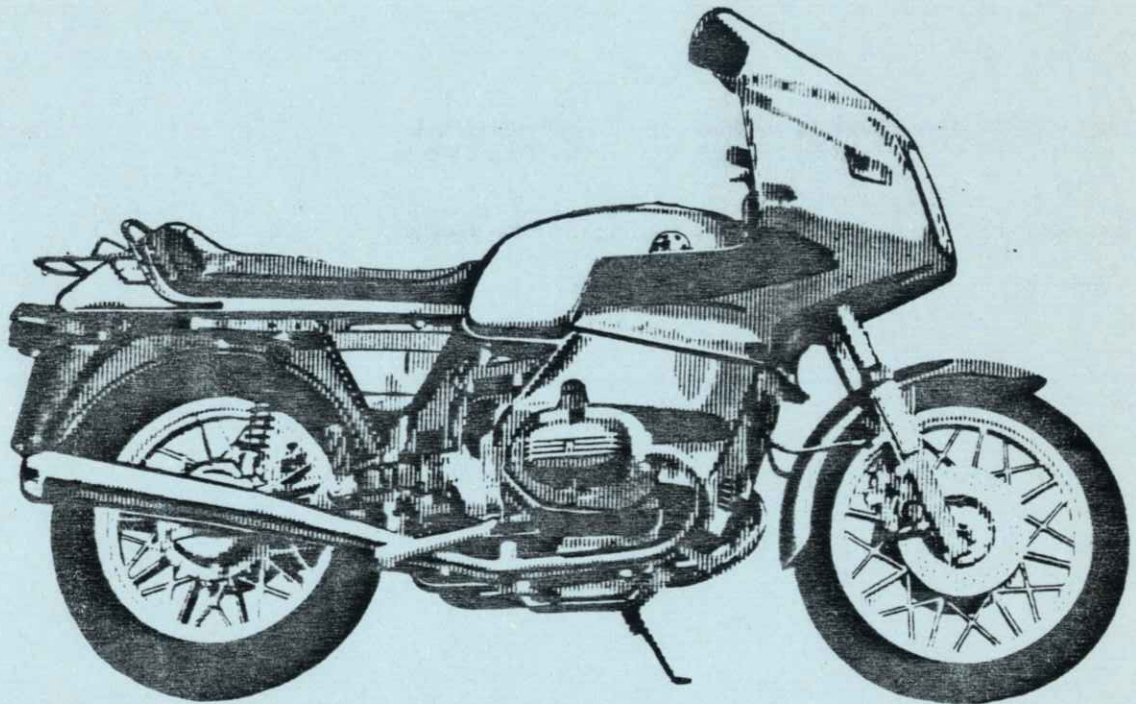


MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606

VOLUME 3 No 11

JANUARY 1984



COMMITTEE:

- PRESIDENT: CHRISTOPHER FULKER,
61 BOSWORTH CIRCUIT, KAMBAH ACT. Ph: 31 0114 (H)
46 9192 (W)
- SECRETARY: FRANK MILLWOOD,
89 CALEY CRES. NARRABUNDAH ACT. Ph: 95 7349 (H)
- TREASURER: MARK COGLAN,
64 FINCHAM CRES. WANNIASSA ACT. Ph: 31 8059 (H)
45 2462 (W)
- TOURING
SECRETARY: BOB RUMSEY,
3/22 BUNGENDORE RD. QUEANBEYAN. Ph: 97 7507 (H)
N.S.W. 73 3300 (W)

A (SHORT) NOTE FROM THE PREZ.....

As time and resources are running out, this will be less than our usual size journal, please forgive us if you expected another bumper issue like our November journal was.

With a new year upon us I hope we will all try to keep up the good work we did last year, we have many new members and the club seems to be running well, the rally this year will be even better if we can get everything organised early, and may be we can try some different club activities, (like the planned joint bar b. q. / games activity with the Four Owners club in February.)

Motor cycle accidents have been getting in the news again lately, Phil Castle from the Canberra Times wrote a piece that provoked a lot of response in his paper on the 4th. of January (P3.) He stated that after a friend died in an accident on the long weekend he now shared the view of some Police and Ambulance Officers, that is, He hates motorcycles. Even the Sunday night 2 O' radio talk back show discussed the subject for some time with several motorcyclist. Most of them thought that he, Phil Castle, was over playing the matter a bit.

Car, motorcyclist are involved in a number of accidents, some caused by lack of experience, or training, and most by careless car drivers not seeing a bike in time or not giving way when they should, etc. But how many accidents does Phil Castle see involving pedestrians, or drunk drivers, that don't get the write-up that he gave motorcycles? Those accidents also take the lives of someone's close friend, or family. I think we should all take more care on the road, not just when we are on our bikes, and encourage our friends to do likewise.

