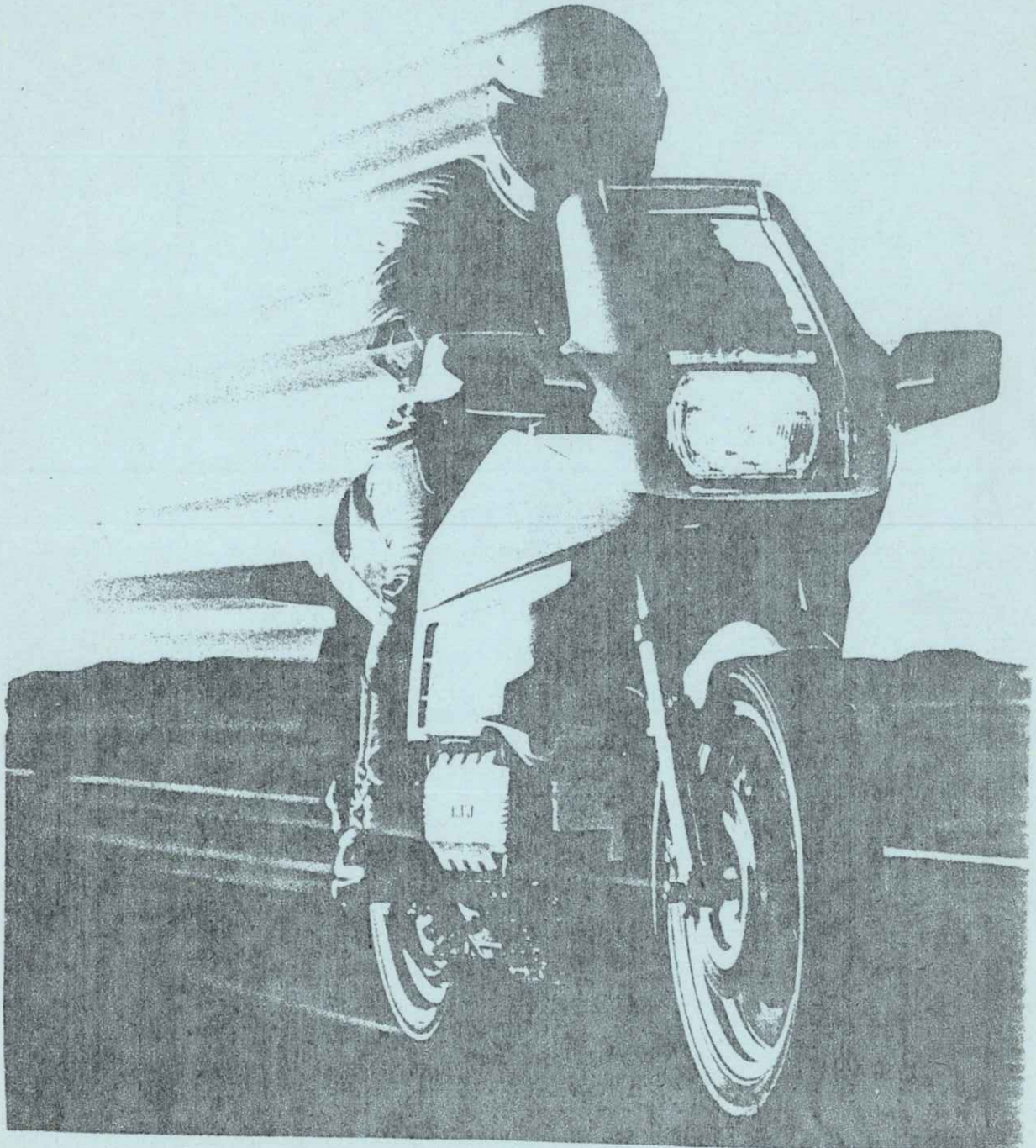


MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606



COMMITTEE ACT BMW MCC :

PRESIDENT:- CHRISTOPHER FULKER,
61 BOSWORTH CIRCUIT, KAMBAH. ACT. Ph: 31 0114 (H)
SECRETARY: MARK [REDACTED]

TREASURER: URSULA STROTMANN,
22 DUNCAN STREET, TORRENS. ACT. Ph: 86 4057 (H)

TOURING
SECRETARY: BOB RUMSEY,
3/22 BUNGENDORE RD. QUEANBEYAN. Ph: 97 7507 (H)
N.S.W.

MEETINGS:-

General, Every 2nd. Thursday of the month at 7:45 pm
at the AUSTRIAN / AUSTRALIAN Club MAWSON. ACT.
(Opposite the Southlands Shopping Centre.) Unless
advertised differently. (A.G.M. MARCH.)
Monthly Runs, On the first weekend of the month,
Saturday or Sunday, as decided at the previous
monthly meeting, Usually meeting at Doug Bryants
Motorcycles shop at Weston, ACT. Unless otherwise
arranged.
Rally. At Kosciusko National Park, in October.

