

VOLUME 3 No. 4
JUNE 1983

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



COMMITTEE:

- PRESIDENT:** Chris Fulker, 61 Bosworth Circuit, Kambah Ph: 310114 (H)
469192 (BH)
- SECRETARY:** Frank Millwood, 89 Caley Cres, Narrabundah ph: 957349 (H)
- TREASURER:** David Meek, 9 Hanson Place, Watson ph:
- TOURING SECRETARY:** Rob Rumsey, 3/22 Bungendore Road, Ph: 733300 (BH)
Queanbeyan.

A NOTE FROM THE PREZ.....

Anne and I have returned from our sojourn north to Queensland, where we went to catch some autumn sun shine and instead we had to put up with 3 weeks of rain shine! (We had about 4 really sunny days in the two or so weeks we spent in Caloundra, the rest of the time it was wet, very wet, or torrential downpours, and as we were traveling over some of our not so good highways,- for want of a better word- the poor weather made the trip that much less enjoyable.....) never mind, at least this time we came home in the same car that we left in, unlike our last holidays, when our Escort was written off in Adelaide.

we saw several brave touring motor cyclists making the most of their wet weather gear during some extremely heavy rain in Queensland, when severe flooding in some areas caused us to change our travel plans on more than one occasion.

Any way, we are glad to be back. At least we expect the weather we have in Canberra at this time of the year!! you know,,,,,,-3 or 4 in the morning, frosts and fogs, and the snow on the Brindabella range on the long week-end, to the surprise of the riders on the way to the Alpine Rally.....

Part two.....

The recent batch of fatal motorcycle accidents in the A.C.T. has caused concern with the local Authorities (And me,) and we can expect to read more about the matter in the press as investigations continue into the causes, even the latest issue of the N.R.M.A. news, (Open Road June/July '83) has the front page dedicated to the question, and all of page 3 to some reasons for some of the causes, e.g. careless drivers and drinking/riding, poor rider education for beginners, excessive speed for the road - weather conditions, and riders not wearing good protective clothing - helmets. We might not agree with all they say in the article, but its a start in educating the ' Masses' out there on the roads that we face every time we head out the gate on a motor cycle.

As a club I think we need to be aware of what we can do to keep the toll of motor cycle accidents down, by promoting safe riding habits, and better maintenance of our motor cycles, encouraging the use of good protective clothes for the bike, and other things like our visit to the Police rider training centre last year, and the road safety films.

There it is, we can make a difference if we try, so lets try.....

Till next time, ride safe. Christopher.

COMING EVENTS....(From a series by Bob Rumsey)

- 26 June- Monthly run, Mystery tour departing from the Philip motor registry, Sunday morning at 10:00 a.m. (You will need a map , pen and paper, and some money to buy your lunch at the final destination, or maybe a bar b que? Frank is arranging this one, so only he knows...)
- 9-10 July Mudlark Rally, near Mt. Dissapointment, Victoria.
- 16-17 July Winter Rally, near Neriga via Braidwood, N.S.W.
- 23-29 July The Bike Magazine Rally, location secret....!
Send \$4:00 to Bike Australia, P.O. Box179 Albert Park 3206
- 21 July Club social bowling night, (When we go bowling socials.)
details in Franks' page.
- 30-31 July 'A' Rally, Promoted by the Green Ginger Guzzlers M.T.C.
- 20-21 Aug. Drought Breaker Rally, at Parilla, S.A.
- 11-12 Sept. Brass Monkey Rally, Tasmania, where else?
- 24-25 Sept. Pyramid Rally, run by Ducati Owners Club of Vic.
- 1-3 Oct. Wombat Rally, near Neriga via Braidwood, N.S.W. (again)
- 28-29 OCTOBER 1983 A.C.T. BMW M.C.C. Kosciusko Rally, dont miss this one!!!
- 5-6 Nov. Capital Rally, run by the A.C.T. MRA.