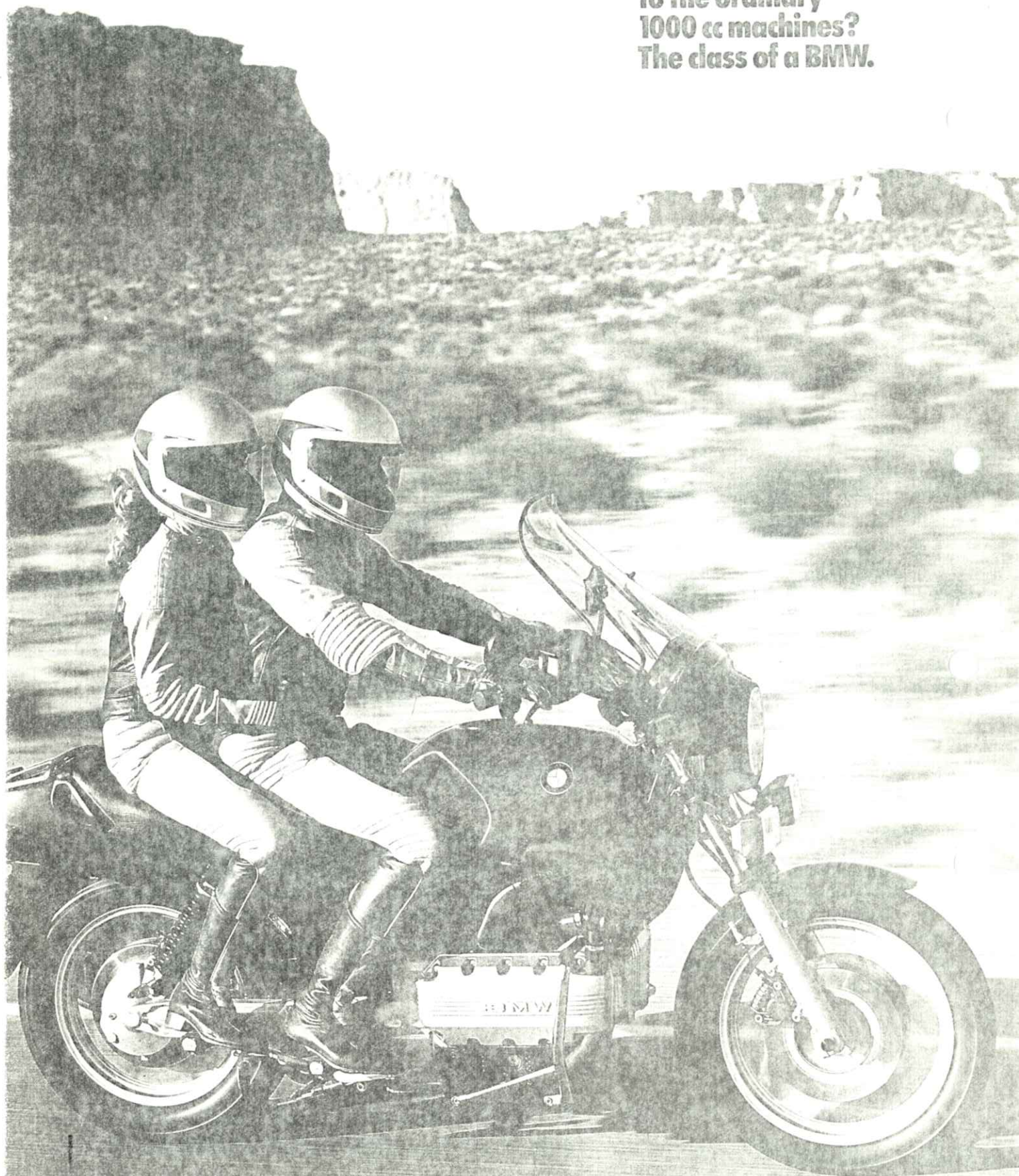
Next month (Feb.) will be this committees last for 83/84 club year, as March will be the A.G.M. and so it's time I suggested that members consider who they want to guide them for the coming year. I hope that some will consider being nominated for the positions when they are declared vacant. And that every one will try to make it to the meeting, to vote for the new committee, and to suggest ideas for the clubs activities for 1984.

TILL NEXT TIME THEN, RIDE SAFE,

CHRISTOPHER.

P.S. Please for give the odd mistake or two, I don't have the usual IBM Type writer with the instant correction facility, or the time to proof read and retype this page.....