KERRY'S KORNER

BY KERRY GIVERS



A NOTE FROM THE PREZ.

Well I am back as the Prez for another year, which either means that I have been doing a good job, or, no one else wanted to take it on instead. What ever, I will try to keep up the standard set by the previous prez.....

Also I would like to thank the other new members of the Committee for taking on the tasks as they have, especially Ursula, as both Mark and Bob have had some experience, and at least know what they have let themselves in for..... We all look to help from other members during the year as and when needed, to assist where you can.

The year ahead will see some changes, and some more of the same from last year, i.e. our usual social activities, Barbeques, film or slide nights, some more guest speakers, perhaps on topics like survival techniques if you get lost in the bush, more on First Aid, and any other subjects we think will be of help to the members.

I would like to see a theatre party organised, say to one of the local movies, (When will some one make a film about BMWs?) so if any one cares to plan this sort of activity, let us know and we will put it on the Club calender of events.

While I think of it, how about some more stories, from the other members, for inclusion in the Journal. Several folk let their hair down and wrote some tales for us of their trips to rallies, touring holidays to Queensland, sports events, (Bowling nights) and also an occasional helpful hint. (All of these items earned them extra points in the Club person OTY contest, to encourage more articles perhaps we should increase the points for items submitted ?)

How about a new page for newsy items ? some-thing like this:-
BIRTHS:- ON FRIDAY 9Th. MARCH. BABY (?) DAUGHTER, FOR MARK AND ELIZABETH COGLAN. BORN 10:42 AM (very considerate time)
WEIGHT:- 7lbs 11 oz. (or for you who are up on the new system, 3 505 gms.) LENGTH : 49.5 cms.(should that be Height ?) NAME:- JACQUI ALICIA (Romantic way to say ALICE....) BOTH MOTHER AND DAUGHTER DOING WELL.
PUBLIC INSPECTION INVITED AT NEXT GENERAL MEETING.
Congratulations from all in the Club.

You would think that Mark being elected as the Club Secretary would have been enough excitement for a day or two, wouldn't you?

We have not had any reports on the Club run to the Cooma Gliding Clubs field for a days gliding, so I will give you a brief summary, 8 members (5 bikes 1 van.) were wating for Anne and I to arrive a little after 10am. the weather was good and Mark and Liz waived us off after the usual last minute refueling had been done. the ride up was ok with Bob Rumsey having to make a short stop to fix a small problem. (No it was not one of the kids..) On arrival at the 'field we found the take off point and waited our turns for a joy flight, as Werner and Ursula wanted to go on to Angler's Reach they went first, (Well, Ursula changed her mind at the last minute and didn't fly,) Bob wanted to do some work on his outfit (the tank developed a leak) and after a short stay headed back, stoping for lunch along the way. The rest of us had some lunch while we waited to go up, and Doug and Helen Bryant arrived about this time.

Cont.

Gliding, cont.

The sun was setting as Doug landed, being the last passenger for the day, we helped put the Gliders away in the hanger on the other side of the field, and made our way home. This was a good days outing and some thing diferent for most. (Brian Blemings had done some gliding in the ' Old' Country, and Doug had been ' up' before, I had flown at the Gliding Club at Benalla some time ago and I think that was all the experienced people.) If you missed this trip and would like to try gliding for yourself, then we may arrange another day later in the year.

Also on the subject of trips, Bob and I went to the Sydney Motor Cycle Exhibition in February and had a look around the many displays, the BMW stand was one of the best presented and they proudly displayed the TWO WHEELS, BIKE OF THE YEAR, FOR 1983. Their new K100.

Congratulations to BMW for the fine acheivment, I am sure that the Motor Cycle Division at BMW in Melbourne did a little celebrating on the weekend it was announced.

On the way home we stopped to assist a lady who had rolled her car just ahead of us, and we were glad that no one was seriously injured in the accident. We arrived home in time to join with several others in a barbeque with the Four Owners at the East Basin picnic area, and take part in a long game of Volley Ball. As the teams were made up of members from both clubs, and each team won a game when we eventually started to score the points, every one went home a winner.

The Four Owners have asked us to share in more activities and I am sure those that were there will agree that it would be a good idea.

Well, that is about all for the moment, glad you read this far, (YOU DID READ THIS FAR, DIDN'T YOU?)

My thanks once again for the confidence shown in having me as Prez for another year, I hope that myself and the others on the new Committee will continue to lead by example, (rather than by the whip.) and that the Club will continue to meet the needs of the members, as it is able. However I'll pinch some words from the late JFK.