Note ; for more information contact Bob on 97 7507 after 2:00 P.M.
most days, or at the next club meeting./ run etc.

A funny thing happened on the way to the.....

The scene; waiting to cross a busy road at traffic lights,

An old motor cycle with an elderly rider approaches the lights as they turn red, and as he comes to a standstill, both rider and bike slowly keel over to one side, landing with a thud on the road.

Picking him self up, the rider looked decidedly embarrassed as he turned to a bystander and said, " I've been doing that ever since a took my sidecar off!"... (Bob & Ian please take note!)

P. LEWIS. (From another source.)

FOR SALE:

S.&W. Air fork caps and pump - \$50:00
also a complete new kick start set- suit /5 /6 /7 \$150:00 (New \$300.)
Contact Mark Coghlan 31 8059 (H) 45 2462 (W)

MINUTES OF JUNE MEETING

LOCATION: Austrian - Australian club.

OPENED: 8:00 pm.

ATTENDANCE: 14 Visitors; 4, Mark and Liz Coghlan, also
Clive Durham and Kim Mackenzie.

APOLOGIES: Geoff Witheridge and Bill Searl.

Correspondence: Entry forms for Drought Breaker Rally, Winter Rally,
MRA Capitol Rally, and the Queensland journal.

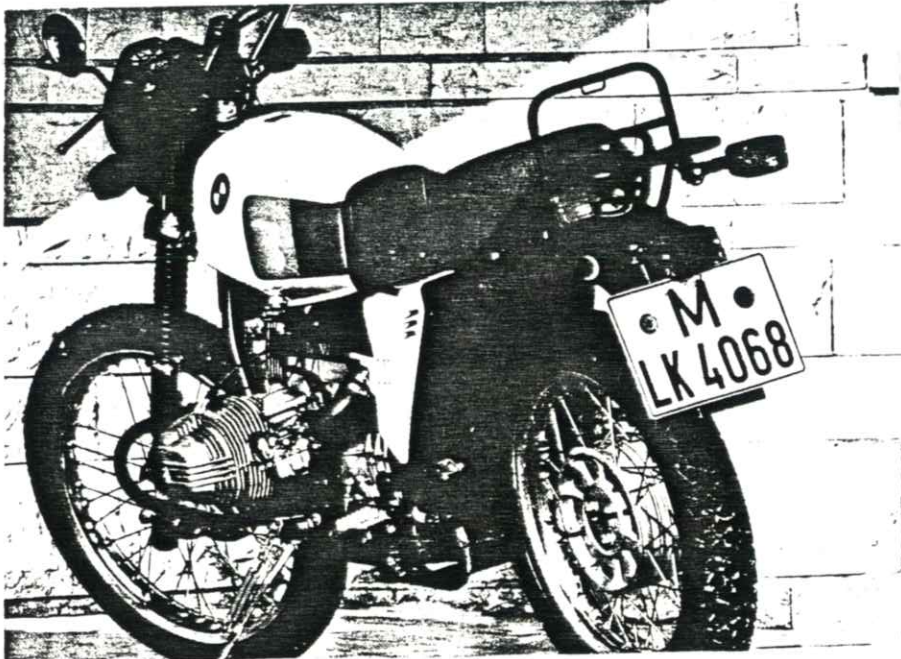
REPORTS/BUSINESS:.....

A decision to have another bowling night was made, and
the first thursday after the next meeting is the date.
The next run is on Sunday 26th. June. (Details elsewhere)
The next meeting is the 14th. July, at the same location.

Late news...; The Committee has ordered the new Rally badges for this
year's rally, in new colours, and the trophies have also
been selected, again, they will be different from last
years, apart from the club trophy.

The meeting closed with supper at 9:10pm.

BMW



Or those that missed seeing
this elsewhere - - - -

Here's the Four!

