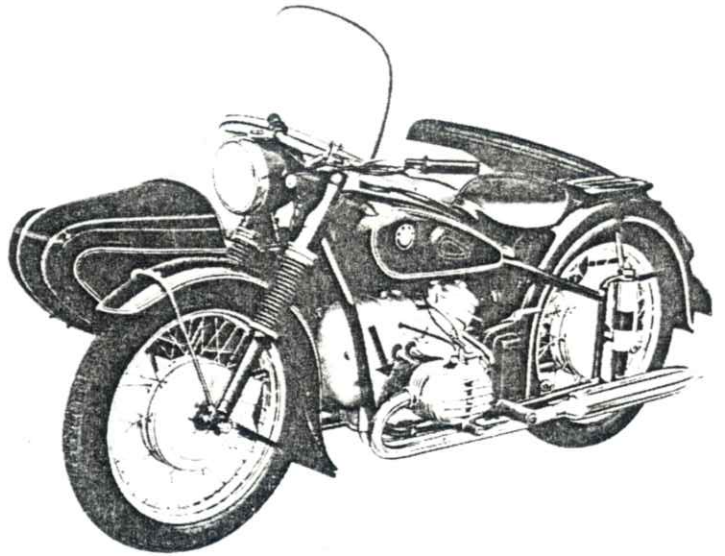
Motor mit höherer Verdichtung, sonst wie R 67. Fahrwerk wie R 51/3 Baujahr 1952/53.

R 67/2 Baujahr 1954; 28 PS; 192 kg

Fahrgestell wie R 51/3 Baujahr 1954.

R 67/3 Baujahr 1955/56; 28 PS; 192 kg

Fahrwerk wie R 51/3 Baujahr 1954, jedoch **mit Stahlfelgen**. Bereifung: 3,50 × 19", hinten 4 × 18". Die R 67/3 ist speziell für Seitenwagenbetrieb ausgelegt.



R 67/3 Baujahr 1955/56 600 ccm OHV 28 PS bei 5600 U/min

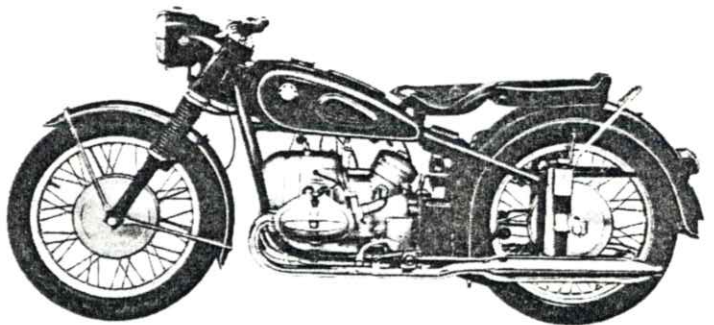
R 68 Baujahr 1952/53; 35 PS; 193 kg

Fahrwerk wie R 51/3 Baujahr 1952, aber mit Hochleistungsmotor 600 ccm (100-Meilen-Maschine).

R 68 Baujahr 1954; 35 PS; 193 kg

Fahrwerk wie R 51/3 Baujahr 1954 mit Hochleistungsmotor (100-Meilen-Maschine).

Alle vorstehenden Baumuster einschließlich R 17 sind serienmäßig für den Solobetrieb mit Bereifung 3,50 × 19" bestückt.

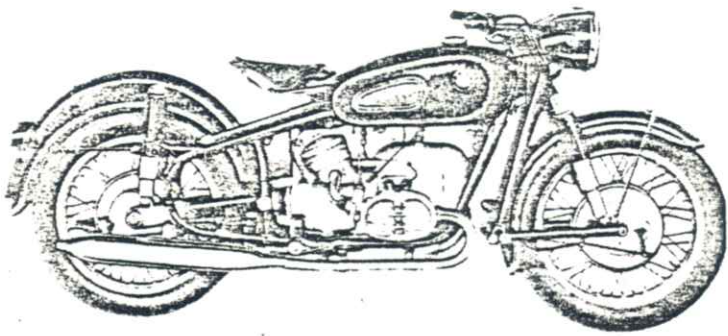


R 68 Baujahr 1954 600 ccm OHV 35 PS bei 7000 U/min

Mit dem Jahrgang 1955 erfolgt der Übergang zur **Volleschwinge**maschine mit Langarmschwinge vorn und hinten.