"DONT ASK WHAT THE CLUB WILL DO FOR YOU, ASK WHAT YOU CAN DO FOR THE CLUB."

Till next time, Ride Safe.

PS Anne and I will be away in Tasmania for a few weeks, and Mark will be holding the fort, From 1 April to 26 april. So if you need to speak to some one on club matters he is the one to see.

CHRISTOPHER.

Meeting opened at 8.30 p.m. at Austrian-Australian Club Mawson with 26 members present and one intending member.

Apologies were given by Brian Blemings, Peter Oliver, Peter Robleski Stuart and Hilda Sunderland and Tony Wurzer (arriving late). There were no visitors.

CORRESPONDENCE

- . Received : BMW Australia press release on success of BMW sales and release of K100RS
- . Rally forms for the Cane Toad Rally, Rough Road Rally, and Coyote Rally
- . Letter from C.D. Ducati Club about Penrite Oil
- . BM Club Journals from W.A., Qld., NSW, Vic
- . Outgoing - NIL

BUSINESS

- . NEXT RUN - Sunday 8 April to Yarrangobilly Caves near Kiandra (see coming events section of this journal) and bring swimmers for hot pool there
- . REPORTS - Chris Fulker thanked the outgoing Committee for their work and the special assistance given by various members for Rally and other functions past 12 months
 - Treasurer presented the Statement of Income and Expenditure for Club Year 3-3-83 to 8-3-84 (see last page of journal)
- . The first Club person of the Year Award was presented to Chris Fulker who accumulated some 153 points. He received a nice BMW mug. Because the score was hotly contested with $\frac{1}{2}$ point deciding the winner, Bob Rumsey was presented with a similar BMW mug as a personal trophy
- . After the awards Mark Coghlan suggested a perpetual trophy be considered for the Club person of the Year
- . Elections were held by Mike Houston chairing the proceedings and Peter Hempel assisting
- . Results were : Chris Fulker re-elected uncontested as President
Mark Coghlan elected un-contested as General Secretary
Bob Rumsey re-elected un-contested as Touring Secretary
Ursula Strotman elected with a reasonable contest as Treasurer

- . Business was then carried on by canvassing suggestions for Club sticker design
- . A sub-committee be formed at next meeting to study benefits of Incorporation of Club
- . Pullovers (Wooly Pullys) still not ready - but due for delivery this month
- . Frank Millwood was appointed as Librarian
- . Jeanette Hahn is present custodian of Club vizual (photographic) record collection and reports healthy progress of project and requested additional photos for inclusion

Next Meeting to be held at same location on 12 April and some thought plus action required to solve recently experienced difficulties of our room being unavailable.

Frank/Mark.

MEETING CLOSED WITH SUPPER AT 9.45 P.M.



BMW
Classic Edition

Fans of BMW's long-running 1000 cm³ twin-cylinder series have a chance to buy one of these limited edition R100RS 'Classic Serie' models. The Classic Serie, which consists of just 500 specially painted bikes, is intended to mark the end of the one litre twins, which are being replaced by the four-cylinder K100 series. Each of the Limited Edition bikes, of which 20 will be available in Australia, will boast a special twin colour paint job, a set of BMW touring panniers and a pair of Classic Serie 500 plates fixed to the fairing. And the price? Recommended retail is \$6950 plus on-road costs.

COMING EVENTS, CLUB RUN ETC.....

- MARCH 31- Rough Road Rally, Wadbillga, near Nimmitabel,
 APRIL 1 a pretty unusual rally, see entry form.
New Tech Coastal Rally, The Ruins camping area,
 8km sth. of Forster, N.S.W. \$6:00
- April 8 * Club Run to Yarrongabilly Caves near Kiandra.
 Meet 8am Sunday at Weston.
- April 14- Winter Rally, Shoalhaven River, 15km west of
 15 Nerriga, N.S.W. \$5:00
- April 20- Bathurst Easter Rally at Ben Chifley Dam near
 23 Bathurst, Organised by Revs and others as an
 alternate to camping at the Mount. Includes
 special Race entry tickets etc. See Revs for
 full details.
Retreat Rally, near Mackay, Qld.
Cane Toad Rally, also near Mackay, Run by the
 Qld BMW club. \$6:00
- April 20- Bi-ennial BMW Rally, near Clunes, at Charlies
 25 Steam House. Run by Vic. BMW Club. \$5:00
- May 18-20 Flying Doctor Rally, Pichi Richi pass, 11 km
 south east of Quorn, S.A. \$6:00. Proceeds to
 the Royal Flying Doctor Service.
- May 26-27 Croweater Rally, somewhere in S.A. (more details
 when available.)
- June 9-11 Alpine Rally, in the Brindabella Ranges, as usual,
 (Snow again this year ???) at *Brindabella*.
60th Aniv. of first Australian T.T. Rally, near
 Bungonia, N.S.W.
Saphire Rally, near Warialda, north of Tamworth,
 N.S.W.
- June 23-24 Ice Rally, near Omeo, Vic.
- July 28-29 Bike Rally, at Genoa, N.S.W. See *Bike Australia*
 Mag. for full details of entry etc.
- October. Kosciusko Rally. (ACT BMW MCC.)