BMW K560

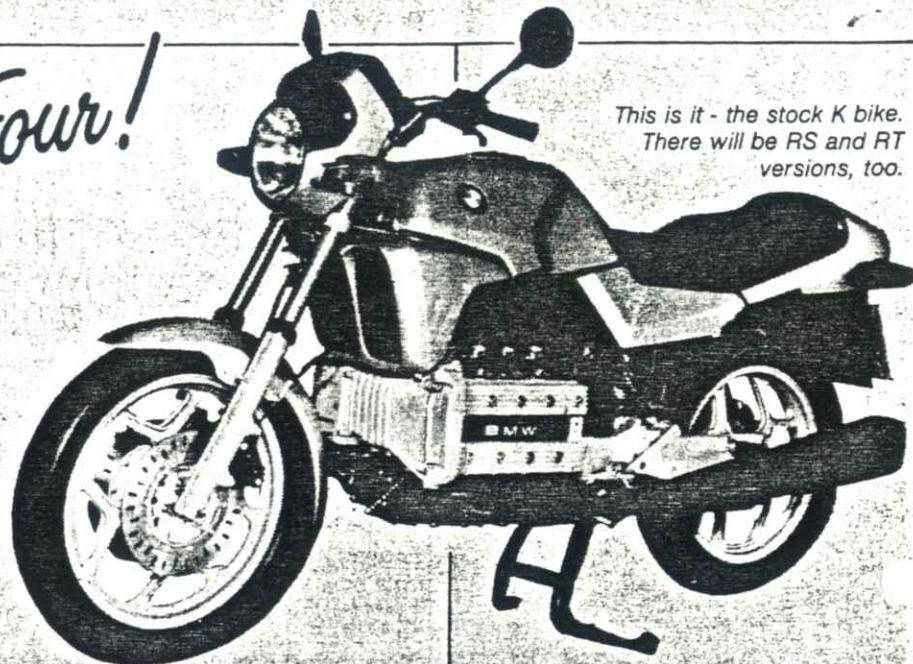
Finally! After all the hype and out-of-focus snapshots, here's the real thing. BMW's shot at the '80s and beyond.

SERIES PRODUCTION starts in the new Berlin factory in August, but a few advance models for testing and showing have already been built.

There's more than just the double-kidney shape of the radiator cowl to remind you of the company's cars on this bike. The in-line motor owes a great deal to the BMW four-wheelers, too.

The motor will not, however, see service in an economy car, as was initially planned. The bore of 67 mm has so little spare metal around it that boring out as much as possible will still yield less than 1100 cm³. Not enough for a car. Stroke of 70 mm gives the litre capacity.

Cylinders get two valves each and are fed by a Bosch Jetronic-L fuel injection, which in turn gets its pressure of 2.5 bar from an electric fuel pump. A chain drives twin overhead cams which actuate 35 mm inlet and 28 mm exhaust valves. Valves are adjusted by shims.



This is it - the stock K bike.
There will be RS and RT
versions, too.

The crankshaft runs in five bearings, and is linked by gears to a shaft running in the sump which connects to the clutch. The front end of this shaft drives the water pump.

At the back of the motor, the five-speed gearbox acts as mounting for the single-sided swingarm.

Brakes are still Brembos, but wheels are new and front forks are 40 mm units. Total weight of the standard model (pictured above) is 237 kg, higher than the target of 210 but still very light.

Power output is moderate, with 90 ps at 8000 rpm, which will help reliability but not performance. It remains to be seen how quick the bikes will be.

BMW decided against a number of innovations that were expected with these bikes. The integral braking system, linking front and back

brakes and actuating them with one lever, has gone. So has the electronic anti-lock device, and the car-based self tuning facility.

Never mind, it's early days yet. Maybe on the next model? Talking of next models, Munich has said that "anything from a Single to a Six is conceivable" using this design. A Triple is already under intensive development, and should be introduced in 1985.

Naturally, we are looking forward to riding the K series bikes - with more than the usual anticipation. Don't let the fact that this is a Four fool you - it couldn't be further from the standard Japanese transverse Four, and will offer quite a new experience in motorcycling. At a price, by the way - we have no idea of Australian prices yet, but the initial estimates of a 10% increase over the boxer Twins is certainly wildly optimistic. These bikes are going to cost you big money.