R 50 Baujahr 1955/69; 26 PS; 198 kg

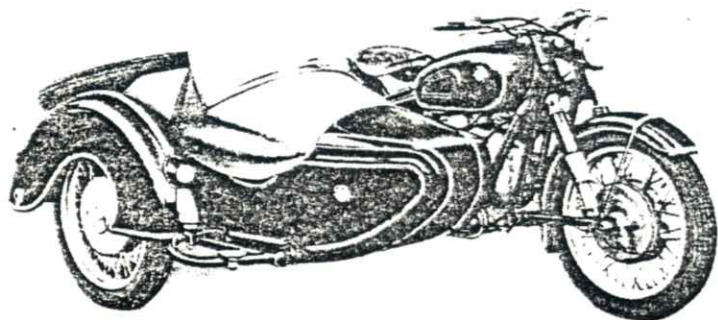
500 ccm-Motor OHV, **Volleschwingrahmen** durch angelenkte, kegelrollengelagerte Schwingen, geschobene Schwinge vorn gezogene Schwinge hinten, Federbeine mit hydraulischer Dämpfung. Die spielfrei gelagerten Schwingen ergaben ein Ansprechen auf kleinste Fahrbahnunebenheiten, dadurch erhöhte Fahrkultur. Das Fahrwerk war unempfindlich gegen Stöße, die Stoßdämpfer ließen sich leicht auswechseln. Motor wie R 51/3, jedoch Kupplung mit Tellerfeder. Neues Dreiwellegengetriebe mit Stoßdämpfer auf der Antriebswelle, Ankerfußschaltung. Ebenfalls Laufräder mit Vollnaben, Duplexbremse vorn. Erstmals **Bremslicht**. Bereifung 3,50 × 18", Rillenprofil vorne, Blockprofil hinten. Ab 1961 wurden Nocken- und Kurbelwelle verstärkt.



R 50 Baujahr 1955 500 ccm OHV 26 PS bei 5800 U/min

R 60 Baujahr 1956/69; 28 PS; 198 kg

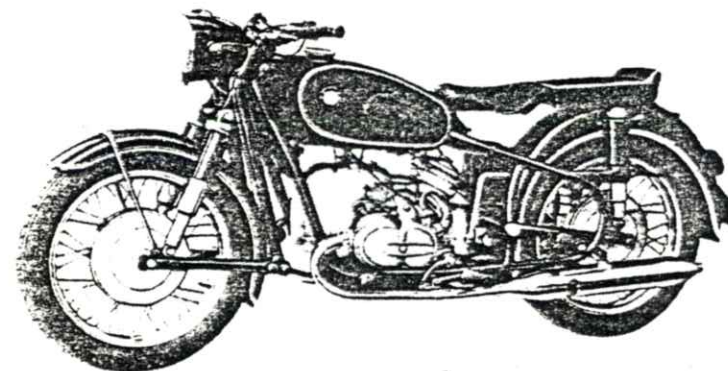
Fahrwerk wie R 50. Motor wie R 67/2, jedoch neue Kupplung mit zentraler Tellerfeder. Ab 1960 Kurbel- und Nockenwelle verstärkt; Leistung auf 30 PS erhöht.



R 60 Baujahr 1956 600 ccm OHV 28 PS bei 5600 U/min

R 69 Baujahr 1955/60; 35 PS; 202 kg

Fahrwerk wie R 50, jedoch Auspufftöpfe mit 100 mm Ø. Motor wie R 68, aber Tellerfederkupplung.



R 69 Baujahr 1955/60 600 ccm OHV 35 PS bei 6800 U/min

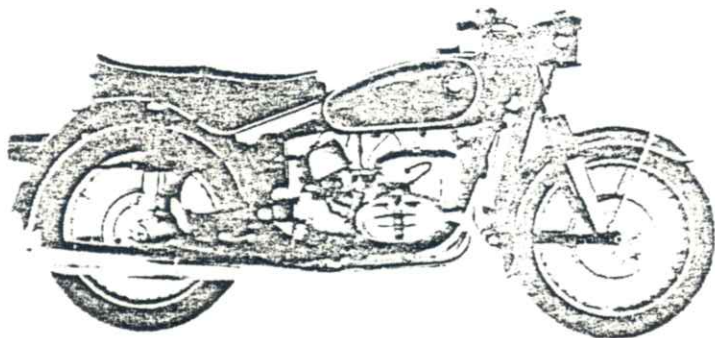
R 69 S Baujahr 1960/69; 42 PS; 202 kg

Fahrwerk wie R 50, aber mit hydraulischem Lenkungsämpfer. 42 PS-Hochleistungsmotor mit Schwingungsämpfer auf der Kurbelwelle. Micronic-Trockenluftfilter ohne Startschieber.

