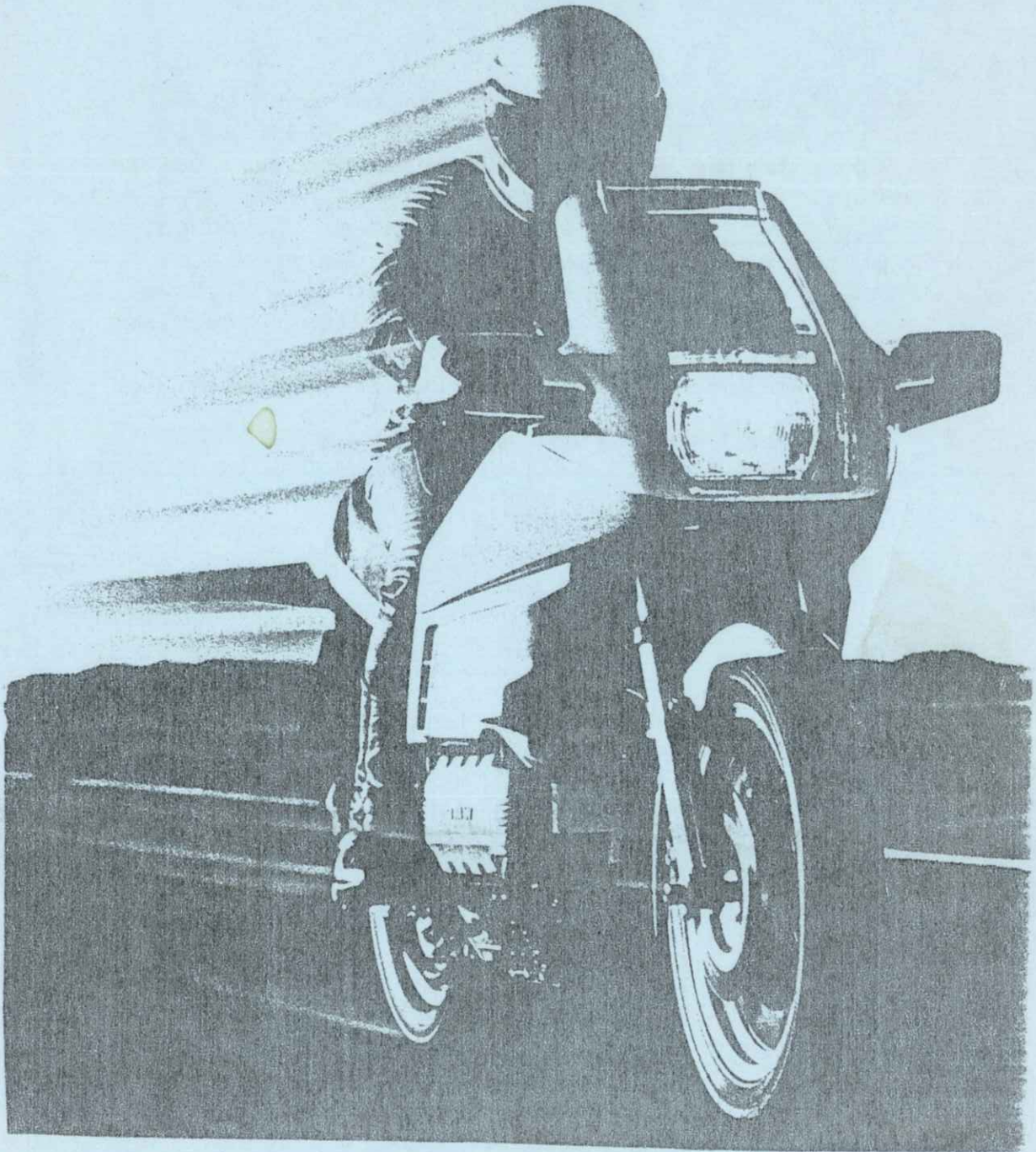




MONTHLY JOURNAL OF THE  
**ACT BMW MOTOR CYCLE CLUB**  
P.O. BOX 1042, WODEN, A.C.T. 2606



COMMITTEE ACT BMW MCC :