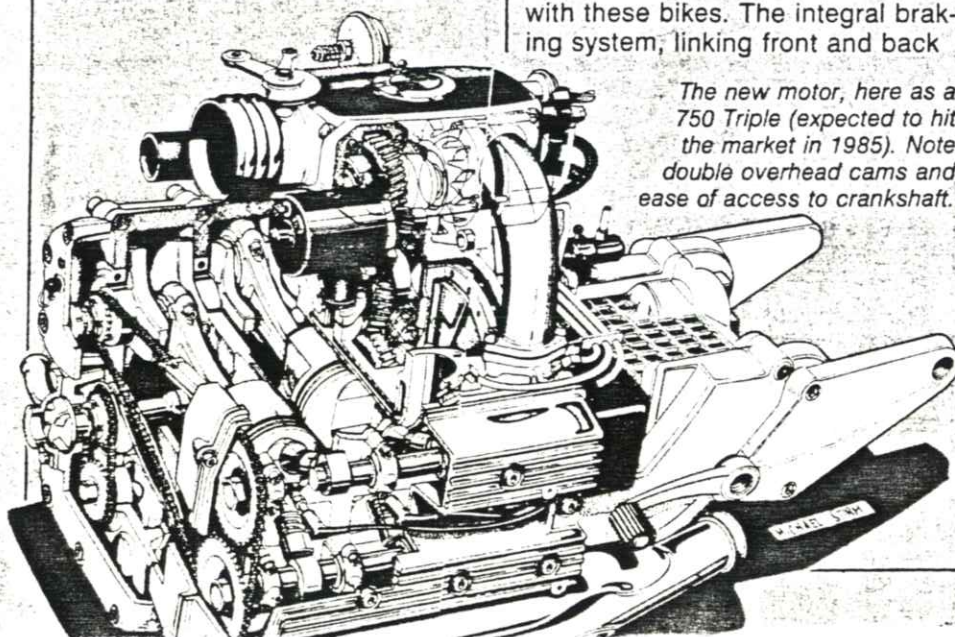
But will they go?

The above information comes from our own sources in Germany and from the amazing magazine *MOTORRAD*. Why "amazing"? Well, a couple of months ago they reported that the K bikes had problems with left hand cornering clearance. The sidestand scraped, it seemed.

Shock horror in Munich. How did those guys get hold of a K bike to ride? Whatever happened to security? Heads will roll!

MOTORRAD confessed that they'd only got a photo, but one that showed the sidestand badly scraped. Shock horror in Munich. Where did those guys get a photo from...

The new motor, here as a 750 Triple (expected to hit the market in 1985). Note double overhead cams and ease of access to crankshaft.



NOT A DROP - WELL ALMOST!

Thursday afternoon - ring the Bureau of Meteorology - weather for the weekend between Canberra and Kangaroo Valley - some sun, showers!!

Decision - OK I'll go. Anyway it's a long time since I camped in the rain so a little water won't hurt.

Problem - my 9 year old son Andrew wants to come and he has no wet weather gear. A quick trip around the Civic ski shops found me a reasonable priced pair of bib and brace quilted ski pants and a can of water-proofing.

Friday night I returned home from work all ready to waterproof Andrew's gear. Another problem - I had left the can of spray at work and I had no keys for the shop. Oh well, can't waste a good Friday night so I got stuck into packing the bike. This was to be my first rally with a pillion and I had to give some thought as to where to pack the extra gear. I had previously purchased a canvas duffle bag big enough to carry two sleeping bags and air beds. This was strapped across the back seat with home made ockie straps made from a cut down tyre tube and bent coat hangers. Very cheap and so far very effective. Unfortunately the load covered most of the pillion seat. I moved the pack as far back as I could and managed to make enough room for a small boy. Anyone any ideas for a carrier to fit an R90S?