**** The Club Run for April is to the Yarrongabilly Caves, near
 Kiandra. Distance via Cooma and Adaminaby is about 200km.

We meet at Doug Bryants, Weston, at 8am on Sunday the 8th
 of April. (bring some swimming gear to take a dip in the hot
 springs)

For more details or for ideas on Club Runs, contact the
 Touring Secretary, Bob Rumsey, on 97 7057.



First aid

Let us consider the victim of a serious accident — it could be anyone. God forbid, even you.

The casualty is sprawled on the road, motionless and obviously unconscious. You have to ensure that he or she is able to breathe. Before you do anything else turn the injured person into a semi-prone position — half on the side and half on the front, with the head turned to one side. If possible, use the arm on the higher side as a support for the head. Bend it at the elbow to form a crook.

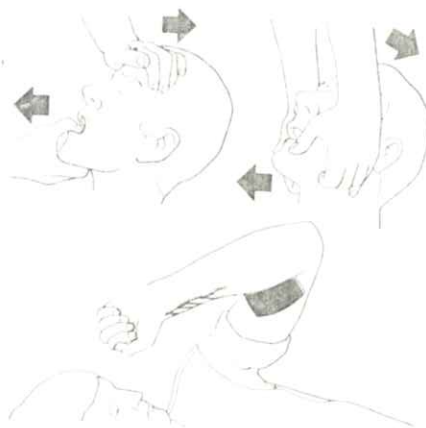
Unless there are obvious limb injuries, draw up the leg on the same side, bending it at the knee. Leave the other arm lying straight and in line with the body. Clear the mouth and ensure that the air passages are clear.

As long as he is breathing properly, NEVER attempt to remove a crash helmet from an injured motorcyclist. Remove goggles or visor only. The crash helmet might be acting as a useful 'splint' for a broken skull.

The first step in first aid is the most important. The casualty may have internal or other injuries but if breathing is not restored or maintained you will soon have a dead body to deal with. Every second counts, so do not hesitate or wait to ask for the opinions of others before you act.

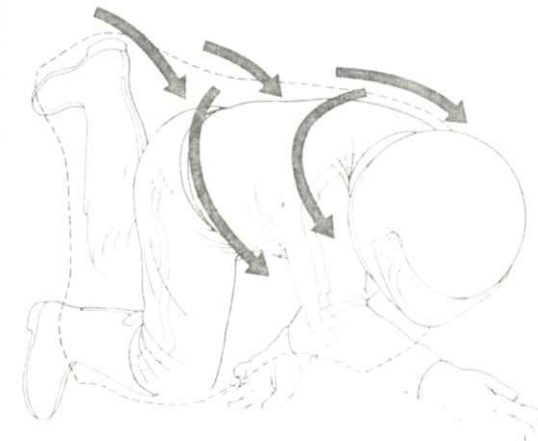
Make the injured person as comfortable as possible. Shock sets in quickly so keep the casualty warm. Insulation under the body is as important as cover over the top. Loss of body heat accelerates the onset of shock and other problems. If the arrival of emergency services is likely to be delayed, find a blanket, coat, plastic cover, or something to roll up and lay alongside the body of the casualty.

When turning over an unconscious body you might compound any internal or spinal damage, so to prevent movement in the trunk, use about three pairs of hands to support the underside of the body evenly. Lift together, taking



To inhibit severe bleeding, apply pressure to the wound. Blood from a deep cut in the forearm or hand can be stemmed without assistance by flexing your elbow against a pad.

If breathing has stopped or is obstructed, carefully remove the helmet. Turn the head to one side if there is fluid in the mouth. Tilt the head back to open the throat; push the jaw forward to pull the tongue clear of the windpipe.



If the casualty is bent at shoulder and elbow, the leg bent at hip and knee. The lower arm and leg are stretched out behind. Do not raise the head with a supporting pillow.

your cue from one person chosen as the leader, just enough for the 'blanket' to be unrolled under the body. Lower together carefully.

Even though the injured person may seem to be unconscious, calm words of comfort and encouragement will be of great benefit. To be in a state of helplessness while still aware of events is a most frightening experience. If the casualty's limbs will not respond and he can perceive little, a voice which seems to be concerned about him might lessen the feelings of anxiety and alienation.