**What is the alternative
to the ordinary
1000 cc machines?
The class of a BMW.**



K100 with optional extras: windshield, high-rise handlebars with short rear-view mirrors, auxiliary driving lights, engine guards, luggage rack, mudflaps.
Clothing: BMW "Sports" leather suit, gloves and boots, BMW system helmet.

MINUTES OF JANUARY GENERAL
MEETING

Date: Thursday 12th January 1984
Location: Austrian-Australian Club

Meeting opened at 8.20pm with 15 members and 1 visitor present and an apology from Brian Blemings. Guest speaker for the evening was Mike Cleivige, Canberra Gliding Club.

Correspondence: Four owners Motorcycle Club has invited us to a joint Club function of a run, volley ball and BBQ.

Club pullovers delivery expected early February.
Letter from Steve Harrison from Hobart (Tas) who is trying to organise a group to travel to Germany and purchase a new BMW K100 each (or any other new BMW motorcycle). (I'm waiting to hear more about this shortly-CAF. However as his letter arrived after our last Journal went to print, and he wanted replies by the end of January, we are unable to reprint his letter in full).

Also received was a phone call about a Canadian couple wishing to exchange machines for holiday-Canadians in Aust-Australians in Canada (not necessarily at the same time).

Business: General concensus that everyone appreciated the Christmas Dinner.

Some members (Bob & Christine, Chris & Anne) went to the Geehi Hut campsite at Kosciusko National Park to discuss with the Ranger best project our \$300 donation will be used for in the immediate Geehi area.

Proposal for printing Club sticker and future rally stickers. Nothing definite decided on design of Club sticker but cost estimated at \$200. Sample artwork to be made up for more accurate costing and members opinions on design.

Reminder about AGM and to consider nominations.

Revised membership list will be posted with next Journal. Club flag will be held at Chris Fulker's place for anyone who would like to take it to a rally or club event if Chris is not going.

Some further discussion about incorporating the Club. Role of public officer explained, some discussion about saving cost of incorporation by affiliating with say MRA. The legal position on this to be investigated. No vote to be sought until AGM and new committee. Will be some further discussion for/against at next meeting.

Unaudited financial status of Club reported by Treasurer. Meeting closed at 9.20pm with slides and talk by our guest speaker, Mike, from the Canberra Gliding Club.

*****NEXT RUN!*****

5 FEB to SOUTH COAST. Meet *8.00AM at PHILLIP MOTOR REGISTRY

#####SPORTS DAY!#####

25 FEB Join 4 owners outside Parliament House at 2.00PM for a run and some volley ball. BBQ at 5.30pm at EAST BASIN near RMC Duntroon area of Lake Burley.

On Sunday 1st January, the president and I met with the Kosci'sko National Park Ranger at Khancoban to discuss the donation, by the Club, of \$300 to be used for improvement or maintenance of the Geehi Hut site or nearby area.

As a result, a cheque has been forwarded to the Ranger, Steve Dek (BMW owner) will notify us of what the donation will be used for. If possible the club will have some recognition of its generosity posted at the site (ie. plaque on the wall, etc).

If any members are passing through Khancoban, call in at the Rangers office and say hello to Steve Dek, (about 30, with a beard) or Barry McKelvy (older, no beard), they can be most helpful if you are camping or travelling in the park.

The next club run will be on Sunday 5th Feb, to Bateman's Bay initially and then to be decided according to the weather. We meet at the Phillip Motor Registry at 8am on Sunday 5th. See you there Frank! (late arrivals may have to travel on their own).

On the long weekend, 28-30th Jan I will be going to the Australia Day Rally at Chichester State Forest (up past Newcastle). The rally is organised by the BMW Touring Club of NSW and was formerly the Koruah River Rally. Anyone who wants to come along can contact me, phone number on front page.

Bob Rumsey

Ellenborough Falls Rally, 3-4 March
Rodeo Grounds at Elands, near
Taree. No cars, \$5. Catering on site.

The Rally Organiser,
PO Box 5,
West Gosford 2250

Brigalow Bush Rally 3-4 March
Between Chinchilla and Dalby, Qld.
Drags, circuit racing, catering,
firewood etc. No louts! Entries \$4.5,
badges \$4.

Maranoa MRA,
PO Box 219,
Chinchilla 4413

Tas Rally, March 3-5 1984
This one will be at Holwell, not far
from the ferry terminal. \$8 for
badge/sticker.

MRA Tas Rally,
PO Box 114,
Invermay 7250

Gold Wing Rally, 10-11 March
Euston Caravan Park. \$3 (not inc.
camping fee). Family rally, as well as
for loners.