Saturday morning and time to leave. There was no sign of rain but struck a little fog on the way into town. We arrived at the meeting point just before 9.30 and found no-one there. Just after 9.30 Bob Rumsey arrived but was not coming along until later in the morning. We waited until 9.45 then departed for Goulburn. After successfully negotiating two radar traps we pulled up in Goulburn for a hot drink.

A few minutes later we were on our way again, through Moss Vale and then on to Fitzroy Falls. The trip was uneventful except for about a kilometre of wet and slippery clay which saw me with both feet hanging out on the worst sections. After a short stop at the falls we covered the last 30 kilometres to the rally site.

The site was well situated along the river with plenty of grass and large trees for shelter. As expected all the spare rally badges had gone so I registered for two badges to be posted out. Andrew scored a model kit of a Suzuki 750 with outfit for attending his first rally. Shortly afterwards he scored an MRA badge from a drunken bum (but friendly) who was in disrepute from that organisation for passing 6 bikes, a cop and double yellow lines while under the influence. The tent was soon up and we got stuck into a much welcomed lunch of cold chicken.

After lunch it was time to walk around to see if there was anyone I knew and look at the bikes. Bob arrived a little later in the afternoon and we went in search for firewood. The wood was in short supply but we managed to get enough together for a small fire. To give credit to the rally organisers, firewood had been handed out to those early enough to receive it. After much difficulty with wet wood and no paper we finally managed to get something going. Anyone thought to carry a couple of firelighters in their touring kit? I gave up waiting for the fire and did my cooking by gas. Had a quiet evening and retired fairly early.

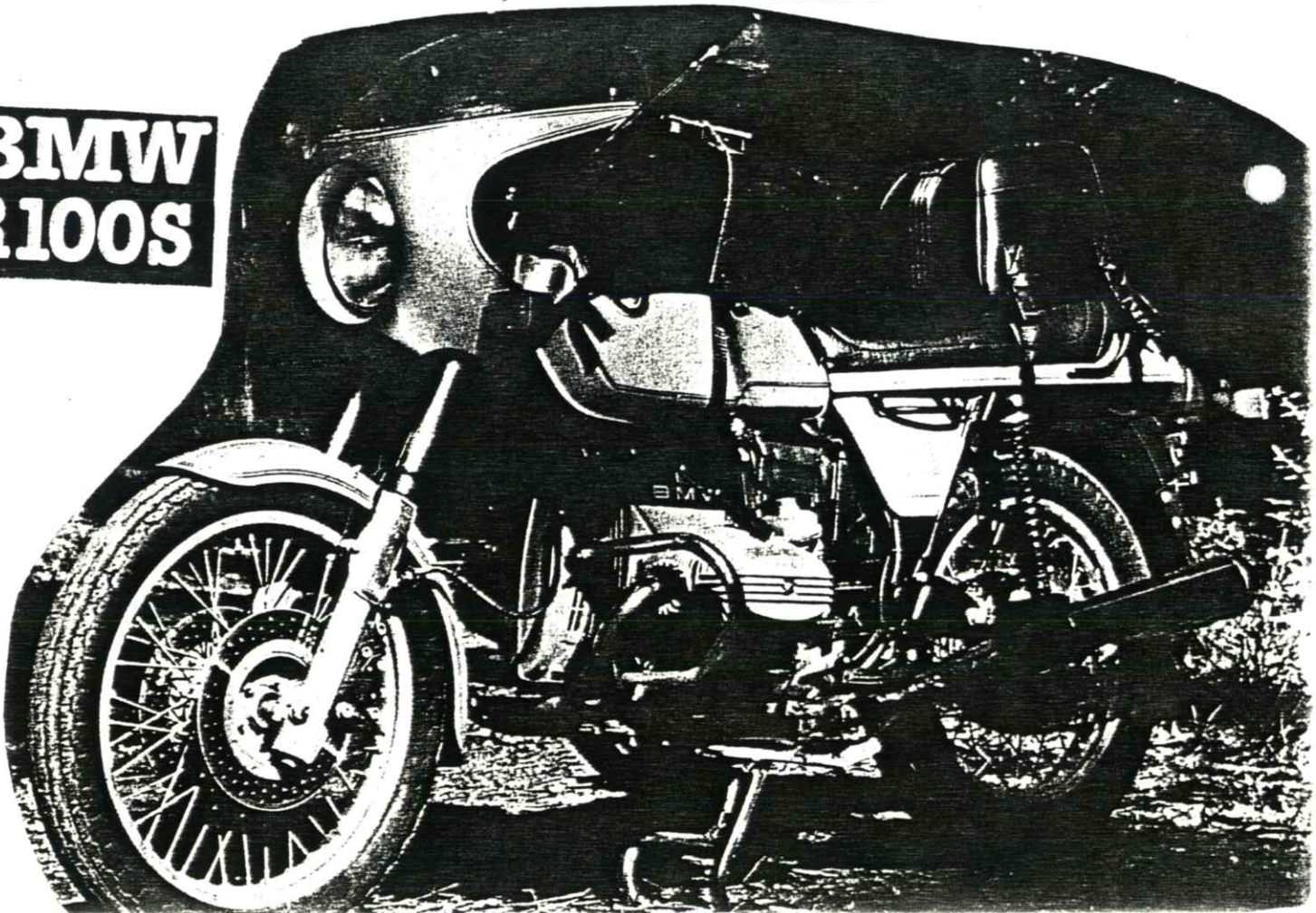
After breakfast it was time for another walk around the camp and watch a couple of sidecar owners do some two wheeling along the road. Soon it was time for the presentations and we all went along to watch. The rules for the smallest bike had to be changed slightly to the smallest registered bike. Someone had brought along a Pee Wee 50 strapped to the back of a side car and a young girl was riding it all around the camp. I managed to pick up two badges for Andrew and myself as several registered people had not attended.