If the injured person is able to communicate, be guided by him or her on how to place limbs in the most comfortable position. If the casualty says that your tightly secured splints, copied from some text book, are causing extreme discomfort, remove them and arrange the limbs so as to minimize the pain.

Do not rely on hearsay advice or books read some time ago. First aid is

constantly being updated as medical knowledge increases.

The sight of heavy bleeding can cause panic and over-reaction in the victim. Do the best you can to prevent or reduce the flow with some firm pressure, preferably by tying a clean scarf or handkerchief around the wound. If the problem is more serious, grasp the wound with your hand and hold on. Again, we are talking of *first aid*; it is no good keeping a deep wound clean while the casualty bleeds to death. Blood is warmth, blood is oxygen supply — blood is *life*.

Remember that these first steps at the scene of an accident are the most critical. Do not stand back in terror, even if you have no medical training. The casualty needs your immediate help more than any later expert attention. Get stuck in and use your logic and commonsense.

Learn some first aid. Perhaps one day you will be injured and will have to instruct a panic-stricken helper how to save your life.

Profuse bleeding can be stopped by applying pressure to various points. The pressure must be applied continuously to the point nearest the wound, and between it and the heart. Bleeding should slow down immediately, but it will take at least 10 minutes

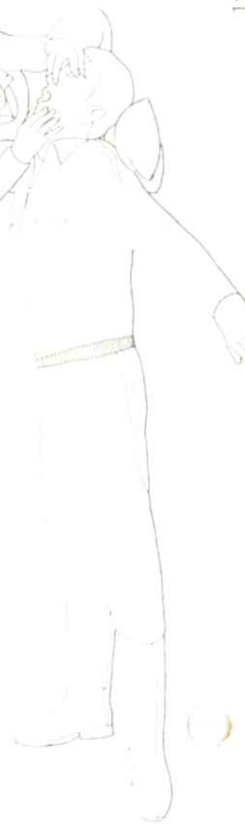
for a clot to form and stem the bleeding. If the blood is pulsing an artery has been severed. The traditional tourniquet method has lost favour recently because it is easy to forget it is on tight — pressure must be relieved regularly.



Bleeding from a cut in the palm of the hand can be stemmed by gripping tight on a piece of clean cotton.



The standard method of artificial respiration is now the 'kiss of life'. The neck must be supported and the head tilted back. Clean the mouth and hold it open. With the casualty's nostrils held shut, clamp your mouth over his and breathe out into his lungs. Lift your head, breathe in, and repeat. Natural pressure on the chest aids the clearing of the lungs.



TOURING (OR WHAT TO TAKE IN YOUR TOOL-KIT, IN THE OUTBACK.)

By Bob Rumsey.

After helping out with the usual number of roadside breakdowns this summer I have been asked to supply members with the secret of success, the contents of my toolkit.

I usually find that what stops most people from effecting roadside repairs is the lack of a particular tool or small, vital part.

The following tools all fit in my standard BMW tool roll. From left to right, and divided into compartments, they are;

(NOTE: All sizes are in mm, " Box spanner refers to a six sided, flat ring spanner. * denotes standard BMW toolkit parts.)

- 1) 19-22 mm box spanner
19-22 mm open end *
- 27-37 Box spanner *
- 'c' spanner, fork cap tool *
- 2) wire hook
points file
full set of feeler guages
small screwdriver *
- 3) 14-17 mm open end
5" vice grips
8-9 mm open end
- 4) 13-17 mm open end *
- 6" multigrips
10-12 mm open ned
- 5) screwdriver with double ended blade *
- 21-22 mm tube spanner *
- 6) 2 x BMW tyre levers *
- 7) 8-10 mm open end *
- Allen keys; 4,5,6,8,mm *
- 8) Ring/open end spanners; 7,10,11,12,13,14,mm.

Also in the underseat toolbox are:

A quality 8" shifter, 5/16 whitworth ring/open end, small round and triangular files in plastic case, 2 x 10" tyre levers, 13 way pen knife, (Swiss Army type or similar, the cheap variety, as it will get knocked around a bit in the toolkit, you can also carry a genuine Swiss Army knife in your pocket or tank bag etc.)

Puncture kit with spare valves and valve caps, tyre pressure guage, tube of sealant (Silastic, Hylomar etc.) set of points, (used) :- not 'Club person of the Year' points, but the type to give the plugs some spark, if your model is not fitted with electronic ignition at, or after leaving, the factory.

2 spark plugs, (also used.) Sidestand spring and centrestand spring, 12" of fuel line, Electrical wire, mild steel wire, small screw-top aluminium can full of metric nuts, bolts, screws, washers etc. Piece of towelling, 1ft. x 2ft. as padding in the bottom of the toolbox (also to wipe hands on etc.) Small pack of Epoxy putty, for patching up fuel tank, rocker covers, sump etc.