PRESIDENT:- CHRISTOPHER FULKER,  
61 BOSWORTH CIRCUIT, KAMBAH. ACT. Ph: 31 0114 (H)  
SECRETARY: MARK COGLAN,  
64 FINCHAM CRES. WANNIASSA. ACT. Ph. 31 8059 (H)  
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TOURING  
SECRETARY: BOB RUMSEY,  
3/22 BUNGENDORE RD. QUEANBEYAN. Ph: 97 7507 (H)  
N.S.W.

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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.

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A NOTE FROM THE PREZ. (in Absentia - in transit - in a far away place? - would you believe on holiday in Tasmania?)

Hi, by the time you read this Anne and I shall be on our way back home from 3 & 1/2 weeks travelling around Tasmania (Anne drove our VW Kombi campervan and I rode by R60). The weather was very kind to us with only one really rainy day - the Monday we chose to visit the Port Arthur area.

We spent several days visiting or staying with friends at Devonport, Launceston and Hobart (sleeping in the Kombi, and travelling around the areas each day on the BM - a very economical way to see Tas, once the cost of bringing the bike over is offset by the difference in fuel used for tripping about, i.e. you can do 100km on the BM for the same cost of 30km in the VW).

For any who have not yet visited the "Island state" get out a map/atlas and see where THE places are:- We stayed at Boat Harbour (North West Tas) for 2 nights and travelled west to Stanley-Smithton area. Very nice, coastal views, delicious crayfish meals etc, private Bird Sanctuary (Birdland, Sisters Beach) and National Park in this area. After leaving Devonport (the second time, we back-tracked as we had been down the west coast last visit) we stayed at Mole Creek (near Deloraine) and visited the very fine "Wildlife" Park, fed the numerous free roaming wombats, wallabies, cockatoos, "Cape Barren" geese, etc. Walked through the "Nocturnal House" where we could see pygmy possums, sugar gliders, kangaroo rats, a tawny frogmouth owl and other animals active at night under "low light" conditions, when they were awake and active. (You would not normally see them in the bush at day time - even if you knew where to find them.)

Next stop-over was Launceston (at the Longford Caravan Park, 18km out of town, one of the best parks in the L/ton area:- clean and quite). After visiting friends we visited the "Penny Royal" complex to see what else had been added since our last visit 4 years ago; we cruised up the Gorge in their Paddle Steamer "Lady Stelfox" (powered by a Perkins Diesel!), and had a delicious meal in the Old English Pub before moving on to see other sites of interest in town, and do a round trip down beside the Tamar River via the Batman Bridge. We also visited the historic town of Evandale before heading off south to Hobart along the Midlands Highway.

The town of Ross was our next stop for lunch and to take some photos of the old church, famous bridge and other buildings kept much as they were 100 years ago. (The old cemetery was most interesting to visit also - many grave markers show dates of pre-1900). We also stopped over at Oatlands before continuing on to Hobart via a back road to Richmond (We stayed with friends at Midway Pt. near the airport).

Places we visited around Hobart included an exhibition of model trains - in a train (the carriages of the old 'Tasman Limited) at a siding in Margate (south of the city). A private collection of veteran and vintage cars, mostly old Hudsons, Fords and Essex cars and a hearse, near Huonville. The roads south of Hobart are very narrow and winding - good for the bike, if you didn't overdo it!

On the North Side we visited several places along the Port Arthur Peninsular, but due to heavy rain we missed out on looking through what may have been the best attraction, an old 'Bush Mill' with several steam engines to provide power for the Saws etc and many old relics from the pioneer days (\*No, not the Pioneer Coach tours - the 'OLD' days - say, before Brian or Ian's time?).