Soon after the presentations we broke camp and made for home. As there was still no sign of rain we decided to come home the long way through Nowra and Batemans Bay. Shortly after reaching the coast the wind started to come up making things a little more difficult to hold the road. (Not a highly experienced tourer!) We stopped between Nowra and Batemans Bay for a sit down meal then on to an area of sand dunes. Here we made another stop and after nearly getting bogged in the sand we parked the bike and walked down to a completely deserted beach. Now the wind was even stronger and blowing great trails of spray from the crests of breaking waves. We stayed as long as we dared as I wished to get home before dark, so it was back on the trail again.

This time a 10-20 degree lean was required to keep a straight line in the cross winds. It felt a little strange to lean on the straight and negotiate left hand bends in an upright position. Just before Queanbeyan we hit the first rain of the weekend. First of all it was just a shower, then developed into a cold and steady fall as we came closer to Canberra. At just after 5.30 we pulled into the front gate and brought an interesting and enjoyable trip to an end. Andrew took the ride very well for his first trip but suffered a little leg cramp on the last stages. We are both looking forward to our next outing which I plan to be the Bike Australia Rally in July.

DON BURT

**BMW
R100S**



FRANK'S PIECE

This month's run will be a Mystery Run. Which means that nobody will know where they will be going until they get there. However, the Secretary will be giving out survival kits to help you all find your way around the Mystery Run and end up hopefully at the same place as everybody else where a Mystery Prize will be given to the person who is best able to answer some questions on the run.

The run will start from the Phillip Motor Registry at 10.00 am on Sunday, 26th June. Bring along a map, a pen and a note pad with you, and some cash to buy lunch, or something for a BBQ if the weather permits.

N.B.

If the weather is adverse (ie torrential downpours/thunder and lightning/snow and hail) the Secretary has the option to postpone to another date or make alternative arrangements. Contact him on 95 7349.