Believe it or not, all this will fit in the under seat toolbox if you pack it carefully. Some seats have a small plastic compartment for the owners manual, (you know Manual, the Spanish bloke, Manual Labour.....) where were we,,, oh yes, under the seat in the small compartment. Drill out the rivets and remove it to allow more space

in the tool compartment. The owner's manual will get pretty knocked about in there anyway.

A doubled up piece of rag on top of the tools will protect the underside of the seat. Check that the rubber dust seal on the top of the toolbox fits properly and that your seat sits on the sub-frame and not on the tools.

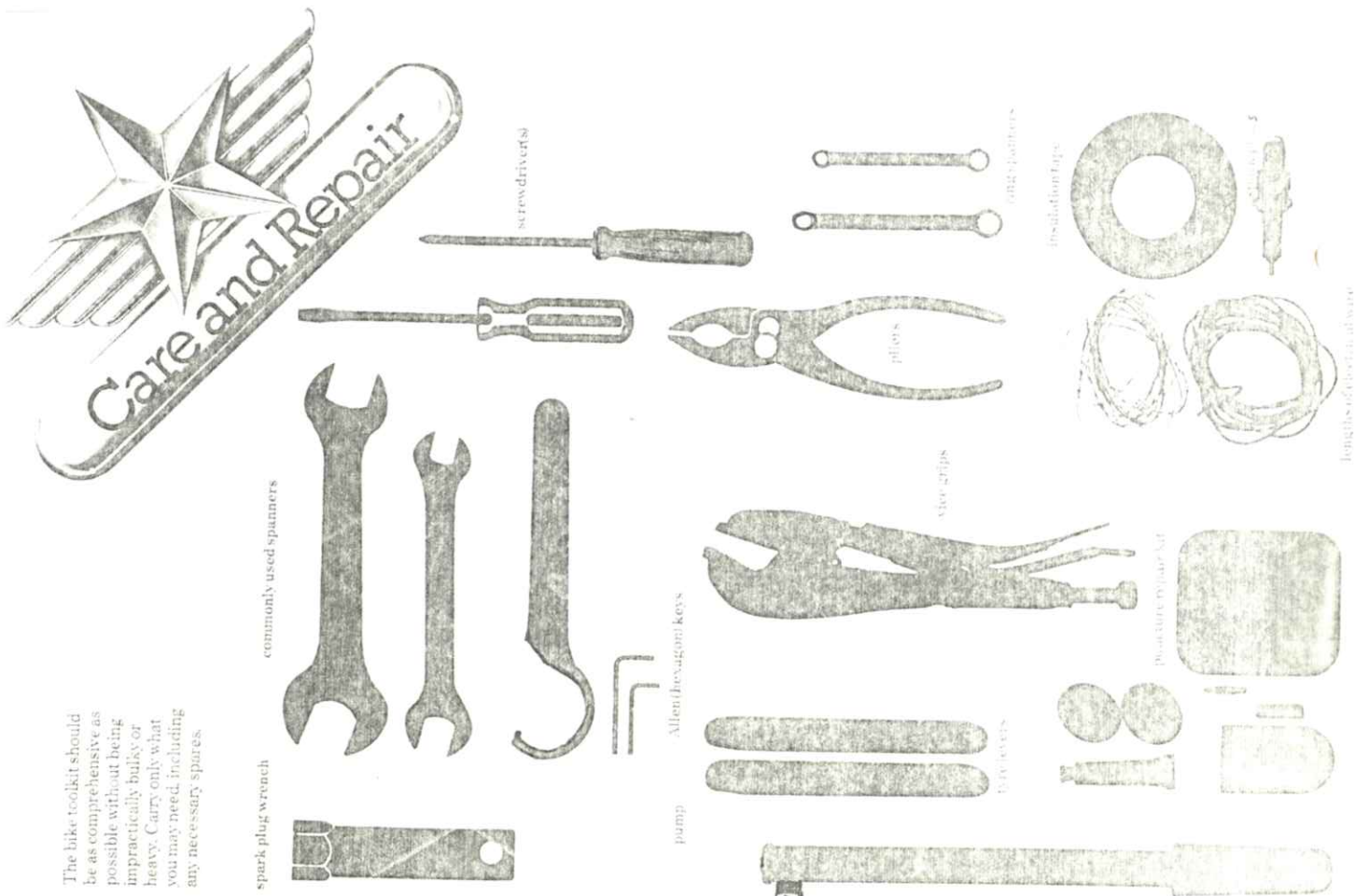
It is a good idea to carry, some-where else, a roll of duct tape, the owner's manual in a plastic wallet, and the tyre pressure guage if you need it.

The standard BMW pump is adequate for emergency use, but be prepared to put some effort in it. (Where do we buy this 'Effort' stuff? Ed.)