Although we missed the market at Salamanca Place we spent an hour or so wandering around Constitution Docks looking at the fishing vessels and talking to some locals fishing off the wharf with various degrees of success.

The East Coast was next on our travels and Bicheno the first stopover. (Where we are now) The road up from Hobart was quite good and there are many places to stop and view the spectacular coastline, particularly about Swansea etc.

Sea Life Centre in Bicheno was our first stop after finding somewhere to stay. The centre is a well set up aquarium with 28 big salt water tanks displaying most of the local fish and aquatic life found around here. They have also hauled a 72 X 18 foot Ketch (flat bottomed scow) up beside the centre for visitors to look over, named the Enterprize, it was built in 1902 and continued in service of one sort or another till 1976 when it moored in Hobart (waiting it's final trip to Bicheno and fame at the Sea Life Centre, a trip made under its own power it should be noted).

There is a bird sanctuary and animal park we hope to see in this area as well before continuing our journey back to Devonport to catch the 'Express' back to the 'North Island' (as some of the locals refer to the mainland) on Easter Sunday.

All being well we should be going via the Vic BMW Club's rally at Clunes before returning home.

Hope that everyone has (or HAD) a safe Easter and that some may consider taking a look around Tasmania on a future holiday.

My thanks to Mark for taking over in my absence to run + last meeting and look after the club's interests etc.

Till next time, take care on the roads.

#### POST SCRIPT TO TRIP:-

We have since returned safely to Canberra and we are busy getting back to our normal life styles, no more sleeping in till 9:30 or so if we feel like it etc.

The Bird life Centre referred to at Bicheno was one of the best places we visited, well planned walks, "walk through" Avairys, and water bird lakes placed slightly away from the main area to encourage the local ducks etc. to call it 'home', and not be too disturbed by passing traffic and so on. Again, they had Tasmanian Devils, and many free range animals in their park. A very worthwhile stopover I thought.

The return to Devonport was uneventful, apart from the heavy pre-easter holiday traffic we encountered on the way from the east coast to Launceston, (Where we met up with our friend who is a teacher on King Island, and was just home for Easter.)

Returning on the Empress was not as pleasant as the trip over, some one was even a little sea sick during the night.... Monday morning in Melbourne was not much better, the weather was cold and wet as we left for Ballarratt (Via a long-cut, the short cut was missed on the way through Melbourne, you know how it is, finding your way in city traffic?)

Called in to the Rally site at Clunes, some 20 or so were still there enjoying the location, before heading home again via Bendigo and the Hume Highway on Tuesday. All in all, a pleasant vacation, no major events like car accidents etc. and now all we have to do is start saving for next years trip to W.A.!

Christopher.

## MINUTES OF APRIL GENERAL MEETING

Meeting opened at 8.40pm at A.A. Club with 13 members present including new member Bill Brown.

Apologies were received from Chris and Anne Fulker plus Bob Rumsey and Christine all away on holiday. There were two visitors, Peter Flynn and Wayne

Minutes of March meeting accepted without discussion;  
- moved Jeanette Hahn, seconded Ian Hahn.

### CORRESPONDENCE

- . Received: Pencycle Trading P/L information on Electronic ignition systems for BM's plus Penrite oils.
- . Magazine from BMW Touring Club of NSW, Vic, W.A.
- . First enquiry for details on this year's Kosciusko Rally.
- . Outgoings: Nil.

### BUSINESS

- . Next Run - Sunday 6 May to Cowra, return via Wyangala Dam. BBQ Lunch. Meet Dickson Motor Registry to leave by 9.00am sharp.

### REPORTS

- . Club wooly pully's arrived and distributed  
- further order to be discussed with Vic. Club over Easter.
- . Constitution retyped and soon to be available to newer members.
- . Incorporation Sub-committee to be formed next meeting.
- . Club person of the year points may be modified to account for longer distance rallies and 100km distance zones. Map to be purchased by Touring Secretary.
- . Invitation by Don Burt to attend Mini Bike meeting in near future.
- . General discussion on motorcycle parts prices.