R 50 S Baujahr 1960/63; 35 PS; 198 kg

Fahrwerk wie R 50, jedoch ebenfalls mit hydraulischem Lenkungsämpfer und Auspufftöpfen mit 100 mm Ø. Micronic-Ansaugfilter (Trockenluftfilter) ohne Startschieber. Hochleistungsmotor 500 ccm ähnlich dem der R 50. Blinkleuchten für Richtungsanzeige.

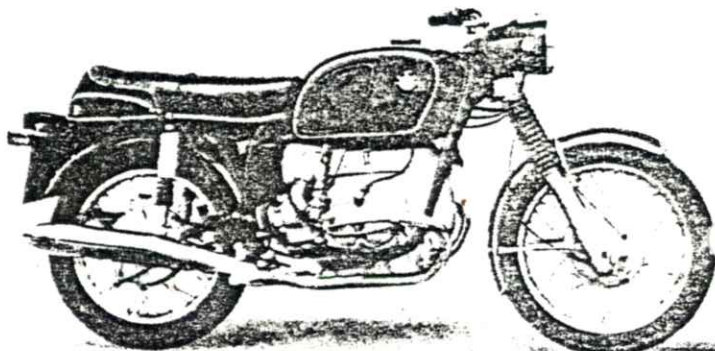
R 50, R 60, R 69 erhielten ab 1960 die große, kombinierte Brems-Schluß-Kennzeichenleuchte, Lichthaube und die vorgeschriebenen Blinkleuchten für Richtungsanzeige, Micronic-Trockenluftfilter.



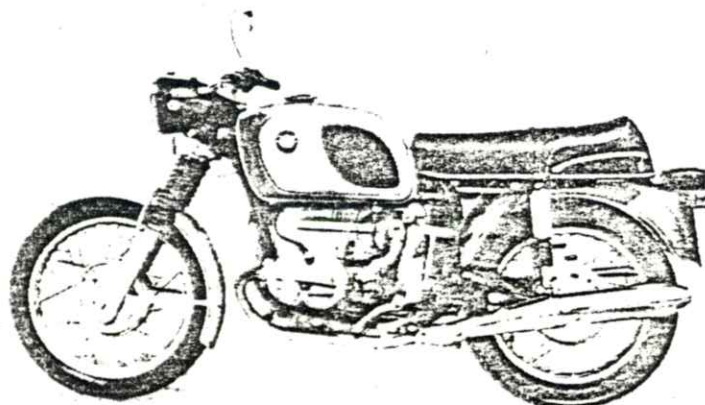
R 50 S Baujahr 1960/63 500 ccm OHV 35 PS bei 7650 U/min
R 69 S Baujahr 1960/69 600 ccm OHV 42 PS bei 7000 U/min

**R 50/5, R 60/5, R 75/5 Baujahr ab 1969;
32/40/50 PS; 185/190/190 kg**

Neuer konstruktiver Höhepunkt der BMW-Motorradentwicklung in fast allen Details; vorgesehen nur für Solobetrieb, während sich alle vorhergehenden Baumuster mit Seitenwagen ausrusten ließen. Rahmen: Geteilter Doppelschleifenrahmen mit gezogener Langarmschwinge hinten und neuer, langhubiger Teleskopgabel vorn. Gabel unter Verwendung aller Erfahrungen und neuerer Erkenntnisse. Motor mit einteiliger Kurbelwelle. Haupt- und Pleuellager als Gleitlager ausgebildet. Drucköl-Umlaufschmierung mit Eaton-Pumpe; Verbundzylinder und Zylinderköpfe gemeinsam durch Zugankerschrauben mit dem Gehäuse verbunden. Drehstromgenerator, elektrischer Anlasser (bei R 50/5 als Sonderzubehör). Batteriezündung. R 75/5 mit Gleichdruckvergaser. Dreiwellen-Vierganggetriebe wie früher bei der R 50/R 60 mit Verbesserungen zur Erleichterung der Schaltung. Bereifung: Vorn 3,25 S x 19", hinten 4,00 S x 18". Die 3 Baumuster unterscheiden sich sonst nur durch das Hubvolumen: R 50/5 - 500 ccm, R 60/5 - 600 ccm, R 75/5 - 750 ccm.



R 50/5 Baujahr ab 1969 500 ccm OHV 32 PS bei 6400 U/min
R 60/5 Baujahr ab 1969 600 ccm OHV 40 PS bei 6400 U/min mit elektrischem Anlasser



R 75/5 Baujahr ab 1969 750 ccm OHV 50 PS bei 6200 U/min mit Unterdruckvergaser