ALPINE RALLY 1983

After last year's disasterous wet Alpine Rally I wrote in this journal that if you can survive a trip like that, then almost anything else will be a pleasure. Well this year's trip certainly put that to the test.

Travelling on the newly sealed road past Uriarra Junction, it seemed that there were as many bikes going back to town as there were heading towards Brindabella. We thought that the recent wet weather must have turned the road into a mess similar to last year. As we started on the unsealed section of the road the muddy surface seemed to be easily negotiable, especially with the sidecar, but after a few kilometres we came to the reason for everyone turning back ... snow!

After negotiating the first few km. of four wheelers attempting to get stuck in the snow, pushing a number of them out of the way and waiting for the idiot in the Statesman with bald tyres to slide into a ditch, it was all plain sailing. Riding in the fairly fresh snow on three wheels is easy if slow and the weather was fine and cold (about 4^o) for the four hour, 40 km trip to Brindabella.

Conditions at the rally site were fine and dry for the 500 or so entrants who made it there by Sunday. Saturday night was quite but for a few displays of fireworks. No catering or organised entertainment was provided.

After a deep freeze overnight the return trip was much the same, maybe a little muddier but still about 20km of ice and snow. I didn't see any other members at the rally - must have all been turned back by the snow?

BOB RUMSEY & CHRISTINE

For those who own a Ducati (or know someone who does), Eurotune Motor Cycle Engineering in Queanbeyan have parts and accessories for a variety of models.

They also specialise in tuning, servicing and repairs for European motorcycles (they do Japanese models as well). For any reboring, crank rebuilding, bead blasting, performance modifications, electrical work etc. on your beloved two wheeled friend (if it's being good to you - or the RAT BIKE if it's not) see the boys at Eurotune if you live over Queanbeyan way (or phone them up if you don't). You can find them at 134B Crawford Street (opposite the swimming pool) or phone them on 97 7026 - tell them you read about them in the club's journal.

DROUGHT BREAKER RALLY '83

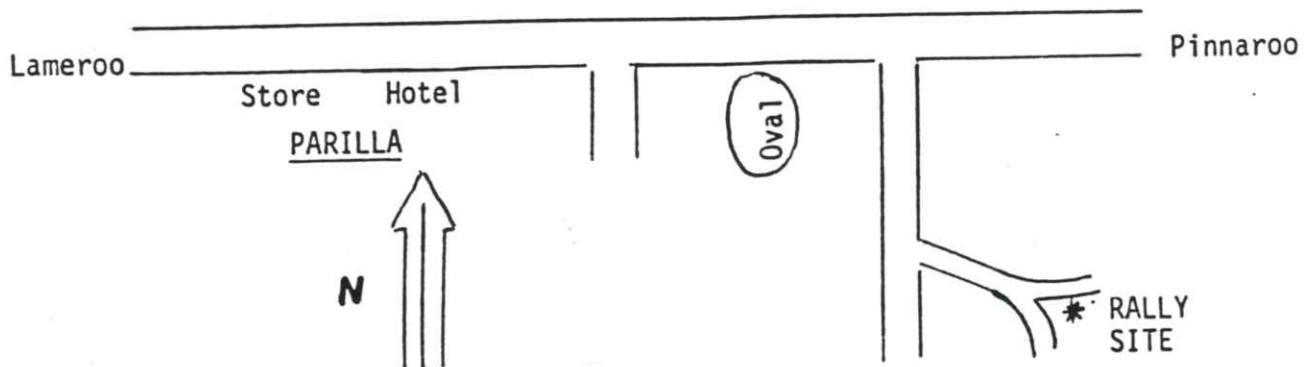
WHEN : 20th - 21st AUGUST

WHERE: Approx. 5kms from PARILLA, S.A. at the '82 Scrubby Springs Site.

COST : \$5.00

Send entries to:

Rally Organisers,
P.O. Box 283
NORTH ADELAIDE S.A. 5006



NAME :

ADDRESS :

PILLION :

CLUB :

BIKE :