Next meeting to be held on 10 May, 8 pm, same location.

Meeting closed at 9.50pm

Chaired by Mark and minutes taken by Jeanette.

WHATS ON :- WHERE, WHEN.

- May 5 - 6            Emu Rally, near Ararat, Vic.
- May 6                Sunday, Club run to Japanese Gardens at Cowra, about 185km each way. Return via Wyangala Dam. Meet Dickson Motor Registry leaving at 9am SHARP.
- May 10                Thursday, Monthly Club meeting at the Austrian Club, Mawson 7.30pm.
- May 18n - 20        Flying Doctor Rally, near Quorn S.A., proceeds to the Royal Flying Doctor Service.
- May 19 - 20           Coyote Rally near Clifton, Qld.
- May 26 - 27           Roo River Rally, near Kangaroo Valley via Moss Vale. P.S. Take your own firewood or a gas stove.  
- Croweater Rally, Somewhere in S.A.
- June 9 - 11           Alpine Rally, at Brindabella, 80km from Canberra  
Sapphire Rally, near Warialda, northern N.S.W.  
Anniversary Rally, near Waikerie, S.A.
- June 23 - 24          The Ice Rally, near Omeo, Vic
- July 13 - 15          Cockatoo Rally, near Gladstone, Qld.
- July 14 - 15          Winter Rally, near Neriga via Braidwood.
- July 28 - 29          Bike Aust. Rally, at Geroa N.S.W.
- October 27 - 28      ACT BMW Kosciusko Rally.

For more details contact Bob Rumsey.

ACT BMW MOTOR CYCLE CLUB

ACT BMW MCC PRODUCT REVIEW

PRODUCT TYPE:    (BMW) Motorcycle

BRAND:    B.M.W. R80ST (Pre-loved)            PRICE: \$4,300

WHEN / WHERE PURCHASED:    Doug Bryant, Weston

COMMENTS:    Could do with a bigger tank, smaller handlebars and a better seat. Then on the other hand maybe I got the concept wrong and that the bike is meant as a town bike rather than a cross-country tourer.

MODIFICATIONS OR IMPROVEMENTS

REQUIRED:    A change of fuel tank and handlebars.

VALUE FOR MONEY:    YES

BUY AGAIN OR RECOMEND:    YES

NAME:    Frank Millwood

BIKE:    R80ST

NUDGE NUDGE WINK WINK. ABOUT FEES AND SUNDRIES

FIRSTLY

Chasing money is no fun but this is the first and only formal reminder. It may be a surprise for some members to note that 74% of membership renewals are now overdue. I realise that membership renewal may get overlooked in all innocence, but the Club's finances need an annual boost to cover simple operating costs which includes producing and mailing the Journal. By the way the Journal is neither printed commercially nor with a Club printer.

Ursula Strotmann is most willing to accept all membership moneys. As Article 6 of the Constitution states that fees are "payable within thirty days after the AGM, otherwise membership shall cease." - Journals will only be sent to financial members in future. If you don't have a receipt from Ursula, you are bound to be unfinancial. If you can think of a better system for fees, please tell the Treasurer. Finally, we want to get the revised membership list finalised so that you will each have the new info.

SECONDLY

Financial members who don't yet have their new membership card, please tell me quickly - I've missed a couple of you.

THIRDLY

All Club correspondence will be available for inspection on request at each General Meeting.

FOURTHLY

Don't forget your contribution concerning club sticker design(s).

FIFTHLY

Apologies for the later distribution of this edition but several of the Committee peoples have been on holidays, one in particular for six weeks - but that's now past tense.

Mark (Sec'y)

## TOURING

By Eol Rumsey

There has been some innovation coming on to the rally scene lately with invitation only rallies, the Rough Road Rally and the Fire and Ice Rallies.