Goldwing Club of SA,
PO Box 235,
St Agnes 5097

LIST
OF
RALLIES
COURTESY
OF
'BIKE'
AUSTRALIA.

col.

Revs Bathurst Easter Rally, 20-23
April

Ben Chifley Dam, within easy reach of
the races. \$5 includes \$2 concession
voucher to races. Cars admitted.

The Rally Organiser,
PO Box 5,

West Gosford 2250

Retreat Rally, Easter 1984
South-west of Mackay, on the Peak-
Downs highway; that's in
Queensland. \$6 entry, a limited
number of badges at \$3. No glass,
bar and food on site.

Central Coast MTC,
PO Box 1275,

Mackay Qld

Croweater Rally, May 26-27

Croweater MTC,
PO Box 151,
Woodville 5011

BIKE Rally, July 28-29

Yes, folks, it's Genoa again! A lot
bigger, and we hope even better, than
the '83 effort. Ask anybody who went
— it wasn't bad . . . No limit on
numbers this year, \$5 gets you a
badge and a sticker. (\$6 at the rally.)

BIKE Rally,
PO Box 179,

Albert Park 3206

"HOLIDAY TRAVELS" by Bob Rumsey

After spending a couple of days at the coast with the Christmas crowd I decided to take my three wheels over to the Kosciusko Rally site and camp there for a few days, since I have never had time to have a proper look around the area.

Headed off down the south coast at 11am on an overcast Thursday, the Prince's Highway is pretty twisty when you're on an outfit but we made good progress at an average of over 80km/h. Before leaving home I had swapped the paper air filter with the K&N oiled mesh type from my other bike. After cleaning and oiling it made quite a difference, we could now pull a genuine 120km/h on the flat.

Arriving at Narooma for lunch and petrol (petrol was for the bike) I pulled up next to the brand new Jaguar XJ12 and said hello to the driver, he could only manage a grunt.

We carried on down the coast and turned off to Brown Mtn and Cooma, slipstreaming an ambulance from the turn off all the way to the top of the mountain. We pulled out to overtake once but only went backwards.

After stocking up the groceries at Cooma and buying petrol at Jindabyne, we arrived at Geehi around 6pm. Lots of people with their mobile cities camped there so I chose a spot next to the bridge, on the other side of the road.

A warm summer's evening at Geehi is an entomologist's delight. March flies that'll knock you over, mosies that'll suck you dry and all their creepy crawly mates. The trick is to leave your camp light at least ten feet outside the tent and let them attack that.

Next morning, my breakfast was interrupted by a woman on the other side of the river yelling out "Fire ban, put your fire out, etc". I looked around, it was a cloudy day, temperature about 15 degrees. I just waved and ignored her. I think she had a heart attack or yelled at her husband or something.

We went into Khancoban to say hello to Steve Dek (ranger), I asked about fire bans and he replied, " ah, that was you that woman was screaming at". News travels fast in the bush, a passing DMR worker had told him.

He asked me about the ratbag with the three dingoes chained up out there. It is illegal to keep dingoes as pets in N.S.W. and illegal to have pets in the park anyway. I told Steve about the camp with big sign on the roadside saying 'DUST' and about twenty huge riverstones all over the road to slow the passing traffic. A bloke had been in on the previous day wanting to sue someone about denting his sump at Geehi.

Its all action out there at holiday time.

I bought some ice and headed back to Geehi. Stopped to talk to a bloke on a Honda 90 stepthru who had ridden all the way from Adelaide with a mountain of gear. He was heading for Canberra, Sydney, Brisbane and back to Adelaide, very ambitious but I guess if he'd made it this far then why not?

Anyway, he wasn't aware that the Alpine Way ahead was unsealed so I enlightened him as to the other route over the mountains via Cabramurra. He set off in that direction at a spritely 50km/h or so. Good luck to him.

Back at Geehi, we checked out another campsite about 2km up river, not bad but you have to fight your way through the blackberries to get there.

Next day we went out along the Geehi Walls fire trail about 10km north to the Youth Hostel Hut. This is a spectacular trip and takes about 30min each way. There is a very nice camping area at the hut and also at Bogong Ck about 5km further on. The track would be pretty well impassable in the wet though. I also had a look at the old Geehi Hostel site, where I once stayed on a school trip in 1966, its now about ten feet deep in blackberries.

That afternoon Christine and her father arrived as well as Chris and Anne Fulker. Some of us walked over to Keebles Hut and back (the hut on the other side of the river from Geehi Hut), unfortunately there is no usable road across there.

We all had a good time around the campfire that night although it began to rain at about midnight.