The pump should be checked every couple of months and dismantled, cleaned and oiled yearly.

Well there it is, the secret to good roadside repairing, you may wish to vary the items for your BMW, depending on age and model, but now is as good a time as any to see that your toolkit is up to scratch, and that you don't end up waiting on the roadside for someone else to turn up with the odd tool or spare plug that you have not thought to carry with you.

(Thanks to Bob for taking the time to respond to requests for this type of article, we hope to bring more of the same in future issues and we would like some response as to the type of items you would like covered. CAF.



STATEMENT OF INCOME AND EXPENDITURE FOR THE ACT BMW MCC,
 FINANCIAL YEAR, 3 March 1983 to 8 March 1984.

OPENING BALANCE SIA A/C	700:00	
SAVINGS A/C	203:57	
		903:57

INCOME :

Membership Fees	362:00	
Club Badges	10:50	
T Shirts	59:00	
Ultra units	218:00	
Christmas Dinner	71:00	
Club Pullovers	405:00	
		1 125:50

Kosciusko Rally		
Entries	1 153:50	
Badges, entries, raffle	1 650:00	
		2 803:50

Transfer from S.I.A.	624:00	
Bank interest	65:29	
Sundry income	302:00	
		991:29

Total income: 5 823:86

EXPENDITURE

Stationery	276:67
Tools	35:00
Club Badges	115:60
Trophies & Gifts	47:90
Supers	24:30
Ultra units	240:00
Christmas Dinner	231:00
T Shirts	126:98
Club Pullovers	640:00

1 737:45

EXPENDITURE Cont.

Kosciusko Rally:

Printing	180:71
Screen (printing)	79:20
Trophies (open.)	61:65
Food items	58:24
Badges	875:08
Miscellaneous	56:00
Entry refunds	44:00
Donation. (K.N.Park.)	300:00

1 654:88

Transfer to SIA A/C	1 000:00
Stamp duty	10:95

1 010:95

TOTAL EXPENDITURE 4 403:28

Plus Bank balance at (SIA)	1 128:06
A.G.M. 8March 1984 (Savings)	284:17
and cash on hand	8:35

5 823:86

In the interest of safer motorcycling and motorcycling maintenance, have you recently made a proper physical check of the following :

1. BOLTS : Sump, engine mount, frame, fittings, centre stand (both sides)
2. SPOKES: condition and tension
3. SEAT : hinge fasteners/lock serviceable
4. STEERING : head bearings
5. GREASE : swing arm
6. TYRES : wear and general condition/correct pressures
7. HORN : mount(s) and operation
8. OIL : level in engine/drive train
9. FORKS : oil seals
10. CLUTCH : adjustment - cable

FINAL RESULTS 'CLUB PERSON OF THE YEAR' 83/84 - FIRST FIFTEEN PLACES

1. Chris FULKER	153 points	(1st and 2nd awarded a BMW Glass Mug each due to very close points achieved)
2. Bob RUMSEY	152 $\frac{1}{2}$ "	
3. Ursula Strotmann	113	
4. Wurner Storotmann	113	
5. Jeanette Hahn	109 $\frac{1}{2}$	
6. Ian Hahn	101 $\frac{1}{2}$	
7. Don Burt	100	
8. Frank Millwood	97	
9. Christine Ciechan	91	
10. Mark Coghlan	89	
11. Anne Fulker	87	
12. Margaret Wylde-Browne	82	
13. Tony Wurzer	76	
14. Bill Searl	50	
15. Liz Coghlan	44	

ENTRY FORM FOR THE ROUGH ROAD RALLY - 1984.

I wish to enter the 1984 "Roughie" in the following category:

GOLD... SILVER... BRONZE...
 NAME.....
 ADDRESS.....

I've a pillion/passenger and the appropriate category is:
 SILVER...
 NAME.....
 ADDRESS.....

I understand the rules and agree to abide by them.....(SIGNATURE)

FEDERATION OF AUSTRALIAN MOTORCYCLISTS.

P.O. Box 131, Parramatta, N.S.W. 2150.

ENTRY FORM FOR THE ROUGH ROAD RALLY - 1984.