I recently attended the Rough Road Rally which was 'near' Numeralla, here's what was involved:

Proceed to Numeralla via Cooma (all sealed road) where a sign points down a good dirt road to Nimmitabel. After 30km of fair to good gravel roads a sign points into a gateway onto a private property.

Thinking that this is the place, I ask the bloke coming out of the gate on a Yamaha, "What happened to the rough part?" He answers, "That's what I thought!".

Anyway, proceeding through the gate about 400m I find the 'checkpoint' mentioned on the entry form and after collecting my ticket, head off straight into a fast flowing creek about 30cm deep and 5m across. I think this was supposed to deter anyone who couldn't handle the next 35km of steep, rocky hills, three more creeks, an amazing 10km steep decent, narrow and winding dirt tracks and the most amazing scenery from freezing drizzle on the alpine heaths to rainforest and raging rivers.

The only problem was that I kept thinking that I would have to traverse this amazing track again to get out!

The bloke at the checkpoint had told me it was 27km to the rally and by the time I was well past 30km I started wondering where the hell I was going in the gathering darkness when suddenly I found myself coming up to a tent and, of all things, a campervan.

This was the rally site and my suspicions about the camper-van were confirmed. We were now about 20km outside of Cobargo on a good road.

It was a hell of a trip, especially for those who turned back, but the scenery was incredible. The only complaint I had was that we should have been told where we were going at the checkpoint. The reason for the secret venue was to make sure that everyone arrived via the rough road.

Out of the 150 who made the trip I saw only three bikes damaged, probably because the less experienced riders were sorted out at the start or just didn't come.

The only other club members there were Tony Wurzer and Margaret with the goldwing.

Next year's Rough Roadie is at the Nocundra Pub via Tibooburra.

The Fire And Ice Rallies is an unusual concept. There are two rallies, one near Omeo in the Victorian Alps in June and one somewhere out of Broken Hill in December.

The badge, consisting of two mating halves, will be presented at the Fire Rally only to those who have pre-entered and attended the Ice Rally also.

There are only 100 places available and entries accompanied by \$10 deposit should be sent to; Fierre Le Bruin, Rally Organiser P.O. Box 179, Albert Park, Vic, 3206.



## YARRANGOBILLY CAVES RUN

The weather was cool and threatening rain. When Liz, Jacqui and I set off for the departure point at Weston. The turnout was surprisingly good for this run. There were 12 adults, nine bikes and one van with Helen Bryant and family plus Liz and junior.

We set off at 8.30 and rode with our new Club pullovers on. Some showers were experienced just north of Cooma and it was here that The Hahn's decided to return home after Christopher's glove took a dive for the roadside. So seven BM's and the van pressed on.

There was some very ordinary sections of road and some excellent winding road to the caves. We tried to observe the speed limit. After a brief dirt section which was the entry to the caves grounds, we parked the machines and had a good chat like happy little blue penquins.

Lunch included some very tasty smoked salmon with the compliments of Werner and Ursula. We then decided to inspect the (self guided) Glory cave and Don had to make tracks home. The temperature was cool and seemed warmer than outside. After walking some distance we then had to climb some steep metal stairs to exit the cave. It was interesting to note some remains of old pathways and steps of yesteryear in the caves. It is now less mountain-goat-like.

After the caves it was a quick dip for some of us in the thermal pool. Frank, Helen, Paul and Raelene Bryant, and I braved the elements to reach the open pool. Pity it was not one or two degrees warmer though.

The return trip was virtually uneventful, once we got out of the caves area which could have been better sign-posted for the exit. Bob led the way back with Barry close behind. A good way along the road I was hit on the left thumb by a large piece of metal. It hurt for some time later. I was forced to stop and quickly check if it was off my front end - well in the cold and brief panic caused by me accidentally knocking the engine kill switch, I could not account for why my bike should stop running. Then after Doug came to see if I was O.K. we quickly got moving again. It was interesting to observe that Helen was easily able to keep up with us in the Nissan Urvan - she too had stopped in the brief moment of my confusion and rather sore thumb. Gloves offer very good protection.