In the morning, after an inch of rain, I shifted the fire over to underneath the bridge where we had breakfast and generally hung around until the rain slowed up enough to pack up tents.

We all headed back through Khancoban and Cabramurra (it didn't rain at all), stopped in Cooma for dinner and travelled back after dark in heavy drizzle.

1

FOR SALE : One large two piece Garbro suit, \$ 75:00.

Phone Peter Robleski, B.H. 83 2346 or A.H. 824317.

Clark Motorcycle Accessories have opened a new shop in Braddon, at 23 Lonsdale St. and have offered to give our club members a discount on goods bought there, on presentation of our club membership card. Items available will include: Shoei Boots, Tourmate Gear, Shoei Fairings, Sidi Boots, various brands of gloves and many other items. So if you have tried Doug Bryants first, and if they can't get something for you, then give Peter Clark a try. His Phone no. is 48 6403, and he is open to 4:00 p.m. on Saturdays.



In 1966, while riding my 350 Triumph to a rally in France, I was waiting on the dock in England when another woman on a Honda asked me if I would like to join The Women's International Motorcycle Association. I had never heard of it and was used to riding around 'with the boys' since I was one of the few women in my local motorcycle club. Maureen Willis, then the English Captain of W.I.M.A. then explained.

W.I.M.A. was founded in 1950 by an American woman, Louise Scherbyn. In 1934 Louise had been taught to ride her Indian by her husband and, long after he had given up motorcycling she was still riding all over the States and Canada, much of which was still dirt road in those days. There was a ladies club (and still is) called the Motor Maids but this was only in America and Louise was more interested in a world wide organisation. Thus she started W.I.M.A. which now has thousands of members in many countries, even behind the Iron Curtain, but unfortunately no official representatives in Australia.

Throughout my world travels by motorcycle I have met many other women motorcyclists from all ages and walks of life and have always enjoyed their company and ideas. When I travelled through Africa in 1974 I met South African and Rhodesian members of W.I.M.A.. Before that, while living in England I met many English and Continental members and this past year (1983) when visiting the United States I was able at long last to meet the remarkable Louise (now in her late 70's) and she not only helped me find a bike to purchase for my trip but gave me W.I.M.A. contacts all over the United States which made my trip trouble free and very, very interesting. In each country there is a Captain and in larger countries or more populated ones there are captains of different States or areas. These officers serve as a central point to keep the other girls aware of membership and to arrange rallies or other social events in those areas.

I have attended several W.I.M.A. rallies and meetings in different countries and in every case have been made most welcome and felt very much at home. W.I.M.A. rallies are not 'Women Only' affairs. Husbands, boyfriends and others attend and join in the arranged events. Many of the girls are married or attached and involved in other clubs and areas of motorcycling. You do not have to even ride

your own bike to be a member. W.I.M.A. is for women who are interested in motorcycling in any form and who want to support the sport of motorcycling amongst women, whether it be riding or pillion or sidecar passengering. This applies in any area; touring, competition, or just riding a moped to work. In most other countries members receive a quarterly newsletter which keeps them aware of their area captains, new members, overseas information, events and ideas plus any articles or reports written by members. This of course enables girls to get to know one another and visit people in other states or countries. Having seen how strong W.I.M.A. is overseas and benefited so much from the organisation myself I feel really ashamed that Australia has no Official W.I.M.A. Division. There used to be a Captain in New Zealand for the Australasian section but there has been no information available for some time. Therefore I should like to offer to start off the Australian Division and would like to hear from girls who are interested, both those women who have been members overseas and others who like the idea of belonging to this world wide club. Until I get an idea of the number of interested ladies involved it is difficult to ascertain the finances but I suggest that a membership fee would be approx. \$10 per annum to cover the cost of a newsletter and postage. Badges and stickers could be made available and we would have to appoint Captains in each State who could collect information and organise things in those areas. I have W.I.M.A. Newsletters from England, South Africa and America for guidelines to club events and ideas but Australia is another individual country and will have some different needs.

I want to know if other Australian women who ride bikes are as keen as I am to get this club flourishing here so that we can offer the hospitality to one another and overseas visitors that I have been so grateful to receive from other Divisions.

Now Australia is on the map worldwide in so many other areas lets get ourselves together in this respect.

If you are interested in joining and have suggestions on how our Aussie Division should function please write to me enclosing a stamped addressed envelope and I will be happy to answer. Also if you are passing through from interstate please call in, I'd love to meet you. Local girls call in or phone

Linda Bootheirstone (alias Rick)

7, Bennett St,

Stepney

South Australia 5069

phone (08) 425670