I wish to enter the 1984 "Roughie" in the following category:

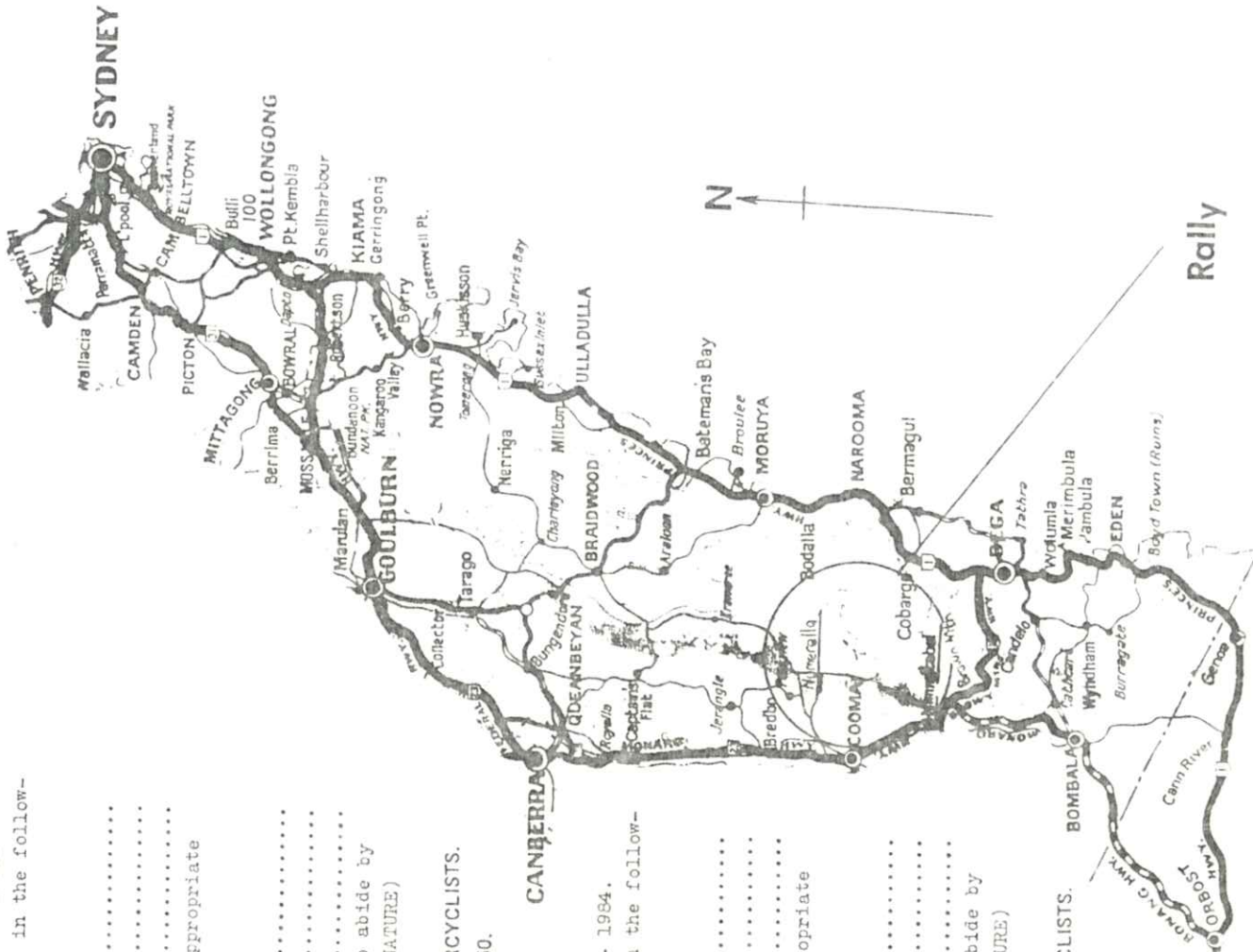
GOLD... SILVER... BRONZE...
 NAME.....
 ADDRESS.....

I've a pillion/passenger and the appropriate category is:
 SILVER...
 NAME.....
 ADDRESS.....

I understand the rules and agree to abide by them.....(SIGNATURE)

FEDERATION OF AUSTRALIAN MOTORCYCLISTS.

P.O. Box 131, Parramatta, N.S.W. 2150.



ROUGH ROAD RALLY

WADBILLIGA 1984

INTRODUCTION. 31 MAR 1984 - 1 APR 1984

Are you a motorcyclist?
 Are you a REAL motorcyclist?
 Are you really a REAL motorcyclist?
 Does the thought of riding along fifty kilometres of dirt road send shivers down your spine?
 Or do you love the idea?
 Well, we don't give a damn what your answers are! We've organised a rally that's different. It's difficult, it'll need care, concentration and commonsense. But, if you enjoy a challenge, then this rally is for you!
 This is the "ROUGH ROAD RALLY".

RATIONALE.

Not every group has to justify their reasons for holding a rally, but FAM is essentially a political action group, and holding two rallies a year might be seen as turning us into a touring club. That's not our intent. The basic reason for two rallies is money. (How's that for honesty?) However, it's not profiteering, we're planning a pro-motorcycling advertising campaign, which we hope to commence in October, 1984, (the unofficial start of the "riding season").

The format for this rally is rather different to