Well, the run ended about 6.45 pm with each of us going our own ways home with some 460 kilometres of motorcycling enjoyed for the day.

Mark R100/7.

Two public servants attempting to be tradesmanlike in the somewhat puzzling effort to erect a paling fence. One was charged with the responsibility of the hammer. The other, holding a nail at a complex angle on the fence said "When I nod my head, you hit it".

FRANK TAKES A R80ST (HIS) FOR A ROAD TEST

My brother Martin came around in early January to ask me what I was doing on the long weekend. So I told him that I was making plans to go on the Australia Day Rally in the Chichester State Forest. Then he asked me if I would rather go down to Melbourne as there was going to be a party for a guy called Brian who owned a hotel that we both stayed at in London. So I agreed and suggested that we go down on the bike Martin said that would be great and asked if he could ride the bike as well.

"HMMMMMMMM arrrrr I don't arrrrrr hMMMM O.K."

"Well let's make a week of it and do a tour of Victoria" said Martin.

"O.K. I could do a road test for the club journal."

Before going any further let's get one thing straight I am a BMW fanatic, one of those people who think that BMW stands for Best Motorcycle in the World and I make no apology for it. Though I will be one of the first to admit that the boys in Berlin do make a few slight mistakes, (but not many). I have owned two BMW's before this one; a 1960 R69S which is really a R60 with a R69S motor which I have owned for the last thirteen years and a 1972 R60/5 that I owned from 1976 to 1980.

Thursday night before the long weekend saw us getting ready for the trip. As the bike came fitted with BMW panniers as well as a clock and forks gaiters, I gave the left hand pannier (which is smaller in capacity to the right hand side, to accommodate the high mounted exhaust) to Martin for him to pack his gear in. As I said I would carry the camping gear, I got the larger right side pannier to pack my gear in, which is big enough to take a full face helmet.

Friday morning with a final check on the bike oil, air and adjust the rear shock, put the panniers on the bike, tire, two sleeping bags, and a tent on the small rack that is part of the panniers frame. Then it was out on the road heading off to Yass. The first point that showed up was the handlebars which are quite good around town and on dirt roads, are a bit too high and a bit too far back at cruising speed on the highway. We stopped at Yass for something to drink and eat. After Yass we headed off down the Hume Highway till Tarcutta where we stopped and I let Martin take over the riding. A few miles down the road Martin asked me how many K's you would get to the tank, so I told him that when the trip meter showed 250km then he had better start looking for a petrol station. Then just outside Little Billabong, Martin pulled up on the side of the road, when I asked him what was wrong he said that the bike is out of fuel, 250km and the bike was dead dry. So we tossed a coin to see who would go to the next town to get some fuel. Martin lost so I sat on the bike put my feet on the handlebars and used the sleepingbags as a pillow and took a little sleep. After about two hours a police car pulled up on the other side of the road and Martin hopped out the back with the fuel. He said that he had no trouble getting a lift to the petrol station as a guy pulled up on a Honda CB400 to give him a lift, he was from Germany and was spending six weeks holidays in Australia - after a few weeks in Queensland was coming down south to see how the bottom half of Australia lived. But Martin did not have a bit of trouble getting back to the bike and was just thinking of walking back when the police car pulled up. So we put the petrol in the bike and was about to get back on the road when a guy on a Yamaha 650 pulled up to see if we needed any help.

"No thanks, we ran out of petrol but everything is alright now."

"Well be careful, there's a few cops on the highway".

"We know", we said and had a laugh to ourselves, he probably thought we were mad. So we went down to Little Billabong to fill up with petrol and hand back the petrol tin. Then it was off to Albury when we stopped for something to eat. Albury was full of bikes, all of which were going to the Clubman Rally, except us as we were passing through on our way to Melbourne. After dinner it was out on the Hume Highway through Glenrowan, famous for its bank robber, and on to Seymour where we stopped for the night as we thought it would be better to try and find our way around Melbourne in the morning than at 12.00 midnight which would have been the time we would have arrived in Melbourne if we kept going. So we booked into the camping ground and tried to put up the tent, but after a few bent tent pegs we finally got the tent up. Next morning saw us heading down the Hume again, a short detour to Broadford, back onto the Hume for a while, then went off it again at Wandong following that road down to Melbourne.

In Melbourne the fun began with us trying to find Peter's place, a guy we know from Canberra now living in Melbourne. The address we had was 7 Rose Street, which was given to us by our brother Paul, but when we got there it was just a vacant lot.

"Do you think Paul has tried to play a trick on us," I said to Martin.

"Well let's go to Brian's party and work all this out later," said Martin.

"O.K."

As Brian's party was a BBQ by the Yarra we went to the riverside park and walked past the BBQ spots will we came across Brian standing around a BBQ with a can of beer in his hand.

"Ha the Millwood brothers hotel wrecker," said Brian as he saw us and then went on to tell us that most of the people we knew had shown up at his Sydney reunion. After a drink or two and a chat to Brian about old times we set off to look for Peter's place. So I had a look at my Golden Fleece "Melbourne and Suburbs" map.

"Look there is a Rowe Street just here so lets try that." as Martin did not have any better ideas we set off. Pulling up at 7 Rowe Street, I turned around and said to Martin.

"This is Peter's place all right."

"How do you know," replied Martin.

"That's Peter's old EH Holden out the front."

After a few days in Melbourne we headed off to Geelong stopping there to have lunch before heading off down the Great Ocean Road. Riding along the coast road stopping every now and then to take a few photos everything going well except for the wind till we got to the twelve Apostles where we stopped to have a better look around. By this time it was getting a bit dark so we set off to find a place to stay for the night. Finding a Motel in Port Campbell we set up camp there for the night. The next day we set off for Ballarat riding up through Camperdown, Lismore, Skipton and on to Ballarat. We stopped at Ballarat for lunch and spent a few hours looking around Sovereign Hill. We then headed off to Daylesford where we made a short detour to have a look at Hepburn Spings. Coming into Castlemaine the bike was low on fuel and as it was late in the evening we could not find a petrol station open so we booked into a motel room

and waited till the morning. The next day we rode up through Bendigo onto Echuca then along the Murray Valley Highway to Albury stopping along the way for fuel. At Albury we stopped for lunch and had a look at our map. Finding a place called Millwood just outside Wagga we thought that we would go up there and have a look. Leaving Albury heading up the Olympic Highway till we got to The Rock where we went off the highway and on to a road to Collingullie. When we got to Collingullie we found the road across the Murrumbidgee River to Millwood was covered with water. So we went down to Wagga Wagga to get across the river. Only we made a small mistake and ended up at Colamon but we were soon on the right road and heading for a big disappointment as Millwood was just four houses at a cross road not even a town sign so we could have our photo taken beside it. Heading back to Wagga we came across a East Millwood Road, so we stopped to have a photo taken beside the road sign to make up for the lack of a town sign and then went for a short ride along the road which was more of a stock route than a road. We stopped at Wagga Wagga for the night before heading back along the Hume Highway to Canberra the next day.

Well that was the trip. The bike performed quite well throughout the trip, being able to sit between 120km/h to 140km/h all day with plenty left for overtaking. Fuel Consumption was about 13.15km/l which gave a range of about 250km. So to sum up a great bike marred by a few faults like handlebars and the small fuel tank.

#### Frank Millwood

For members who may have heard about Jeanette Hahn hurting her right arm - she has been operated on and is feeling a lot better. Ian and the children are o.k. The outfit has not yet been operated on. Jeanette was riding the outfit on the way to the Vic BM Club rally, hit a ditch with the front wheel which caused the bike to stop suddenly.

